

# INTERNATIONAL SOLING ASSOCIATION



GUIDE 1992 – 1995





The picture above and the one on the inside back cover are reproduced from paintings by Michel Bernard of Paris – a member of the Peintre de la Marine, the oldest established artists' society in France.

We are grateful to Philippe Richard for the loan of these paintings, and also for his assistance with the final stages of production of this Guide.

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# International Soling Association

## GUIDE 1992-1995

### ***To the Members and Friends of the International Soling Association:***

*Here is the 1992 - 1995 Soling Guide.*

At the direction of the ISA Committee, it is a different publication from its predecessors, though it again carries the material which is needed to sustain the organization, the fabric in which the Class makes decisions, and the record of its rules which provide a guide for Soling competition throughout the world.

It has attempted to present some of the Class' history in story form as well as the names of its winning skippers of many regattas. Crew names are too often lost to attempt their inclusion on every occasion, but we recognize that most of the skippers owe their victories to the other two occupants of our boat. Collecting the material took more time than we allowed, so it will have to be for the next *Guide* to fill the gaps.

Because the *Guide* is also for promotional purposes, this one has more great pictures, thanks to rapid developments in marine photography. Keel boat racing is every bit as exciting as other manifestations of the sport of racing sailboats, as our four-colour plates demonstrate.

To some degrees, this *Guide* as well as those of past years is an arrested "still" of a process in motion - rules as of the date of publication, yet rules which even now are in the process of revision to keep pace with improvements, the creative results of sailors and builders finding ways to increase speed, though not always in the interests of one-design similarity; but that goes on forever. Regular supplements with the latest rules will keep the Class up to date before the 1996 *Guide* is published.

### ***Congratulations to Sam Merrick***

The Class is most appreciative of Sam's many accomplishments on its behalf. This *Guide* is his latest and one of his best. With all his typical dedication and talent he has created a new *Guide*, presenting the Class' past as we wish it to be remembered, as well as its present.

*Thank you Sam.*

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# International Soling Association

1992-1995



## Officers and Committees

### Honorary President:

H.M. King Harald of Norway

### Past Honorary President:

H.M. King Olav of Norway

### Honorary Committee Member:

H.M. King Constantine XIII of the Hellenes

### Past Presidents:

Eggert Benzon  
Jack Van Dyke  
Geert Bakker  
Ken Berkeley  
Karl Haist  
Sam Merrick

### Life Members:

All Past Presidents *and*  
Finn Chr. Ferner  
Duncan Simonds

### 1992 Executive Committee

Stuart Walker (USA) *President*

George Wossala (Hungary)  
*Vice President*



Jan Linge - Creator of the Soling

Jean-Pierre Marmier (Switzerland)  
Philippe Richard (France)

### 1992 Technical Committee

Tony Clare (UK) *Chairman*

Jean-Pierre Marmier (Switzerland)  
*Class Chief Measurer*

Bill Abbott, Jr. (Canada)  
Jan Linge (Norway)  
Anders Borresen (Denmark)  
Tarry Polidor (USA)

### International Class

**Measurers** (appointed by IYRU)  
Jean-Pierre Marmier (Switzerland)  
Francesco Ciccolo (Italy)  
Peter Cochrane (Canada)  
Laszlo Hegymegi (Hungary)  
Jong Ho Kim (Republic of Korea)  
Tarry Polidor (USA)  
Glen Read (Australia)

### 1992 Events Committee

#### Chairman:

Karl Haist (Germany)

### Soling Sailing

#### Regional Editors:

Rose Hoeksema (USA) America  
Paul Glaser (Australia) Australasia  
Ruud den Outer, (Holland) Europe

### 1992 Vice President

#### (Administration):

Tony Clare (UK)

### 1992 Elected Committee Members:

*Present term of office expiring 31st December 1992:*

Jochen Schümann (Germany)  
- First term of office  
Uli Ströhschneider (Austria)  
- Second term of office  
George Wossala (Hungary)  
- Third term of office

*Present term of office expiring 31st December 1993:*

Bill Abbott, Sr. (Canada)  
- First term of office  
George Barker (UK)  
- First term of office  
Daniel Ferré (France)  
- First term of office

*Present term of office expiring 31st December 1994:*

Stuart Walker (USA)  
- Second term of office  
Ruud den Outer (Holland)  
- Second term of office  
S.A.R. Principe de Asturias Don  
Felipe de Borbon y Grecia (Spain)  
- First term of office

### Committee Members

#### Appointed by NSA's for 1992:

USA	Sam Merrick
	and Joe Hoeksema
Germany	Karl Haist
France	Philippe Richard
Canada	James Beatty
Sweden	Magnus Holmberg
Switzerland	Jean-Pierre Marmier
Norway	Terje Wang
Italy	Silvio Santoni
Australia	Paul Glaser

### Secretary/Treasurer:

Dinny Reed

### Secretariat

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**Addresses, Telephone and Fax numbers of Officers and Committee members are listed on page 36.**

# History

## Jan Linge on the way to Soling

The Soling history actually began in the mind of Jan Linge during the late 50's while he was doing design work and tank testing on a 5.5 metre to be built for a Norwegian friend for sailing in the 1960 Olympics. The friend, Finn Ferner, was a successful business man and an outstanding helmsman, an Olympic medallist and winner of many international events. Linge had become convinced that a slightly smaller boat with a detached spade rudder and short keel could be a fast seaworthy boat with the likelihood of great popularity - though such features were not allowed under the 5.5 rules.

After 1960 Linge completed his design sketches to demonstrate his ideas for promoting a Norwegian national class. These seeds fell on barren ground for about two years, while the IYRU was reaching a decision to encourage more international classes - to take advantage of the research and materials developed during World War II, then becoming available for new domestic products - materials like plastics, synthetic yarns, glass fibre, as substitutes for wood and cotton.

## IYRU seeks New Classes

By the time of the 1961 IYRU meetings, the forces for change had organised themselves to seek four new classes - a single hander as companion to the Finn, a two-man keel boat to complement the Star, a three-man keelboat like the 5.5 or Dragon, finally a catamaran. The FD already had its companion in the 5 0 5.. so there was no need for another centreboarder - 470's Lasers and sailboards were to come later. There was to be a step-by-step process, starting with an announcement in a prominent yachting magazine willing to monitor a class, with generalized dimensions, then there would be a design competition not to choose a boat but to allow the IYRU to illustrate the type of boat desired. Thereafter, the IYRU would hold trials under the supervision of a "Selection" Committee which it would appoint.

## High Performance and Popularity

The underlying goals for these new boats was not explicit, but hinted: "high performance," and "popularity" were key words for whatever boat was chosen. There was sentiment among some countries, particularly those not performing well in existing classes, that new classes might displace existing ones in Olympic competition, though it was vigorously denied, perhaps out of political wisdom. Some thought the IYRU had a leadership role for promoting changes, others believed that international status should depend first on substantial levels of sailing activity around the world, that is a class already popular. The boats sought were all to be designated "Group A", that is the group from which Olympic classes were picked. The two-man keelboat process started in 1962 under the auspices of the Dutch sailing magazine "De Water Kampleon" with the

announcement of the design competition, to culminate at the 1963 IYRU meetings, and Trials perhaps in 1965.

## A Design Competition by IYRU

It was the public announcement by the Class Policy Committee (CPOC) in mid 1963 that started events leading to the adoption of the Soling's Olympic status four years later. The American magazine "Yachting" undertook to accept design sketches for presentation at the November 1963 meeting. "It should be a wholesome boat capable of being sailed from port to port in open water" - not "an extreme type design", reported "Yachting" - "What IYRU wants is a nice compromise between maximum speed and maximum seaworthiness, with a good measure of both. The boat should certainly be non-sinkable and have built-in buoyancy, and should be capable of racing in open sea conditions. Since it is to be a racing boat, our guess is that an entirely open cockpit, or at most, a minimum caddy, would be most acceptable". Obligatory maximum limits "LWL 22 feet, Draft 4'6", Displacement 3799 pounds, Sail area 310 sq. ft.

## A Boat for Strong Winds and Heavy Weather

At the November meeting, Linge, then a member of the Keelboat Committee, was armed with his plans and arguments for a smaller boat, cheaper, as much fun to sail and much easier to trail. A majority, however, favoured the larger boat - more like a one-design equivalent of the 5.5. A panel of three was appointed to be judges of the competition: Peter Scott (then President of the IYRU), Jan Linge and Rod Stephens, soon to become the world's leading naval architect of ocean racing yachts. This group took most of the year before, in November, awarding modest prizes (US\$300 for first) to the top three designs. Stephens wrote a summation of the judges' thinking ("Yachting" January 1965) with this significant observation: "There is so much merit in the fibre glass construction ... in providing uniformity of hull form (!)". He went on to say: "In evaluating the designs, the judges tried to think in terms of use under widely varying conditions. It was felt that prize-winning designs - one or more of which may be ultimately used in a widespread one-design class - should be suitable for almost any kind of wind and sea conditions. In a way, this became a bias toward a boat suited to strong winds and relatively heavy weather simply because a boat of this sort is at least safe and useful in light weather, even if it is at its best as a racing boat only in stronger winds".

## The Linge-Ferner Prototype

Once Linge had lost his argument at the 1963 meetings for a small boat, he returned to Norway determined to develop his version of a three-man keelboat. His next door neighbour, Sverre Olsen (See S.O. + LING), a successful merchant who had taken over the insolvent Holmen boatyard, became interested in backing the effort as useful

publicity for his establishment. Given such resources, a wooden prototype was built, for experimenting with sizes and placement of rudders, keels, and rig. Finn Ferner, the champion skipper and Linge's 5.5 client of 1960, became an important skilled partner in this activity. By mid 1965, Linge and Ferner were enough satisfied with their work to manufacture mould needs for producing complete fibre glass boats. In November 1965, the IYRU scheduled trials to be held off Kiel during September 1966, but for reasons not certain (perhaps to enlarge the entry list), allowed smaller boats provided "they were well ballasted, not a planing type".

## 1966 Trials - Shillalah and Soling

The high performance revolution was underway: Tempest given recognition, Catamaran trials set for 1967 and a 1966 rerun of the single hander event which had had no wind in 1965. During the Winter of '65/'66, five fibreglass Solings were built which were extensively sailed against one another during the following Summer. This competition was destined to be helpful in the heavy weather ahead at Kiel - chosen as a windy challenge for what the IYRU desired. The Norwegians arrived in Kiel with two boats - one to be raced, the other to remain on its trailer ashore available for inspection. Ferner was the helmsman, Linge and Rudolph Ugelstad the crew. There were eight boats, all prototype oneoffs except for the Soling. The first race was in moderate air, but thereafter for ten of the eleven races, Kiel lived up to its breezy reputation. The final race may have been worth all the rest for the Soling: a meeting of helmsmen gathered in view of the forty knot wind. Not surprisingly, the Committee's desire to race was persuasive. On the way to the starting area, breakdowns and one sinking left but two to compete. By the windward mark only the Soling was left to sail the course, and so to demonstrate her outstanding ability to handle heavy air. The Selection Committee, consisting of Frank Murdoch (Chairman, Holland), Beppe Croce (Italy), Bob Bavier (US), Costas Stavridis (Greece), Sir Gordon Smith (UK) and Hans Lubinus (Holland)) was impressed.

Two boats were recommended: Shillalah, designed and sailed by US Starboat Champion, Skip Etchells, and Soling, the boat referred to as "the undersized entry". Shillalah won eight of the ten races she entered - her speed was outstanding; although the Soling was about a foot and a half less on the water line, three feet less overall, 7% less sail area, she averaged a little over two minutes behind first place - was never outclassed, good in rough weather, and very fast on the reaches. Three months later in London, the CPOC endorsed the Selection Committee's recommendation, but wait: "The Permanent Committee seemed on the verge of approving this recommendation without any dissent when one of its members who had an unsuccessful entrant in the trials expressed the view that the trials were inconclusive

# History continued . . .

because of insufficient variety in weather. Others then cast doubt as to whether Shillalah could be built in fibreglass at a weight comparable to the wooden prototype and if not how might she perform? Despite some assurance that she could be, the damage was done and all of a sudden a number of people who minutes before were all in favour of encouraging both boats, decided instead to delay until additional trials could clarify the matter" wrote "Yachting" in January 1967.

## 1967 Second Trials - Travemunde

So more trials were scheduled - this time in Travemunde at the end of the 1967 Summer. A Committee now called "Observation" rather than "Selection" was this time chaired by Jonathan Janson (UK) with Beppe Croce (Italy), Ding Schoonmaker (US), Steitlerheim of Holland and Hamstorf from Germany. While the IYRU proceeded with deliberate speed, the '66 Trials had generated action in Norway. The three promoters, Linge, Ferner, and Olsen, formed Solings Yachts A/S to build and sell the boats and to license builders. Paul Elvström obtained a boat for testing and sailing in the '66/67 Winter; he became an enthusiastic supporter. Even before the second (1967) set of Trials, some sixty boats were sailing in Scandinavia - a "local" class, even without international status.

Several new boats, a fibreglass Shillalah, also a 5.5 and a Dragon to compare speeds, assembled in Travemunde for the second Trials - this time in what became a moderate air series. Again Shillalah was the big winner, but again Soling finished respectably. This time she was sailed by Per Spilling (destined to win the first European Championship in 1968) with Sven Olsen and Linge again as crew. Without comment, the Observation Committee recommended Soling alone; this result passed unanimously through the IYRU meetings. The Soling had become an international class, but not without the help of the Norwegian Embassy where hitherto non-existent Class Rules were put together one Friday night by Beecher Moore (our annual party host), Linge and Finn Ferner, and then reproduced by the Embassy staff just in time for the Saturday morning meeting of the CPOC.

## Soling Gets Chosen

Needless to say a celebration was in order. The supporters of Shillalah could grumble about European politics and IYRU's misleading campaign for a big boat, but the Norwegians hit the town for an all night blast, with the blessings of a friendly innkeeper selling his brew long after closing hours - one snag: the bill, product of the hours of carousal by fifty happy people unprepared to pay. The innkeeper was willing to wait for his money until Soling Yachts A/S could return to Oslo - a short time, but enough for a 40% drop in the British pound; so the party had been a bargain!

## Olympic Class Designation

The 1968 Games in Mexico were held before the Class acquired its Olympic status. Because there was a five-class limit

set by the International Olympic Committee (IOC), the CPOC had recommended 5.5, Soling, Tempest (its two new boats), FD and Finn - these at the cost of Dragon and Star. The Permanent Committee was heavily lobbied by Dragon enthusiasts and so dumped the 5.5; in the same process the Star owners forced abandonment of IYRU's Tempest. It took another four years after the '72 Games for the Soling to become the single threeman keel-boat, when the Dragon was finally retired.

In April of 1969, after this bloody battle, the IOC relieved the pressure on the IYRU by allowing a sixth "event". When the IYRU added the Tempest, a fourth keel-boat out of six, sailors throughout the world of small boat racing rose up in fury at the keelboat bias by the elders of yachting. These events, while not quite germane to Soling history, describe the dynamics of IYRU decision making when Olympic classes are changed.



N1 - the Original Soling.

## Solings Multiply

The news of the Trials' results not only assured the Soling's status, but stimulated a building spree: three hundred in 1968 and as many or more in 1969. Elvström became the dominant builder in Europe, particularly after he won the first Soling World Championship off Copenhagen in 1969. One of the best American helmsmen, George O'Day, was given a licence to build for the US market, just as Bill Abbott Sr. acquired the Canadian market. Since Abbott, alone of the original builders, has remained a steady supporter of the class and was to become the producer of more Solings than any other world wide, his own story bears telling. The "Chief" (as he is now known in all the hemispheres) had been looking for a small racing boat in 1966 to build in fibreglass for the use of local sailors at the southern end of Lake Huron. Pictures of the Soling competing in the '66 Trials was such a boat, and it attracted him as a solution to his search. After negotiations with Jan Linge, who

preferred to sell boats rather than license them, Abbott bought a plug which arrived in June of 1967. Moulds were then built so that six boats were produced by the end of the year at a leisurely pace, because Abbott was unaware of the pace of developments at the IYRU. But in 1968, he built 40, 129 in 1969, and then up to one per day as the American market opened to his benefit. Abbott had struck oil without looking for it.

## Not All Fibre Glass Boats Identical

It was clear by 1969 that the Soling had arrived. Now it was essential that a responsible class be formed to govern, to encourage measures for its safety and to adopt restrictions against expensive "improvements". But more important, the class had to control the shape of the hull, keel and rudder. The effort continues even today. Class Rules were therefore a priority, and were built upon those assembled by Linge and Ferner in 1967. Uniformity, the unrealisable goal of one-design mystique, was assured in the Sixties to have been accomplished by fibreglass construction. Experience was to prove a different reality. That called for vigilance by Class Officers. Many influences were at work even as the Soling was brought into existence. Sailcloth in dacron became available as the replacement for the best Egyptian cotton by 1960, but it took a few years for sailors to learn the significance of draft location and how to adjust it underway. To do that required an assortment of marine hardware for the creation of systems of control. Compare, for example, the vang (alias, kicking strap) of 1968 with its 5:1 advantage tackle to the multiblock 25:1 arrangements on today's boats. Harken and Holt among others arrived in time to make the Solings a sophisticated boat just as complexity was converting the sport into more science and head work. Leading sailors like Elvström were the first to grasp the potential for these developments in boat speed. The Class Rules had to ensure a measured pace.

## Bes - Elvström's Version

The first World Championship was won by Paul Elvström in a boat named Bes, one of three Norwegian boats built in 1968. Elvström spent much time testing his idea, while "customising" three of these boats - one for himself, one for King Constantine, and one for Erik Johansen, a fellow Dane. Said one knowledgeable sailor: "His boats tested the limits of the Soling class in every direction" (see Article by Graham Hall, "One Design and Offshore Yachtsman", November 1969, now known as "Sailing World": 3 pages of detailed photos and comments). When measured and protested "on general principles", Elvström's boats were faulted on only one point: he "had raised the floor about ten inches and had fibre-glassed them to the inside of the hull, making an effective double bottom". With "Elvström bailers", the boat was self-bailing. The floorboards were deemed to be "overweight"; holes were required to be drilled so that water in the cockpit could collect below in the bilge and be pumped like the rest of the fleet. The article concluded:

# History continued . . .

## One Design Challenge

"Whenever a boat like Elvström's makes such an impression on a class, there always emerges a rewritten set of rules dealing with the major "loopholes" that allowed the development. Such was the case with Buddy Freidrich's Dragon after the 1967 Worlds in Toronto.

"The newly elected International Soling Class technical committee will have to deal with any questions that the 1969 Worlds have brought to light. Chief among them will be rulings on floorboards and double-bottoms, hiking straps, devices, handles, hull weight, builder inspections, template enforcement, underwater keel location, and flush-hulled rudders. Recommendations of the ISA technical committee will be forwarded to the IYRU technical committee to ensure that the rules reflect accurately the intention and design of the original boat as adopted by the Union.

"The answers to these questions will tell whether and how far the Soling class is actually going in a "one-design" direction. "The thing that bothers me", George O'Day said at breakfast during the Worlds, "is that we have reached a stage where unless the class makes some far reaching decisions, people won't buy into it".

## Melges Makes the Boat "Simple"

While the Elvström boat of 1969 seemed a miracle of ingenuity that year, it nevertheless offered an extraordinary contrast to the Melges boat of 1972 in which Buddy Melges won the Class' first Olympic gold medal. The drums used in Elvström's boat to provide mechanical advantage at either end of the cockpit, the centre horse, the four big winches for trimming the jib and spinnaker, the clutter of lines coming into a console at the forward end of the cockpit, the spider web of shock cord to raise the spinnaker boom, the free standing handles on each rail for the crew, the tracks to change clew positions, and even the shroud tracks - all became victims of the Melges systems below decks or behind the bulkhead hatches. Marine hardware had come of age between the Elvström boat and Melges'.

The value of the raised floor (now called the cockpit sole) as an essential element in the construction and sailing of the Soling is apparent to anyone in 1992, but it was not in 1969. The ISA meeting of November adopted it only after a tie compelled Bill Abbott to cast a deciding vote after overnight thought. His agony was in Canada where twenty unsold boats had been built without those floors.

## The Cockpit Sole

A committee of IYRU technical people with help from the class was left to re-draft the rules which could be used by sailors preparing for the 1972 Games. Elvström had more ideas for strengthening the boat with support from the floor downward rather than have it rest upon members built up from the keel. He attempted to get IYRU approval without success, but went ahead

with his plan in the sixty boats he built in 1970. Although his ideas were ultimately allowed "he had his knuckles slapped" IYRU too had difficulty in this age of fibreglass: the templates made by the IYRU for the 1972 Games created a major problem because many boats built by licensed builders with approved tooling did not fit - fibreglass construction was more complicated than making muffins.

## Van Dyke brings order

It was in this state of confusion that on 1st January 1973 Jack Van Dyke, the then President of the US Soling Association, succeeded Eggert Benzon as ISA President. In 1972 the Soling had been redesignated an Olympic Class, looking towards the '76 Games. But the signals at the IYRU were to shape up with better control over the boat's construction, as well as its potential for high cost improvements contrary to the intention of Section 1 of the Class Rules.

Van Dyke's previous years with the IYRU helped to make 1973 a watershed year. A "Measurement Seminar" was held in Genoa with the IYRU's new President, Beppe Croce, Nigel Hacking (Executive Secretary), Tony Watts (IYRU Chief Measurer) and others, for a new and successful effort to tame the tigers of creativity. Since then the class has been able to confront problems, one by one, as they arose. There proved to be many down the years: hiking devices, shroud tracks, jib self tackers, reinforcement of the mast step area, rudders shaped by templates, sail inventories, steps to ensure watertight compartments, more keel templates to discourage excessive fairing and keel shaping contrary to the rules. For those with more interest in detail, the Class' published meeting minutes are packed with information on these subjects.

## Fleet and Match Racing

Successful fleet racing is the class' principal objective. We have come to believe that standard sailing instructions which were first adopted in 1982 help, if the organizing host club follows them. Even very recent history of World Championships has shown what happened when they are not followed. Match racing became a regular feature of the Class' European schedule in 1983 when Ken Berkeley donated a trophy for annual competition based upon experience over several years on Lake Balaton in Hungary and in Berlin. Because match racing in Solings promises to become an integral part of Olympic competition, it has been added to Championship schedules these past few years as a supplement to the fleet championship. It is destined to become more important in the future, but that gets ahead of history.

## Champions are History

This Guide has included the winners of more championship events than have appeared in its past editions. We apologize for naming skippers and not crews, but searching for their names proved an almost fruitless task beyond the three major events - World,

European and North American Championships; even these required searches in publications beyond "Soling Sailing" (founded in 1974) and "Leading Edge" (skimpy in 1972 until 1976) plus many 'phone calls. There is much missing material which the Editor of the 1996 Guide can include, if he gets some help from our readers with long memories.

## The Secretariat

In its early years the Secretariat of the Class was located in Denmark under the devoted supervision of Evvin Schiøtz, until he died in 1978. The search for a replacement ended nearly two years later in the English countryside in the person of Dinny Reed, now the Class' Treasurer as well as Secretary and defacto editor of everything. It is difficult for any of us who have been associated with the Class administration to imagine how we could exist without her. She had the advantage at first with the wise counsel of Duncan Simonds, who acquired the new title of Vice President for Administration. But now she runs the show as a chief assistant to our succeeding Presidents.

## Helpers Run the Class

Others also assist Presidents: Heike Blok was one of the earliest Soling sailors, always a source of good ideas, ambassador as Events Chairman, and translator among the languages that we bring to meetings, and creator of the Soling Tuning Manual. Still others are those who held the job of Technical Chairman - Maury Rattray for many years starting under Jack Van Dyke, then more recently, Tony Clare. Both have given enormous amounts of time to the details of Class Rules, necessarily the bed-rock of the class commitment to the one-design principle. Tony has been our "point"-man with the IYRU.

## Old Friends at the 20th Birthday Party

In 1985, the Class held a birthday dinner party to celebrate its twentieth anniversary. Present to celebrate with us was the late Beppe Croce, then President of the IYRU; and the Chairman of the CPOC during the turbulent years of our birth Jonathan Janson - who was also Chairman of the 1967 Observation Committee who recognized the beauty of the little boat Jan Linge had designed; and King Constantine of Greece, a competitor at our first World Championship.

## The Irony of History

1995, when we are 30, comes soon. In the uncertainties of the future, not unlike those of the past, it will be one of the ironies of history that a boat that was designed to sail from port to port in the roughest seas of the Baltic will maintain her Olympic attachment by demonstrating her prowess as a match racer for the benefit of shore-watching spectators.

SAM MERRICK

1. **TITLE**  
The full title of the Association shall be the **International Soling Association, (ISA)**.
2. **OBJECT**  
The object of the **ISA** is to promote the Soling Class throughout the world, to co-ordinate competition under uniform rules, and to maintain the integrity of the onedesign nature of the class in co-operation with the **International Yacht Racing Union (IYRU) and the National Soling Associations (NSA)**.
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.
  - 3.2 The **ISA Committee** shall mean the governing Committee of the **ISA**.
  - 3.3 The **National Authority** shall mean the organization recognized by the **IYRU** to control and organize yachting on a national basis in any country.
  - 3.4 The **NSA** shall mean the **National Soling Association** organized inside individual countries and officially recognized by the **ISA**. The **ISA** shall follow the rulings of the **IYRU** concerning geographical boundaries of individual countries.
  - 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 1992 the **Class Rules** as published by the **IYRU** are entitled "**International Soling Class Rules and Measurement Diagram**".
  - 3.7 **ISA Procedure** shall mean the procedures issued as guidance to **Licensed Builders, Yacht Owners, National Authorities and NSA's**.
  - 3.8 The **IYRU** shall mean the **International Yacht Racing Union**.
  - 3.9 The **Copyright Holder** shall mean **IYRU Holdings Limited**.
  - 3.10 The **Certificate** shall mean the measurement form duly endorsed as hereinafter provided. (See Rule 4.5).
  - 3.11 The **Measurement Form** shall mean the official Measurement Form.
  - 3.12 The **Sail Measurement Form** shall mean the official Sail Measurement Form.
  - 3.13 The **Hull Numbers** shall mean
    - (1) The Serial no. issued by **IYRU** on the Plaque,
    - (2) The **Licensed Builder's Code** and Hull number, Mould and Plug
- 3.14 The **Sail Numbers** shall mean the National Letters and Distinguishing Numbers allocated by the **National Authority or the NSA**.
- 3.15 The **ISA Class Register** shall mean the register of Full and Associate members.
- 3.16 **Licensed Builder** shall mean the person, persons, or corporation holding a licence to build the **International Soling**.
4. **PROTECTION OF ONE-DESIGN AND ISSUE OF CERTIFICATES**
  - 4.1 The One-Design character of the **International Soling** throughout the world and the quality of the yachts shall be controlled by limiting building rights to selected builders. All applications for building 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**.
  - 4.3 The **ISA** shall maintain a Register of **Licensed Builders, and NSA's**.
  - 4.4 The **NSA's** 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 **NSA's** or the **National Authorities** in respect of errors made by measurers. Names and addresses of such appointed measurers shall be reported to the **ISA** annually.
  - 4.5 The **Measurement Form**, properly 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.
  - 4.7 The **Copyright Holder** shall hold the **Licensed Builder** responsible for
- 4.8 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 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 recognised:
    - 5.1.1 **Full membership**
    - 5.1.2 **Associate membership**
    - 5.1.3 **Honorary membership**
    - 5.2 **Full Membership** shall, upon payment of the prescribed dues of 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**



# Constitution continued . . .

**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 **NSA's** or **NA's** as a receipt of dues for that year.

6.2 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.

6.3 Conclusion dates for count of **Full Members** for the purpose of:

a) **NSA's** appointment of appointed **ISA Committee Members** shall be 31st December.

b) Votes by **NSA's** at the AGM and by postal ballot shall be eight weeks before the date of the AGM or postal ballot.

## 7 MANAGEMENT OF ISA

7.1 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 the **ISA Constitution**. Any such changes shall be promptly submitted to the **IYRU** for its approval and notice of the change shall be promptly provided to the **NSA's**. 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 selecting and establishing the dates for the World and European Championships each year.

7.2 The **ISA Committee** shall consist of **Elected Members** and **Appointed Members**.

7.21 **Elected Members**: There shall be nine **Elected Members**, three of whom are elected each year for terms of three years. An **Elected Member** may be re-elected twice, after the third term he shall retire but shall be eligible for re-election after an interval of one year. Only one **Elected Member** may be elected from any one country.

7.22 **Appointed Members**: Each **NSA** with 40 or more **Full Members** at the date specified in Rule 6.3(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**.

7.23 In the case of the retirement of an **Elected Member**, or a vacancy in such office for any reason, the **ISA Committee** may appoint a substitute to complete the term. The **ISA Committee** need not necessarily fill such a vacancy, but must do so when the total number of **Elected Members** falls below six.

7.24 In the case of the retirement of an **Appointed Member**, or a vacancy in such office for any reason, the **NSA** of the former **Appointed**

**Member** may appoint a substitute to complete the term. If the substitute **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.

7.25 If an **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.

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 6.3(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 6.3.

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.



Management of ISA

# Constitution continued . . .

- 7.52 Elect one of its members as **Vice President** of the ISA for a term of one year
- 7.53 Elect a **Secretary** who shall keep correct minutes and records of all **ISA Committee** and General Meetings, together with the **Register of NSA's**. 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 Elect 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 elected **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 £5,000 also 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**.
- 7.566 At least three months prior to the Annual General Meeting the **Secretary** shall invite suggestions from the **ISA Committee** members and from the **NSA's** to fill vacancies occurring the following January 1st, and shall forward such suggestions to the **Chairman of the Nominating Committee**.
- 7.567 At least six weeks prior to the Annual General Meeting, the **Chairman of the Nominating Committee** shall, after consultation with the other members of the Committee, nominate to the members of the **ISA Committee**, the names of at least one full member for each of the vacancies from the following January 1st for the positions of **President, Vice-President, Secretary, Treasurer** and **Elected Members** of the **ISA Committee**
- 7.568 The **President** shall nominate for election by the **ISA Committee** the names of members to be the Chairmen of the following Committees: **Technical, Events, Nominating**. He shall also nominate for election the **Editor** and **Vice President (Administration)**
- 7.569 The nominations described above shall not preclude others made by members of the **ISA Committee**
- 7.57 Designate four of its members as an **Executive Committee** for a term of one year. The **President** and **Vice President** shall always be two of its members, the third member shall be elected by the **ISA Committee**, and the fourth member shall be appointed by the **President**. 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.
8. **NOTICES, QUORUMS, OTHER PROCEDURES AND FUNCTIONS**
- 8.1 At least six weeks notice shall be given for any **ISA Committee** meeting. The **Secretary** shall send written notice of the date and place of such meeting and the agenda therefore to each **ISA Committee** member. The **Secretary** shall circulate with the notice copies of relevant correspondence.
- 8.2 Any **ISA Committee** Member not answering a resolution communicated to him in writing by the **ISA Secretary** within four weeks from the date of sending shall be deemed to have agreed to such resolution being passed. All communications to countries outside that of the **Secretary** shall be sent by airmail.
- 8.3 At meetings of the **ISA Committee** five members present in person shall form a quorum.
- 8.4 Motions for any General Meeting properly proposed and seconded must be in the hands of the **Secretary** at the latest eight weeks before the date of the General Meeting in question.
9. **ANNUAL GENERAL MEETING OF THE ISA**
- 9.1 The 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 **NSA's** may vote by authorised representatives. Five **NSA's** present by authorised 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 organisers 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 organisers 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.

# Class Rules

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\* 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 specification. 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\* and approved by the ISA. 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 appointed by the National Authority\* and approved by the ISA.

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

**2.4** Construction shall be checked by measurement and official templates in accordance with the official measurement

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

**2.4.1** 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.

**2.4.2** Any alteration to the general external shape of the hull or deck mouldings by the application of paint coatings, gel coat, fillers or otherwise is prohibited. Gel coat shall only be applied by the builder in accordance with the specifications in the construction plans and shall not be substantially removed.

**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 sheerline 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.

**3.4.1** Transom Measurement Point shall be the intersection of counter and transom extensions.

**3.4.2** Breakwater Measurement Point shall be the forward face of the breakwater.

**3.5** The builder's 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 300mm from the base of the keel

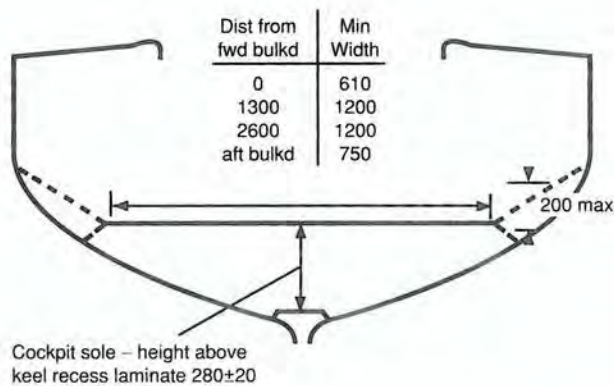
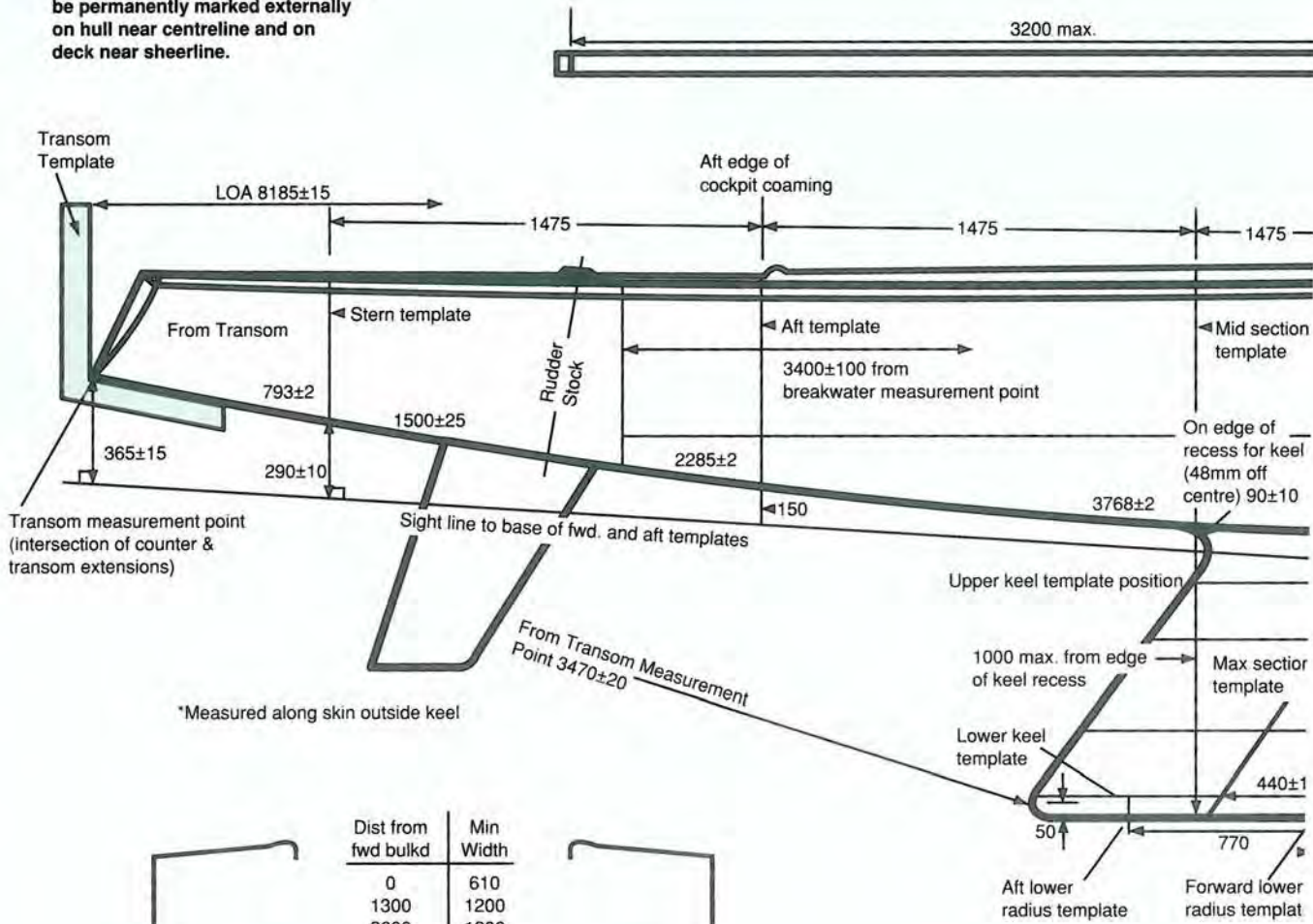
*Class Rules continued on page 13 . . . .*



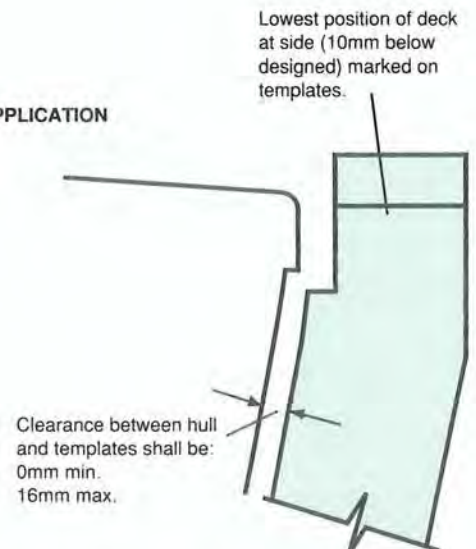
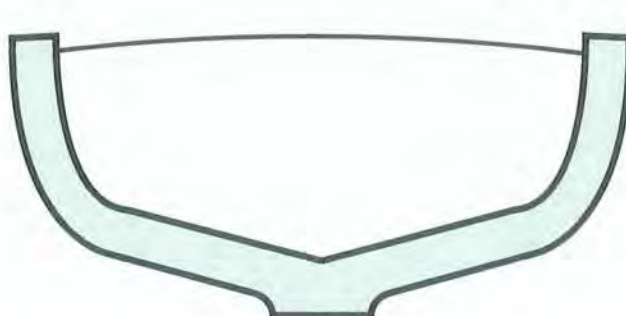
*Jan Linge and Jean-Pierre Marmier*

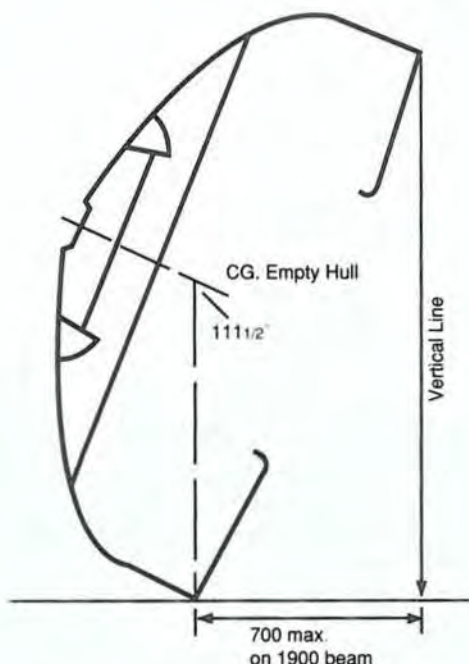
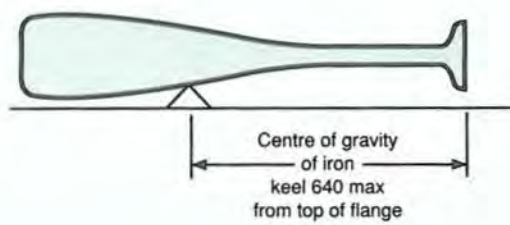
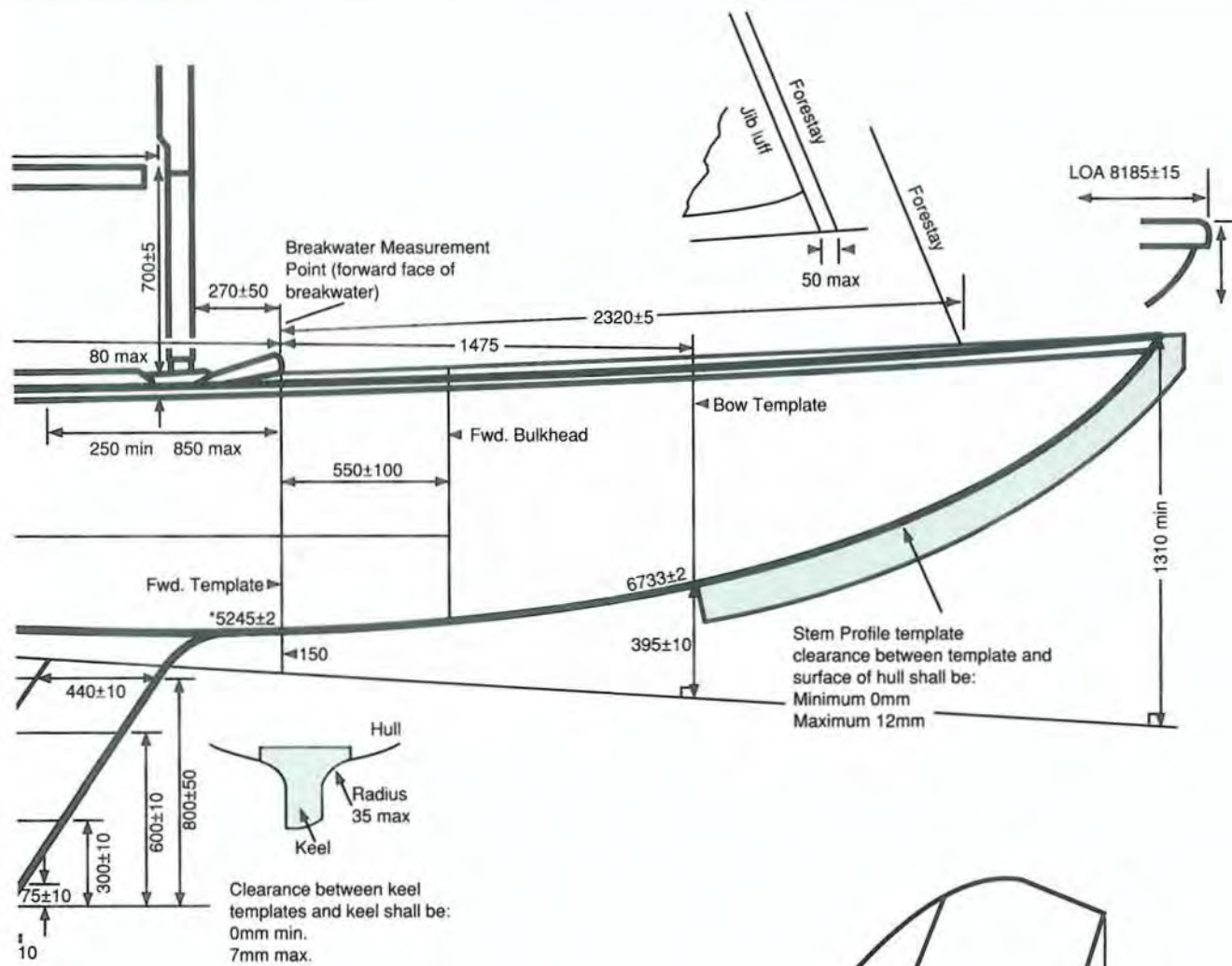
# Soling Class Measurement Diagram

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



## HULL TEMPLATE APPLICATION

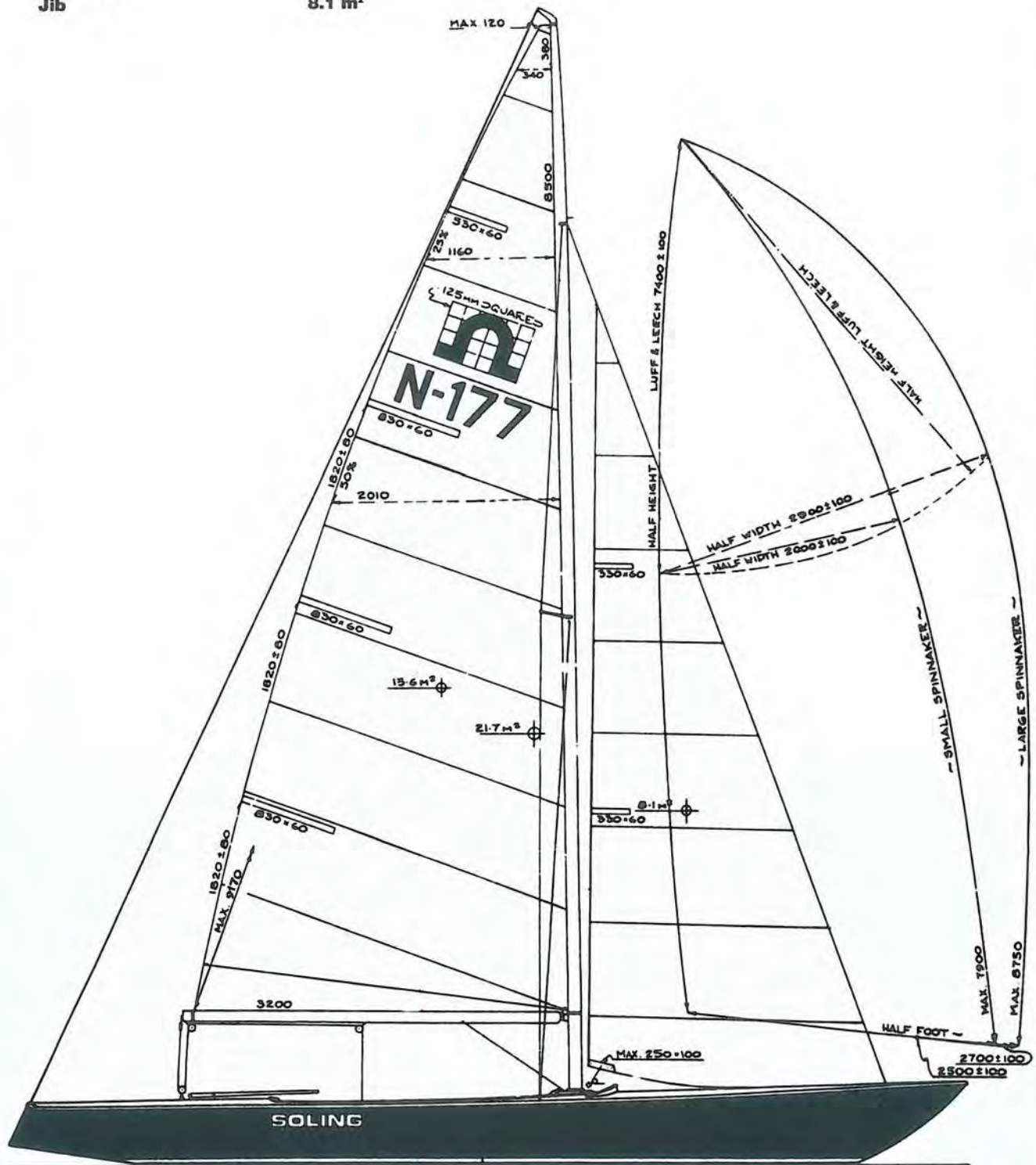




**METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL**

# Specifications

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>



Designer: Jan H. Linge

Jan H. Linge.

# Class Rules continued . . .

(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 be not 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 galvanised 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.

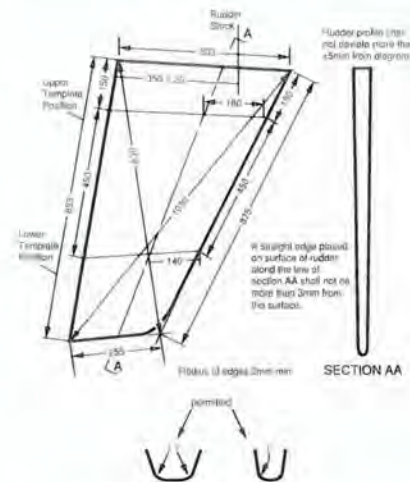
## 5. RUDDER

**5.1** The rudder shall be GRP, and shall be made only from an official mould, made from the one current official GRP plug. The method of construction shall be optional.

**5.2** The aft upper corner of the rudder shall be  $350\text{mm} \pm 25\text{mm}$  from the centre of the rudder stock.

**5.3** The rudder stock shall be constructed of non-corrosive ferrous material of 28mm 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 of the measurement plans show permitted and prohibited profiles.

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  $1500\text{mm} \pm 25\text{mm}$  from the Transom Measurement Point measured along the centreline of the counter.

**5.6** The design of tiller and tiller extension shall be optional.

## 6. MAST

**6.1** The mast shall be stepped on deck and on the centreline. The forward side of the mast shall be located  $270\text{mm} \pm 50\text{mm}$  aft of the Breakwater Measurement Point (see also Rule 13.4)

**6.2** The upper and lower shrouds shall meet the deck at  $550\text{mm} \pm 300\text{mm}$  aft of the Breakwater measurement point, and not more than 100mm from the outer edge of the deck.

**6.3** The forestay shall meet the deck at  $2320\text{mm} \pm 5\text{mm}$  forward of the Breakwater Measurement Point.

**6.4** The mast shall be of an alloy extrusion with a minimum 90 per cent aluminium content with a continuous fixed groove (except as permitted under Rule 6.5.2) which may or may not be integral with the spar section but shall be of the same material.

**6.5.1** Except as permitted in Rule 6.5.2 below a point 6300mm above the band

defined in Rule 6.9.1 the mast shall be of constant section whose dimensions shall be  $80\text{mm} \pm 10\text{mm}$  athwartships and  $120\text{mm} \pm 10\text{mm}$  fore and aft including the luff groove. The mast shall be deemed to be of constant section provided that no variation in fore and aft or athwartships dimension between any two points exceeds 3mm. The sectional weight including the luff groove shall be not less than  $2.20\text{kg/m}$ .

**6.5.2** Below a point 600mm above the top of the band defined in Rule 6.9.1 the luff groove may be cut away or otherwise modified.

**6.5.3** (a) Above a point 6300mm above the band defined in Rule 6.9.1 the mast may be tapered to a minimum of 40mm athwartships and 55mm fore and aft including the luff groove at the topmost band.

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

(c) No such cut shall extend below the point defined in Rules 6.5.1 and 6.5.2.

(d) 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.

(e) 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 6.9.1 shall weigh not less than 11 kg when it is weighed at the band defined in Rule 6.9.3. 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 6.9.1 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:

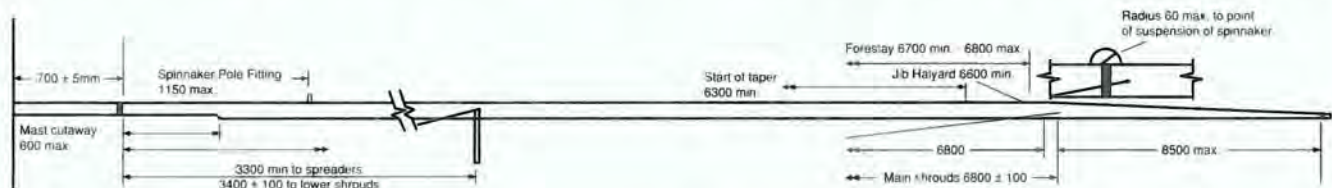
**6.9.1** with its upper edge  $700\text{mm} \pm 5\text{mm}$  above the deck.

**6.9.2** with its lower edge 6800mm above the upper edge of the band defined by Rule 6.9.1

**6.9.3** with its lower edge not more than 8500mm above the upper edge of the band defined by Rule 6.9.1.

## 7. MAST RIGGING

**7.1** The standing rigging shall be of steel



# Class Rules continued . . .

construction, and shall consist of only:

**7.1.1** 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  $\pm$  100mm above the band defined by Rule 6.9.1.

**7.1.2** 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  $\pm$  100mm above the band defined by Rule 6.9.2 and a point 100mm below it.

**7.1.3** 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 6.9.2 and a point 100mm below it.

**7.1.4** 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 6.9.2.

**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 7.1.2.

**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 6.9.1.

**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 6.9.2.

**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 between the control mark (see Rule 8.4) and the aft edge of the mast shall be 65mm  $\pm$  5mm in width and 80mm  $\pm$  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 section weight shall be not less than 1.25kg/m

**8.3** Tapered or permanently bent booms shall be prohibited. Internal or external reinforcement of the boom section in similar material is permitted. In the case of external reinforcement the addition to the section or part of it of material having a thickness of not more than 6mm and a total length along the boom of not more than one metre shall be disregarded when measuring the maximum dimensions of the boom section.

A set, due to distortion, of up to 25mm between band and mast shall be permitted.

**8.4** A band of contrasting colour shall be painted on the boom with its inner edge not more than 3200mm distant from the aft side of the mast, excluding any local curvature.

## 9. SPINNAKER BOOM

**9.1** The spinnaker boom shall be made of alloy containing not less than 90% aluminium, or wood. Fittings may be of any material.

**9.2** No part of the spinnaker boom including fittings shall be capable of extending more than 2640mm from the mast.

**9.3** The point of attachment of the spinnaker boom shall be on the forward face of the mast and not more than 1150mm above the upper edge of the band defined by Rule 6.9.1.

## 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 of the same material as the remainder of the sail (ie woven cloth of non-aromatic polyamides.

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 one mainsail, two jibs, one large spinnaker 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, head and clew boards, cringles, jib hanks and transparent panels as specified below, sails shall be constructed only of woven fibres. Fibres other than those of polyester and non-aromatic polyamide are prohibited. Either one or two unwoven transparent panels, the total area of which shall not exceed 0.28m<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.

**10.4** For mainsails the minimum weight of material shall be 230g/m<sup>2</sup> and for jibs the minimum weight of material shall be 200g/m<sup>2</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>. Measurement by thickness may also govern according to the scale of equivalence in the IYRU Measurement Manual

**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

**10.5.1** Letters and numbers shall be of the following minimum dimensions:

- |               |       |
|---------------|-------|
| (a) Height    | 350mm |
| (b) Thickness | 50mm  |
| (c) Width     | 230mm |

(excluding number one and letter I).  
(d) Space between adjoining letters and numbers: 70mm.

## 10.6 Mainsail

**10.6.1** The mainsail shall not extend beyond the edges of the bands defined by Rules 6.9.1, 6.9.3 and 8.4. The length of the leech shall be not more than 9170mm. Reefing cringles shall be optional.

**10.6.2** Only four battens shall be permitted. The inside length of the three lower batten pockets shall not exceed 830mm and the inside length of the top batten pocket shall not exceed 530mm. The inside width, excluding local widening for purposes of batten insertion, shall not exceed 60mm. The batten pockets shall divide the leech into five parts of 1820mm  $\pm$  80mm measured to the lower edges of the pockets.

**10.6.3** The width of the headboard measured at right angles to the line of luff shall not exceed 120mm.

**10.6.4** 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.

**10.6.5** 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.

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

## 10.7 Jib

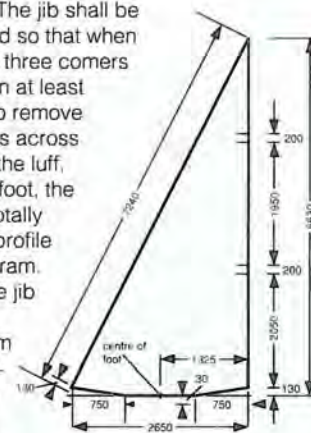
**10.7.1** (a) The jib shall be constructed so that when held at the three corners with tension at least sufficient to remove the wrinkles across the line of the luff, leech and foot, the cloth lies totally within the profile of the diagram.

(b) With the jib placed on the diagram as described in Rule 10.7.1(a),

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.

**10.7.2** Check wires shall not be required.

**10.7.3** 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



JIB DIAGRAM

Dimensions are in millimetres



# Class Rules continued . . .

the batten pockets shall fall within the limits given by the diagram.

**10.7.4** 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.

**10.7.5** Double luff jibs are prohibited.

**10.7.6** Not more than 20 fasteners each of 40mm maximum dimension measured along the luff shall be permitted.

**10.7.7** A clewboard, capable of fitting within a rectangle 250mm x 100mm, is permitted in the jib.

## **10.8 Spinnakers**

**10.8.1** 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.

**10.8.2** The spinnakers shall be symmetrical about their vertical centre lines and shall not embody any device capable of altering their shapes.

### **10.8.3 Large Spinnaker**

**10.8.3 (a)** The length of luff and leech shall be 7400mm  $\pm$  100mm.

(b) The width of half the foot, when folded tack to clew, shall be 2700mm  $\pm$  100mm.

(c) 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 2900mm  $\pm$  100mm.

(d) 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.

### **10.8.4 Small spinnaker**

**10.8.4 (a)** The length of luff and leech shall be 7400mm  $\pm$  100mm.

(b) The width of half the foot, when folded tack to clew, shall be 2500mm  $\pm$  100mm.

(c) 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.

(d) 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**

### **12.1 Advertising**

Pursuant to Appendix 14 of the IYR Rules, the following wording shall be included in the Notice of Race and Sailing Instructions for a Championship:

The event is designated Category B, with the exception of 3.3(b), for the purposes of Appendix 14 of the IYR Rules.

#### **12.1.1 Bulkheads**

Bulkheads with watertight access hatches similar to those shown on the arrangement plan shall be compulsory. Each hatch cover shall be made of glass reinforced polyester resin or wood which may be covered with gelcoat and shall be fixed to the bulkhead by not less than 20 screws and shall have a gasket which makes it watertight when either the cockpit or the flotation tank is flooded. The access hatch in the cockpit sole aft of the mast step shall be securely fastened by not less than 12 screws and shall be watertight.

**12.1.2** Screw-in inspection ports with a maximum diameter of 160 mm may be installed in the bulkhead hatches or in the cockpit sole hatch. As from 31st March 1984 all boats shall have a watertight inspection port (which may be a screw-in type) located in the cockpit sole forward of the mast step, no inside dimension of which shall be less than 96mm nor greater than 190mm.

**12.1.3** The bulkheads shall be located 550mm  $\pm$  100mm forward and 3400mm  $\pm$  100mm aft of the Breakwater Measurement Point.

**12.1.4** Watertight inspection covers for bulkheads and floor shall be positively

locked in their proper position when racing and use of these compartments for storage of any items whilst racing shall be prohibited. 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.

**12.1.5** Holes in bulkheads for miscellaneous rigging and sail control shall be not more than 150mm below the deck.

**12.1.6** The total area of such holes after installation of any fittings but before the installation of any rope or wire, shall not exceed 3cm<sup>2</sup> in each bulkhead.

**12.1.7** Drain holes in the bulkheads are prohibited.

### **12.2 Holes in the Deck**

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

**12.2.1** No hole shall be cut in the deck moulding except for the installation of fittings, including spars, sheeting arrangements and other controls, and no hole shall be cut for the installation of fittings measuring more than 165mm in any direction. The distance between the edges of any two such holes (except for handholds), measuring more than 80mm in any direction, shall be at least 35mm.

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

(b) The total area of holes in the deck aft of the aft bulkhead shall not exceed 1cm<sup>2</sup> after the installation of any fittings but before the installation of any rope or wire.

**12.2.3** Where the handholes described in Rule 13.3(b) 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 Bailers**

Four-self bailers are permitted.

### **12.4 Furling Devices**

A furling device for the jib shall be permitted.

### **12.5 Cockpit Soles**

A cockpit sole shall be fitted as shown on the plans such that its height at any point is 280mm  $\pm$  20mm from the inner surface of the hull above the keel flange. 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>3</sup>.

**12.5.1** The width of the horizontal part of

# Class Rules continued . . .

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.

## 12.6 Lifting Slings

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.

## 12.7 Kinetics

In accordance with IYRR 54.3(c), on a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave), or planing is possible, the crew may, in order to initiate surfing or planing, pump the sheet and the guy, controlling any sail, but not more than twice for each wave or gust of wind. In addition, unrestricted pumping of the spinnaker guy is permitted in order to ease the spinnaker leech to prevent broaching.

## 13. RESTRICTIONS

**13.1** There shall be three persons on board when racing.

**13.1.1** 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.

**13.2.1** Inside ballast is prohibited.

**13.2.2** With reference to International Yacht Racing Rule 6.1.1 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 if of rigid material shall not extend outboard of the sheerline and shall not exceed 75mm in height above the deck.
- five hand-holes of maximum length 120mm and maximum width 35mm through each side of the deck.
- foot straps which shall be fastened inside the cockpit and shall not be able to extend outboard of the sheerline.
- 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(c), nor shall

they be used to enable a different position to be adopted than would be possible in their absence.

**13.3.1** 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:

- positive buoyancy.
- a wet-weight of not more than 2.5kg. The wet-weight shall be determined after saturation 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** On all boats built after 1st January 1992 no sheeting arrangement shall be permitted through the sides of the hull or through the deck aft of the aft bulkhead. On boats built prior to that date sheeting arrangements through the deck aft of the aft bulkhead shall be permitted provided that the part of the sheet between the aft bulkhead and the deck is wholly enclosed in a watertight tube.

**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 painting 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 is permitted after manufacture within the measurements of the templates. Sanding the hull so as to expose glass fibre is not permitted, and (except for repairing accidental damage or for fairing on or around the self-bailers and on the joint between the keel and the hull) the use of fillers on the hull is prohibited. 'Fillers' include the so-called 'high build paints' gelcoat and microballons. The hull may be painted. Painting means the uniform application of paint coatings of even thickness and shall not result in alteration in the shape or contours of the hull.

**13.11** At an event where the boat is to be measured, only one mast shall be presented for measurement and no other

mast shall be used in that event without the express permission of the race jury.

## 14. EQUIPMENT

**14.1** The following equipment shall be carried on board when racing in the cockpit above the cockpit sole:

**14.1.2** Three life jackets or buoyancy vests with a positive buoyancy of minimum 6kg each.

**14.1.3** One paddle not less than 1200mm in length.

**14.1.4** At least one hand pump capable of pumping water from the bottom of the bilges to the outside of the deck 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.

**14.1.5** One anchor of 8kg  $\pm$  2kg weight, with not less than 30 metres of rope of 12mm min. diameter. A hollow rope shall not be used for the anchor warp.

## 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 allocated 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.
- the annual dues have been paid to his National Soling Association or if there is none for the owner's country to the ISA.
- an ISA Sticker for the current year is affixed to the outside of the hull on the starboard quarter no more than 100mm forward of the transom and not more than 100mm below the deck.

**16.3** The certificate shall be obtainable from the National Authority\* in the following way:

- 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 endorsement.
- in the case of change of ownership by sending the invalid certificate to the National Authority\* for endorsement.

**16.4** In each case a copy of the certificate shall be forwarded to the ISA.

**16.5** The measurement certificate (as required by Rule 19.1 of the IYR Rules) shall be the original Measurement Form or

# Class Rules continued . . .

a certified true copy, which shall have been stamped by the National Authority. Measurement Forms in loose pages shall be identified and signed on each page by the Measurer.

## 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: 6.5.3(a), 6.5.3(b), 6.5.3(c) and 6.5.3(d). 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 February 1988)
- 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
- 1 Stem template
- 1 Transom template
- 7 Keel templates
- 2 Rudder templates

The Construction plans contain the following restriction to the construction and dimensions of the mast:

"Plans - Mast support: The plans are to be amended to show that the shrouds may be led to a plate extending along the cockpit sole to a point not more than 300mm from the centre of the boat at cockpit floor level. The total width of the base of the mast support stanchion shall not exceed 600mm, nor shall it extend forward so as to obstruct the forward inspection hatch.

The ISA Committee requests that the following "(in the case of boats built after 1st March 1991)" be inserted both before "300mm" and before "600mm".

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dedication into building over 850  
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# Measurement Instructions

## 1. RESPONSIBILITY OF MEASURERS

The racing of yachts of all classes 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 also be seen that the measurer's work is important and involves 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:

- a) 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]
- b) 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 recognized by the National Authority (NA) (or the National Soling Association (NSA)) 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 NA, a measurer is only permitted to undertake measurement in his own country. [1]

## 4. INTERNATIONAL MEASURERS

See list on page 20.

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 will advise and train other measurers - thus leading to an improvement in standards of measurement. [1]

In 1983 the Measurement Committee of the IYRU strongly recommended that for major regattas, e.g. 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 NAs 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 NA (or NSA) 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 endorsed and stamped by the NA (or NSA), and that Measurement Forms in loose-leaf format should 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 and stamped by the NA (or NSA) 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 PLAQUES

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 above) is fixed permanently in the yacht 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

**IYRU Plaques** - Of the first triangular type numbers 1-479 were issued.

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

<b>SOLING</b>			
<b>Designer: Jan H. Linge</b>			
<b>MOULD</b>	<input type="text"/>	<input type="text"/>	<b>PLUG</b>
<b>BUILDER</b>	<input type="text"/>	<input type="text"/>	<b>HULL</b>
<b>Serial No.</b>	<input type="text"/>		
<b>IYRU ROYALTY PAID</b>			

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 is 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 cases the measurer should describe on the Measurement Form what he found, so that the NA (or NSA) can determine whether a Measurement Form is to be issued or not. If the NA (or NSA) is unable to determine whether the detail is acceptable, it should seek an official interpretation from the IYRU Chief Measurer. [1]

## 9. REGISTRATION PROCEDURE

- 1) The Licensed Builder orders a plaque from the IYRU.
- 2) The Licensed Builder pays for the plaque according to Class Rule 2.1 [2]
- 3) The plaque shall be issued and placed on the boat according to Class Rule 3.5
- 4) The measurer checks the boat at the Licensed Builder's yard and puts the weight correctors, if any, on the boat.
- 5) The Measurement Form shall, after it has been properly completed and signed, be sent to the NA (or NSA) by the measurer, to be endorsed and stamped.
- 6) When the Measurement Form has been checked and found to be properly completed and signed, the Soling is assigned with the next available National sail number. [2]
- 7) The original Measurement Form goes to the owner, one copy goes to the measurer.

*Measurement Instructions  
continued on page 20 . . . .*



*Crowd at the gybe mark - many strong voices - Rochester 1991*



*A general recall coming - Rochester 1991*



*Soling Class portrait*





*Big seas off La Baule - 1991*

*Photo: Bleu Marine*



*Power Plane*



*Sponsorship is permitted on spinnakers*



*Curtis on the layline*



*The French, first and second*



*Reaching under water*





Photo: Erik Sampers



At the leeward mark.



Photo: Guy Gurney



On the way home - Schumann wins



Photo: Bleu Marine



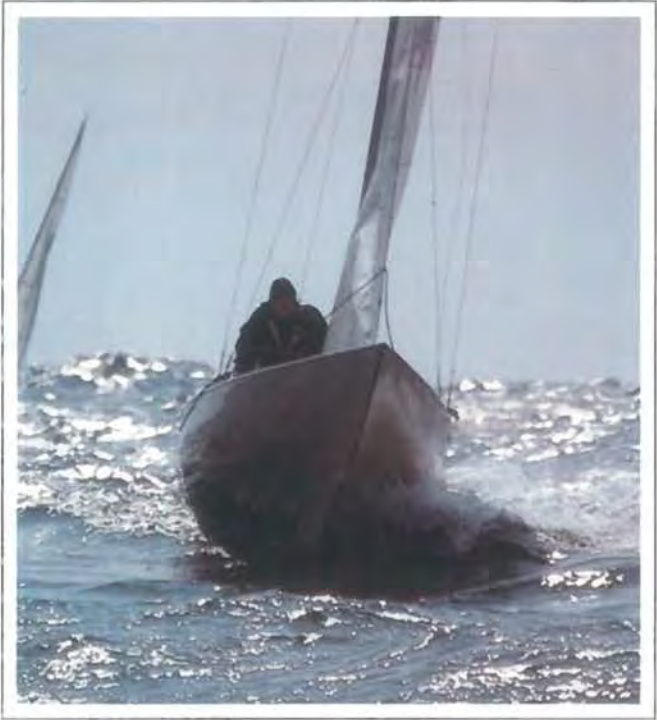
Match - racing





*He can't cover both.*

*Photo: Erik Sampers*



*Camera Magic*



*Ten Knots - smooth water*

*Photo: Bleu Marine*



*Reaching from Mark 2*

*Photo: Guy Gurney*





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**North Sails Germany**

Seeshaupter Str. 60  
D-8122 Penzberg, Germany  
(498) 856-9150 • Fax (498) 856-1601  
*Albert Schweizer*



# Measurement Instructions continued . . .

one to the NA (or NSA) and one to the ISA. (All copies are to be endorsed and stamped by the NA/NSA).

8) When the owner has paid his dues for the current year, 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 NA (or NSA) for a new registration of the Measurement Form.

11) Items 7) and 8) above apply to the new owner.

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

12) The owner's procedures are the same as in items 9, 10 and 11 above. The Soling is now assigned with the first available National sail number in the new country.

13) Lost Measurement Forms can be replaced by the NA (or the NSA), or by the measurer. (Min. fee US\$5.00)

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

14) Items 1 to 5 apply

15) When the Measurement Form has been checked and found to be properly completed for the boat, or for the part of the boat to be exported, the NA (or the NSA) must endorse and stamp the form and send it back to the builder.

16) The builder delivers the Measurement Form with the Soling, and item 12 above 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 the nominated helmsman has to bring a valid Measurement Certificate. (For boats built after 1st March 1984, it has to be the

*Measurement Form endorsed and stamped by the NA or the NSA.)*

If some item checked during the measurement procedure is found to be different from the value stated in the Measurement Form, 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 NA (or NSA) of the owner. This is compulsory if the rectification concerns a modification of the weight correctors, or if the item is found to be out of the tolerances.

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

## **REFERENCES:**

- [1] IYRU Measurement Manual 1983
- [2] ISA Soling Guides 1972 and 1981
- [3] Minutes of the IYRU Permanent Committee Meeting - November 1983
- [4] Minutes of the IYRU Measurement Committee Meeting - November 1983

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# Championship Rules

## INTRODUCTION

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

These variations concern the following rules 1.1\*, 4.11\* 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 recognised by its NA. It may also mean any organisation, or association of two or more yacht clubs which may have been designated by the NSA (or NA) of the Host Country as the body responsible for the Championship.

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

#### 1. TROPHY AND PRIZES

- 1.1\* The World and European Championship Trophies are 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 or European Championship.
- 1.2 For the World Championship 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.

#### 2. GENERAL RULES FOR THE TROPHY

- 2.1 The Trophy shall be insured by the ISA.

- 2.2 The names of the winning yacht, the helmsman and the crew members shall be engraved on the trophy by the winners.

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

#### 3. LOCATION

- 3.1 Applications for holding the following Championship must be received by the ISA not later than four months before the start of the Championship for the current year.
- 3.11 The course used for the Championship shall not be used at the same time for any other event, nor shall the Host Club organize any non-Soling event concurrently with the Championship without the special permission of the ISA Committee.
- 3.2 Before awarding the site of the Championship the ISA shall:
  - 3.21 Ensure that the Host Club has a copy of the current ISA Rules governing the Championship.
  - 3.22 Require the Host Club to state in writing that it will comply with the provisions therein.
  - 3.23 Ascertain that the Host Club has suitable shore and water facilities at the proposed location of the Championship, including:
    - 3.231 two hoists;
    - 3.232 dry storage, rigging, measuring and parking areas;
    - 3.233 adjacent docking or mooring for at least 85 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 circle of two miles diameter 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 The ISA shall advise the Host Club the name of the person who will serve as Liaison Officer between the Host Club and the ISA in all matters relating to the organisation of the Championship.

- 3.4 The Host Club shall send a representative to a major ISA Committee meeting not less than six months prior to the championship to secure outline approval for its proposals.

#### 4. ELIGIBILITY

- 4.1 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 responsibility.
- 4.11\* Entries for the Championship shall be on a per country basis and the number of entries to which a 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 85 boats.
- 4.21 If the total valid applications for entries, as laid down in Rule 6.1 are less than 85, the Executive Committee may allow entries in excess of their **Basic Quota** to those NSA's or NA's who have so requested.
- 4.22 If the total application for entries received as laid down in Rule 6.1 - is 85 or more, the number of entries allowed to each nation shall be calculated as follows:
  - a) Number of accepted entries divided by the sum of the Basic Quota of the entered nations = factor 1
  - b) Basic Quota times factor 1 = Quota II
  - c) All entries from nations which have no more applications than Quota II are accepted.
  - d) Rest of available places divided by the sum of the **Basic Quota** of the rest of the entered nations = factor 2
  - e) **Basic Quota** times factor 2 = Quota III
  - f) If necessary, continue with c), d) and e) to calculate Quota IV, Quota V, etc. until all nations have their number of accepted entries.

**Note:** An example of the working of this formula is available on enquiry from the ISA Office.

**The Basic Quota per nation is calculated from the number of Full Members** (in accordance with Rule 4.11) - see Diagram on top of next page.
- 4.3\* Notwithstanding the provisions of Rule 4.11 and 4.2, the helmsman who is the immediate past Champion of the event and the helmsman who is the immediate past Olympic Gold Medalist shall have the right to compete without his entry affecting the number of

# Championship Rules continued . . .

FOR WORLDS	BASIC QUOTA	FOR EUROPEANS
1 - 3 4 - 8 9 - 26	1 2 3	1 - 3 4 - 8 9 - 15
27 - 49 50 - 63 64 - 99	4 5 6	16 - 24 25 - 35 36 - 48
100 - 124 125 - 149 150 - 199	7 8 9	49 - 63 64 - 80 81 - 99
200 - 215 216 - 249 250 - 299	10 11 12	100 - 120 121 - 143 144 - 168
300 - 342 343 - 349 350 - 399	13 14 15	169 - 195 196 - 224 225 - 255

Diagram for rule 4.22

yachts his country is allowed to enter.

In addition, the quota of the Host Country shall be increased by 50%.

- 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.
- 4.5 The helmsman must satisfy the Host Club that his crew are either paid up Full or Associate members of ISA.
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 A 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 the last date for receiving final completed entry forms in accordance with Championship Rule 6.7 (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 NSA's and NA's 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.
- 5.42 Host Clubs may not charge any fee in addition to the Entry Fee prescribed in Championship Rule 5.4 unless decided otherwise by the ISA Committee in the case of a particular regatta.
6. **ENTRIES**
- 6.1 Each NSA (or NA) wishing to enter boats for championships shall complete the "Application for Entries" form referred to in Rule 5.2. This form, accompanied by a fee of £20 per boat, shall be sent to the ISA Office to arrive no later than ten weeks before the first race of the series. The form must be accompanied by a list of the names of those helmsmen wishing to compete, listed in order of priority by the NSA (or NA), together with a note of their individual telephone and/or Fax numbers.
- 6.2 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.

- 6.3 The Host Club shall send 8 weeks before the first race the appropriate number of final entry forms to each NSA (or NA).
- 6.4 Any NSA (or NA) finding that it requires fewer entries than those originally requested on the "Application for Entries" form must advise the ISA office immediately, or at the latest 6 weeks before the first race. In the event of a waiting list being established, this will then enable the Host Club to offer the place to the next helmsman on the waiting list.
- 6.5 Should any nation fail to provide the number of final entries for which applications have been accepted, and should they fail to advise the ISA office 6 weeks before the first race of this situation, then the fees in respect of the difference shall not be returnable.
- 6.6 The ISA Office shall, after the series, return any application fees which could not be accepted, due to the limitations of Rule 4.2, to the NSA (or NA).
- 6.7 The Host Club is authorised to accept only final entry forms which are:
- Certified by the NSA or NA of the yacht concerned;
  - Received by the Host Club not later than the deadline stated in the Advance Notice, together with the entry fee;
  - Accompanied by a copy of the valid Certificate of the yacht concerned.

## 7. MEASURING

- 7.1 Not later than 6 months before the first race in the series the ISA shall provide the Host Club with the Measurement Procedure which is to be followed. However the Host Club may not later than 4 months before the first race of the series submit to the ISA for approval any amendments which it may consider advisable.
- 7.2 Not later than three months before the first race 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.

# Championship Rules continued . . .

- 7.5 Only the crew of the yacht being measured are allowed to be present together with the measurer.
- 7.6 After the sails are measured 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 re-measured. Only sails that have been measured (or re-measured) and stamped may be used during the Championship. In the event of accidental damage which, in the opinion of the Jury cannot be suitably repaired, the Jury may authorise 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.
- 7.8 Measurement shall be carried out to conform with the class measurement instructions printed in the Soling Guide.
- 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 page 25) and which shall not be varied without good reason relating to some particular local conditions and with the agreement of the ISA Liaison Officer.
- 8.2 Three months prior to the first race the Host Club shall submit a copy of the Sailing Instructions, complete in all details and in English, to the ISA for approval.

- 8.3 IYR Rule 70.1(b) shall not apply. Thus a yacht infringing IYR Rules 54.2 or 54.3, propulsion, may not be disqualified by the Jury without a hearing.
- 8.4 IYR Rule 7.45(c) shall not apply. Thus a DSO under IYR Rule 54 may be counted as a discard in calculating the final score.
- 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 Chairman, who may or may not be foreign, and the proposed members of the Jury. The ISA reserves 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 foreign members of the Jury, and shall also appoint the Chairman, who may or may not be foreign.
- 9.3 The Host Club in consultation with the NSA (or NA) of the Host Country, shall be responsible for appointing the two members of the Jury from the Host Country.
- 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 reimburse 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 concerning these rules, the decision of the ISA Committee, or its duly authorized Liaison Officer, shall be final.

## EUROPEAN CHAMPIONSHIP RULES

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

- 1.1 (Additional to 1.1 of the World Championship Rules.) 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 Championships takes place in Denmark, the races shall be held by the Royal Danish Yacht Club.
- 4.1 Entries for a European Championship shall be open to all European Countries as well as to countries from other Continents. Entries from European countries shall be on a per country basis and the number of entries to which each country shall be entitled shall be determined by the number of its 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 to a maximum number of 30 yachts.
- 4.3 Notwithstanding the provisions of Rules 4.1 and 4.2 the helmsman who is the immediate past Champion of the event 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.

Jochen Schumann about to jibe - La Baule



# Championship Rules continued . . .

## 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) Germany
  - c) Austria
  - d) Switzerland
  - e) Italy - Lake Garda
2. 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.

4. The European Lakes Cup will be awarded only when at least 3 series have been completed.
5. 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, 1985 - 87, and Chairman of the ISA Events Committee, 1982 - 89. 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.

D100, Poul Richard Hoj Jensen and K7, Andy Beadsworth



# Standard Sailing Instructions

## 1 Rules

The racing will be governed by the International Yacht Racing Rules, the Class and Championship Rules of the International Soling Class, and these Sailing Instructions.

For the purposes of Appendix 14 of the IYR Rules, the event is designated Category B, with the exception of 3.3(b) (no advertising is permitted on jibs or mainsails).

## 2 Entries

- 2.1 All competitors declared eligible by the International Soling Class in accordance with ISA Championship Rule 4 (the "Quota System") may enter.
- 2.2 Eligible competitors shall enter in accordance with ISA Championship Rule 6 by completing registration with the organizing authority.

## 3 Notices to Competitors

Notices to competitors will be posted on the official regatta notice board located at \_\_\_\_\_.

## 4 Changes in Sailing Instructions

Any changes in the Sailing Instructions will be posted at least two hours prior to the starting time of the race in which they will take effect, except that the schedule of the following day's race or a change in the schedule of the first race of a day will be posted prior to 1900 hours on the day before it will take effect.

## 5 Signals made Ashore

- 5.1 Signals made ashore will be displayed at \_\_\_\_\_ (location).
- 5.2 Code flag "L" with one sound signal means that a Notice to Competitors has been posted.
- 5.3 Code flag "AP" Answering Pennant with two sound signals means "the race has been postponed; do not leave the harbour area". The warning signal will be made not less than 60 minutes after "AP" has been lowered.
- 5.4 Code flag "B" with one sound signal means "Protest time has begun". Its lowering after approximately one hour accompanied by one sound signal means "Protest time has ended".

## 6 Schedule of Races

- 6.1 The Championship will consist of seven races, one to be conducted each day, commencing \_\_\_\_\_ (date) as follows:  
 First Race - Date - Time of Warning Signal  
 Seventh Race - Date - Time of Warning Signal  
 (It is considered preferable not to indicate an exact schedule - other than that of the first and last races in advance, but to designate the time of each race in accordance with conditions the evening before.)
- 6.2 With the object of getting one race,

but not more than one race, ahead of schedule, on the day of the second race and on any day thereafter the conduct of two races on a single day is permissible and may be signalled by the display of Code Flag "L" by the RC at the completion of the first race of the day.

- 6.3 If it is not possible to complete five races then the event will not be considered a championship and the trophy will be retained by the ISA.
- 6.4 No race will be started after \_\_\_\_\_ p.m. on \_\_\_\_\_ (date). (No spare days will be scheduled.)

## 7 Class Flag

The Class Flag will be the International Soling Insignia Flag.

## 8 Racing Area

The Racing Area will be as shown in Appendix "A" (to be attached).

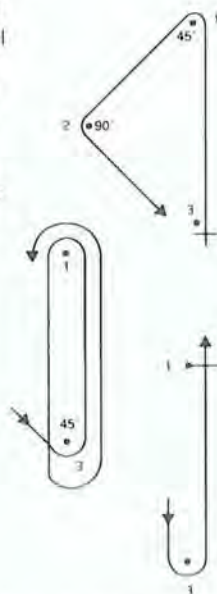
## 9 The Courses

- 9.1 Appendix "B" (to be attached) illustrates the two courses 1 and 2 including the lengths of the legs, the approximate angles between the legs, and the order in which the marks are to be rounded. All marks shall be left to port.
- 9.2 The approximate bearing from the starting line to Mark 1 will be displayed from the Race Committee Signal Boat.
- 9.3 Course 1 will be indicated by code flag numeral "1", Course 2 will be indicated by code flag numeral "2".
- 9.4 Courses shall not be shortened.
- 9.5 Choice of courses shall not be grounds for protest or requests for redress.

## Course Diagrams

### Course 1

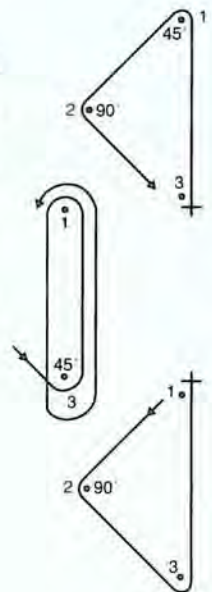
Shall consist of a "triangle", "sausage", "sausage", the total length of which shall not exceed 12 nautical miles. The length of the first beat shall be approximately 2.0 - 2.2 nm. This course is intended for use in winds of less than (approximately) 14 knots.



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

## Course 2

Shall consist of a "triangle", "sausage", "triangle", the total length of which shall not exceed 16 nautical miles. The length of the first beat shall be approximately 2.3 - 2.5 nm. This course is intended for use in winds of more than (approximately) 14 knots.



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

## 10 Marks

Original marks 1, 2 and 3 will be (shape, size and colour). New marks when used in accordance with Instruction 15, Change of Course after the Start, will be (shape, size, and colour).

## 11 Checking In

Before the Warning Signal, each yacht shall sail on starboard tack past the stern of the RC Signal Boat and hail her bow number until acknowledged by the RC (by repeating the yacht's number). A yacht failing to do so will be warned of her first infringement and will be scored "Did Not Start" for any subsequent infringement.

## 12 Starts

- 12.1 Races will be started in accordance with IYR Rule 4.4(a) System 1 or 2.
- 12.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end of the line and a (shape, size and colour) mark or a staff displaying an orange flag on a boat at the port end.
- 12.3 If a midline boat is being used, the starting line will be between staffs displaying orange flags on the midline boat and on a boat at the port end and staffs displaying orange flags on the midline boat and a boat at the starboard end of the two-part line. When a midline boat is used it may not necessarily be on a straight line between the end marks. When the midline boat starting system is used, the Race Committee Signal Boat shall fly Numeral Pennant "3" (or some other distinctive indicator) with the Warning Signal to so indicate. A midline boat, if used shall display

# Sailing Instructions continued . . .

Code Flag "M" (or some other distinctive indicator) to indicate that it is the midline boat and is on station for that purpose. The midline boat will constitute an obstruction for the purposes of the IYRU Racing Rules.

- 12.4 All Race Committee boats shall fly the Race Committee Flag.
- 12.5 A buoy attached to the Committee Boat to displace starting boats from close proximity shall rank as an extension and a part of the Committee Boat.
- 12.6 A yacht shall not start later than 15 minutes after her starting signal.

## 13 Recalls

- 13.1 Individual recalls will be signalled in accordance with IYR Rule 8.1.
- 13.2 General recalls will be signalled in accordance with IYR Rule 8.2.
- 13.3 When a general recall has been signalled, a new preparatory signal will be made one minute after the lowering of Code Flag "First Substitute".
- 13.4 After a general recall, the Race Committee may display \_\_\_\_\_ prior to the new preparatory signal. This display means that if any part of a yacht's hull, crew, or equipment is on the course side of the starting line during the one-minute before her starting signal, the yacht shall be disqualified from that race (including any restarting or resailing of that race).
- 13.5 Following a general recall the numbers of yachts disqualified under S.I. 13.4 will be posted on a committee boat so as to inform the competitors involved.

## 14 Postponement

- 14.1 Postponement will be signalled in accordance with IYR Rules 4.1 and 4.3.
- 14.2 If a postponement is signalled after the Preparatory Signal has been displayed, and if the Postponement Signal is displayed for less than 15 minutes, the Preparatory Signal will be made one minute after the Postponement Signal is lowered. This modifies IYR Rule 4.1(a).

## 15 Change of Course after the Start

- 15.1 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 retain the original course configuration.
- 15.2 A change of course will be signalled from a Race Committee boat lying near the mark beginning the leg being changed by displaying Code Flag "C" and the approximate compass bearing to the new mark and by sounding a horn or whistle



S131 - Carlsson/Strömberg/Olsson

- periodically. The change will be signalled before the leading yacht has begun the leg, although the new mark may not yet be in position.
- 15.3 When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

## 16 The Finish

- The finish line will be between a staff displaying an orange flag on a Committee Boat displaying a blue shape (or flag) at the starboard end and Mark 1 (or its substitute) at the port end.

## 17 Time Limit

- 17.1 The time limit will be four hours. If the leading Soling cannot finish within this time, the race shall be abandoned.
- 17.2 If one or more yachts finish within the time limit all yachts which finish within one hour after the expiration of the time limit shall be scored as usual. Yachts not finishing within one hour shall receive points equal to one-half the sum of (a) points for one place after the last yacht to finish and (b) points for last place with fractions rounded to the nearest whole number.

## 18 Abandonment

- 18.1 Abandonment will be signalled in accordance with IYR Rules 4.1 and 4.3. Notification of the date and time of the resail or of the cancellation shall be posted on the Notice Board as soon as possible.
- 18.2 If the first yacht fails to reach the weather mark within one hour after the start the race shall be abandoned.
- 18.3 If the Race Committee registers the wind to be less than one metre per second for a period of 30 minutes, the race may be abandoned.

## 19 Protests

- 19.1 Protests shall be lodged in accordance with IYR Rule 68.
- 19.2 A protesting yacht shall lodge her protest at \_\_\_\_\_ during the period indicated in Instruction 5.4.
- 19.3 There will be no protest fee.
- 19.4 Protests will be written in English on the official protest form available at \_\_\_\_\_.
- 19.5 The hearing of a protest will not commence after 2400 hours nor before 0700 hours.
- 19.6 Decisions of the Jury in accordance with IYR Rule 1.5 will be final and not subject to appeal.



# Sailing Instructions continued . . .

19.7 IYR Rule 70.1(b) shall not apply. Thus a yacht infringing IYR Rules 54.2 and 54.3, propulsion, may not be disqualified by the Jury without a hearing.

## 20. Scoring

- 20.1 The Olympic Scoring System, Appendix 5.1 of the IYR Rules will apply.
- 20.2 If a tie cannot be broken, it will stand in accordance with 1.3 of IYRU Appendix 5.1. If the tie is for first place each of the joint winners will hold the trophy for an equal part of the following year, the exact dates to be decided by the Jury.
- 20.3 IYR Rule 74.5(c) will not apply. Thus a DSQ may be counted as a discard in calculating the final score.

## 21. Alternative Penalties

- 21.1 The 720° Turns Penalty, Appendix 3.1 of the IYR Racing Rules will apply.
- 21.2 A yacht that undertakes a 720° turn as an alternative penalty is requested to report her action to the Race Committee at the time of her finish.

## 22. Change of Crew

Change of crew must be authorized by the Chairman of the Jury or his representative and shall only be permitted in case of injury, illness, or other non-preventable circumstances.

## 23. Haul-Out Restrictions

All yachts will 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 Chairman of the Jury or his representative.

## 24. Safety

A yacht that retires from a race is asked to notify the Race Committee either before leaving the racing area or, if that is not possible, immediately after arriving ashore. (The safety of a yacht and her entire management (including her 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.)

## 25. Support Boats

- 25.1 After the first warning signal all individual or team support boats shall remain at least 200m from the starting and racing area. These boats shall fly their national flag. In case of any violation of this rule the yacht being supported or one belonging to the team concerned may be disqualified.
- 25.2 Fifteen minutes after a postponement (but not a general recall) team support

boats may re-enter the starting and race area and resume communications until the next warning signal is displayed.

## 26. Means of Propulsion

In accordance with IYR Rule 54.3(c) and modifying IYR Rule 54.3(b), International Soling Class Rule 12.7 shall be in effect: On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) is possible, the crew may, in order to initiate surfing, pump the sheet and the guy, controlling any sail, but not more than twice for each wave or gust of wind. In addition, unrestricted pumping of the spinnaker guy is permitted in order to ease the spinnaker leech to prevent broaching.

## 27. 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.

## 28. Personal Buoyancy

Three life jackets or buoyancy vests in accordance with Class Rule 14.12 shall be carried on board 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.

## NOTICE TO COMPETITORS

### 29. Measurement

- 29.1 Yachts will be measured in accordance with ISA Championship Rule 7.0 Measuring and Class Rules 16 and 17.
- 29.2 Before a yacht is eligible to race, her valid (the original or a copy of the original) Measurement Form shall be presented at the Race Office. Only under exceptional circumstances will IYR Rule 19.3 (Measurement or Rating Certificate) be applied.
- 29.3 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.
- 29.4 Discrepancies discovered during measurement shall be referred to the chief measurer, who, in consultation with the ISA Liaison Officer, shall determine whether the problem will be referred to the Jury as a deliberate violation of International Soling Class Rules (by the builder or the owner). If the Jury finds a deliberate attempt to circumvent or violate the Class Rules the boat, the crew and/or both, may be disqualified from the regatta.
- 29.5 "Spot-checks" shall be made during and immediately after the racing to evaluate compliance with the Class Rules and these Instructions.

*Intervela '88, Riva - Z272 Menzi/Christen/Fumasoli*



# Guidelines for Championship Regatta Organizers

## REGATTA MANAGEMENT:

The relationship between the Organizing Authority, the Race Committee, the International Jury, and the Measurement Committee. (The IYRU Rules imply that this relationship should be defined.)

1. IYR Rule 1.2 The Organizing Authority is the International Soling Association in conjunction with the \_\_\_\_\_ (as must be announced in the Notice of Race)
2. IYR Rule 1.3 The Race Committee (created by the Organizing Authority) "shall publish sailing instructions – and conduct the race(s) – subject to such direction as the Organizing Authority may exercise."
3. IYR Rule 1.4 The Protest Committee responsible for "The receiving, hearing, and deciding of protests and other matters arising under the Rules of Part VI shall be - an International Jury". Note that "A Jury or protest committee shall not supervise the conduct of the race(s), or direct the Race Committee, except when so directed by the Organizing Authority."
4. In accordance with IYRU Appendix 8 - International Juries - the Organizing Authority specifies that the functions of the International Jury are as defined under Functions - paragraphs 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, and 3.8(b).
5. In accordance with 3.8(a) (Appendix 8) The Organizing Authority does not direct the International Jury to decide questions of eligibility or measurement nor in accordance with 3.9 (a) to initiate or authorize changes in or additions to the sailing instructions (except with the agreement of the ISA Liaison Officer under Championship Rule 8.1), nor (b) to supervise or direct the Race Committee in the conduct of the races.
6. The Measurement Committee, chaired by a Chief Measurer, appointed by the National Authority and approved by the International Soling Association, shall measure all entered yachts in advance of the regatta, determine whether they are or are not in compliance with Class Rules, and whether by virtue of such compliance they are or are not eligible to enter. If the Chief Measurer, in consultation with the Liaison Officer representing the ISA, suspects that a lack of compliance was intentional, he may refer the owner or helmsman to the International Jury for consideration under IYR Rule 75.
7. For the purpose of IYR Rule 74.3 (a) (Measurement Protests), the qualified authority is the ISA Committee.

## SCHEDULE:

1. With the object of getting one race, but not more than one race ahead of schedule, the Race Committee may run two races on the day of the second race and on any day thereafter. When a second race is to be run Clode Flag "L" will be flown at the finish of the first race. The second race will start as soon as possible after all boats have

finished the first race of the day. However, changes in the start of the first race of a day (like all changes in the Sailing Instructions) must be posted by 1900 hours on the day preceding.

2. If conditions prevent the completion of a seven race series, the regatta may be completed and all trophies awarded after the completion of the fifth or sixth race.

## THE COURSE:

1. The Race Committee should choose Course 1 or Course 2 primarily on the basis of the wind strength, using Course 1 for winds under 12 knots and Course 2 for winds over 12 knots. The choice of courses shall not be grounds for protest or requests for redress.
2. The Race Committee should attempt to know the conditions surrounding the racing area to be able to respond to changes in wind direction or strength in advance of their appearance in the racing area. There must be adequate radio communication with vessels beyond the perimeter of the racing area who are reporting such information frequently before and during the race, and with those vessels laying the marks or changing their positions.
3. Marks should be laid with the use of Loran, or similar navigational devices, to assure the accuracy of leg length and direction.
4. Marks should be laid at the last possible moment before the start so as to assure the best alignment of the course to the wind.
5. Courses should be re-oriented whenever a persistent (one expected to continue for 30 minutes or more) shift of more than 10 degrees is expected or recognized. Re-direction of either a windward or a running leg is possible and can be signalled at the mark beginning that leg.

## MANAGEMENT OF THE START:

1. The length of the line should be approximately 10 metres per boat - i.e. 80 boats = 800 metres.
2. An offset mark should be attached to leeward and on the line side of the Committee Boat at the starboard end of the line. This mark (which should be announced as being a part of the Committee Boat) will prevent premature starters that are close aboard from obscuring the line and necessitating a general recall.
3. The Standard Sailing Instructions and these Guidelines are designed to permit the management of the fleet without general recalls or premature starting DSQ rules. Observers at each end of the line should be able to detect and recall all premature starters individually.
4. The system will only work and general recalls be avoided if the fleet distributes itself more or less equally along the line. This means that the starboard end of the line must be slightly advanced (3-5

degrees) from square to the wind apparent to the yachts. (The combined true wind and the current wind cannot be detected from an anchored committee boat [as its wind is not affected by the current]. An approximation of this combined wind can be detected from aboard the committee boat while drifting [before anchoring] and best by observing nearby yachts closehauled and luffing.) Solings tend to run the line on starboard tack during the last minutes and being headed by the deviated wind flow will perceive the port end to be displaced to windward. Unless the starboard end is obviously advanced they will jam the port end resulting in general recalls. Unmanageable accumulations at the windward end are less likely as the boats can escape to leeward and their crews are aware that they are visible when starting prematurely.

5. Ultimately, however, the best guide to the appropriateness of the line is the manner in which the yachts distribute themselves along it. If within the final minute approximately half the fleet is not distributing itself to either end of the line, the start should be postponed, using the shortened sequence made available by modification of IYR Rule 4.1 and the starting line re-oriented. Committees must be willing to postpone almost every start and re-orient the line so as to distribute the fleet evenly along it. There is no hurry.
6. The starting line may be re-oriented by moving either end mark to windward or to leeward. Moving the committee boat (anchored on a long line with adequate extra on board) forward will encourage competitors to start near it.
7. Rule 51.1(c) (Around the Ends) should not be employed routinely as it will tend to distribute the fleet towards the extremities of the line.

## GENERAL ORGANIZATION:

1. **World Championships Only:** The IYRU has asked all classes to remind Host Clubs that before agreeing to take on the organisation of a World Championship, this has to be first approved by the National Authority of the country concerned.
2. **ISA Rules:** The 1988 - 1991 Soling Guide contains the Class Rules, Championship Rules and Constitution of the International Soling Association, as well as other useful information. All amendments made to the Guide since its publication will be forwarded to the Host Club with \* in the Guide indicating where changes have been made. All major championships must be run in accordance with the ISA Rules, and, according to ISA Championship Rule 3.22.
3. **Advance Notice:** Copies should be sent to the National Authorities concerned, as well as to the

# International Soling Champions

Please note that some events and event winners are missing from these lists. Please help us to provide complete records in the next Guide by submitting the missing information to the Secretary now.

## OLYMPIC GAMES

- 1972 Kiel, Germany  
Gold: **Buddy Melges, Jr** (US 600)  
**William Bentsen**  
**William Allen**
- Silver: **Stig Wennerstrom** (S 100)  
**Lennart 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 855)  
**Richard Hoepfner**  
**Walter Glasgow**
- Bronze: **Dieter Below** (GO 5)  
**Olaf Engelhardt**  
**Michael Zachries**
- 1980 Tallinn, USSR  
Gold: **Poul Richard Hoj Jensen** (D 80)  
**Valdemar Bandolowski**  
**Erik Hansen**
- Silver: **Boris Budnikov** (SR 27)  
**Alexander Budnikov**  
**Nikolay Polyakov**
- Bronze: **Anastassios Boudouris** (GR 29)  
**Anastassios Gavrilis**  
**Aristidis Rapanakis**
- 1984 Long Beach, California, 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**

*Jochen Schümann*



- 1988 Pusan, South Korea  
Gold: **Jochen Schümann** (DDR 1)  
**Thomas Flach**  
**Berndt Jäkel**
- Silver: **John Kostecki** (US 736)  
**William Baylis**  
**Bob Billingham**
- Bronze: **Jesper Bank** (D 92)  
**Steen Secher**  
**Jan Mathiasen**

## WORLD CHAMPIONS

- 1969 Skovshoved, Denmark  
**Paul Elvström** (D 29)  
**Niels Jensen**  
**Poul Mik-Meyer**
- 1970 Poole, UK  
**Stig Wennerstrom** (S 65)  
**Jan Lybech**  
**Stefan Krook**
- 1971 Oyster Bay, USA  
**Bob Mosbacher** (US 504)  
**Thad Hutcheson**  
**Tom Dickey**
- 1973 Quiberon, France  
**Ib Ussing Andersen** (D 50)  
**Jorgen Lindhasten**  
**Hans Winther**
- 1974 Sydney, Australia  
**Paul Elvström** (D 61)  
**Hans Fogh**  
**Bruce McCurrach**
- 1975 Lake Michigan, USA  
**Bill Buchan** (US 593)  
**Craig Thomas**  
**Joe Golberg**
- 1977 Hanko, Norway  
**Glen Dexter** (KC 132)  
**Andreas Josenhans**  
**Sandy McMillan**
- 1978 Rio de Janeiro, Brazil  
**Gastao Brun** (BL 15)  
**Vince Brun**  
**Roberto Martins**
- 1979 Visby, Sweden  
**Robbie Haines** (US 707)  
**Rod Davis**  
**Ed Trevelyan**

*continued*

## Guidelines for Championship Regatta Organizers continued . . .

- National Soling Associations (as per Championship Rule 5.2). When the Advance Notice is to be mailed (not later than 4 months before the first race) the ISA office will supply the Host Club with up to date address lists of all active National Soling Associations.
- ISA Liaison Officer:**  
The ISA Committee will appoint a person to act as Liaison Officer between the Host Club and the ISA in all matters relating to the organisation of the Championship (see Championship Rules 8.1 and 11.1).
  - ISA Stickers:**  
According to Class Rule 16.2(iii) an ISA sticker for the current year must be affixed to the outside of the hull on the starboard quarter no more than 100mm forward of the transom or below the deck. No boat is entitled to race without this sticker being correctly displayed. The presence of a sticker should be a part of the measurement procedures. The cost of a sticker is £UK15.00 per year and this sum should be obtained from a helmsman without a sticker, and forwarded to the ISA office. Spare stickers will be supplied in advance.
  - ISA Membership:**  
Full membership is obligatory for any member of the crew who will be a helmsman, whether or not an ISA sticker has been affixed to the hull. The cost of Full membership per year is £UK15.00. Associate membership is obligatory for all non-helmsman crews. The cost of Associate membership per year is £UK7.00. Membership fees should be obtained from any competitor failing to present proof of current membership and forwarded to the ISA Office.  
In order to ascertain current membership, the Host Club shall Fax the final entry list to the ISA office immediately prior to registration of competitors.
  - ISA Sail Labels:**  
According to Class Rule 10.1 only sails with ISA sail labels shall be accepted in major racing events. In order to control the use of sail labels, measurers shall sign across the label and the sail, and/or stamp the label and the sail with the official regatta measuring stamp. Spare sail labels will be supplied in advance.
  - Measurement:**  
Host Clubs should plan measurement facilities and sufficient scheduled time. Arrangement should be made for on the water spot checks to ensure compliance with IYR Rule 61, Personal
  - buoyancy equipment, and other items required for safety of the crew.
  - Members' Meeting:**  
An ISA Members' Meeting should take place during the Championship by arrangement with the Class Liaison Officer. The time and venue of such a meeting should appear in official notices.
  - Chartering facilities and shipping arrangements:**  
Available information on these subjects should be included in the Notice of Race.
  - Advance Deadlines:**  
The Championship Rules require the following to be submitted to the ISA Secretariat for approval:  
a) A draft Notice of Race not later than six months before the first race (5.1)  
b) Draft Sailing Instructions not later than three months before the first race (8.2)  
c) Not more than four months before the first race, the names of three foreign members of the International Jury, of whom one shall be President (9.2)  
d) Measurement arrangements (7.1 and 7.2)
  - Race Report**  
When preparing the race report, include crew names as well as helmsmen's names (10.1).

# Champions continued . . .

1980 Ponce, Puerto Rico  
**Glen Dexter** (KC 149)  
**Andreas Josenhans**  
**Sandy McMillan**

1981 Anzio, Italy  
**Vince Brun** (US 593)  
**Gastao Brun**  
**Steven Bakker**

1982 Perth, Australia  
**Mark Bethwaite** (KA 144)  
**Ian McDiarmid**  
**Glen Read**

1983 San Francisco, USA  
**Robbie Haines** (US 747)  
**Rod Davis**  
**Ed Trevelyan**

1984 Torbole, Italy  
**Valdemar Bandolowski** (D 84)  
**Steve Calder**  
**Theis Palm**

1985 Sarnia, Canada  
**Dave Curtis** (US 777)  
**John Engel**  
**Wally Corwin**

1986 La Trinite, France  
**John Kostecki** (US 736)  
**William Baylis**  
**Bob Billingham**

1987 Kiel, Germany  
**Helmar Nauck** (DDR 4)  
**Norbert Hellriegel**  
**Sven Diederling**

1988 Melbourne, Australia  
**John Kostecki** (US 736)  
**William Baylis**  
**Bob Billingham**

1989 Balaton, Hungary  
*Championship not completed  
 (lack of wind)*

1990 Medemblik, Holland  
**Marc Bouet** (F 181)  
**Alain Pointet**  
**Fabrice Levet**

1991 Rochester, USA  
**Larry Klein** (US 801)  
**Ron Rosenberg**  
**Chris Redman**

1992 Cadiz, Spain  
**Jochen Schümann** (G 287)  
**Thomas Flach**  
**Bernd Jäkel**

## EUROPEAN CHAMPIONS

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

1969 Sandhamn, Sweden  
**Arved von Gruenewaldt** (S21)  
**Tommy Nilsson**  
**Anders Nordin**

1970 Hanko, Norway  
**Paul Elvström** (D 34)  
**Poul Mik-Meyer**  
**Jan Kjaerulf**

1971 Travemünde, Germany  
**Paul Elvström** (D 42)  
**Valdemar Bandolowski**  
**Niels Jensen**

1972 Skovshoved, Denmark  
**Roland Schwarz** (GO 6)  
**Wolfgang Braun**  
**Lothar Koepsel**

1973 Medemblik, Holland  
**Dieter Below** (GO 8)  
**O. Engelhardt**  
**M. Zachies**

1974 Clyde, U.K.  
**Willi Kuhweide** (G 135)

1975 Alassio, Italy  
**Stig Wennerstrom** (S 111)  
**Lennart Roslund**  
**Stefan Krook**

1976 Geneva, Switzerland  
**Dieter Below** (GO 5)

1977 Pireaus, Greece  
**Fritz Geis** (G 192)  
**Gerhard Fehzner**

1978 Kiel, Germany  
**Hans Fogh** (KC 151)  
**John Kerr**  
**Dennis Toews**

1979 La Rochelle, France  
**Eduardo Ramos** (BL 35)  
**Manfred Kaufman**  
**Thomas Heiman**

1980 Helsinki, Finland  
**Boris Budnikov** (SR 27)  
**Alexander Budnkiv**  
**Nikolay Polyakov**

1981 Attersee, Austria  
**Michael Farthofer** (OE 73)  
**Georg Vartian**  
**Christian Holler**

1982 Dragor, Denmark  
**Hans Fogh** (KC 169)  
**Richard Jensen**  
**Dennis Toews**

1983 Medemblik, Holland  
**Hans Fogh** (KC 169)  
**John Kerr**  
**Steve Calder**

1985 Balaton, Hungary  
**Terje Wang** (N 96)  
**Jan Petterson**  
**Bjorn Selander**

1986 Warnemünde, Germany  
**Jochen Schümann** (DDR 1)  
**Thomas Flach**  
**Berndt Jäkel**

1987 Karlshamn, Sweden  
**Georgi Shaiduko** (SR 41)  
**Nikolai Polyakov**  
**Sergei Kanov**

1988 Alassio, Italy  
**Jochen Schümann** (DDR 1)  
**Thomas Flach**  
**Berndt Jäkel**

1989 Oslo, Norway  
**Jesper Bank** (D 92)  
**Steen Secher**  
**Jesper Seier**

1990 Chiemsee, Germany  
**Marc Bouet** (F 181)  
**Alain Pointet**  
**Fabrice Levet**

1991 La Baule, France  
**Dave Curtis** (US 786)  
**Brad Dellenbaugh**  
**Paul Murphy**

## NORTH AMERICAN CHAMPIONS

1969 Milwaukee, USA  
**John Dane III** (US 95)  
**Mark Le Blanc**  
**John Cerise**

1970 Houston, USA  
**Dave Curtis** (US 437)  
**Robbie Doyle**  
**Ken Cormier**

1971 Los Angeles, USA  
**R. Mosbacher** (US 504)  
**Thad Hutcheson**  
**Tom Dickey**

1972 Oyster Bay, USA  
**Dave Curtis** (US 575)  
**Joanne Curtis**  
**John Rousmaniere**  
**John Nystedt**

1973 Toronto, Canada  
**Sid Dakin** (KC 84)  
**John Dakin**  
**Peter Crowder**

1974 Milwaukee, USA  
**John Kolius** (US 576)  
**Richard Hoepfner**  
**Bill Hunt**

1975 Rochester, USA  
**Dave Forbes** (KA 128)  
**J. Anderson**  
**Denis O'Neil**

1976 Seattle, USA  
**Carl Buchan** (US 593)  
**Mara Buchan**  
**Peter Shorett**

1977 Oyster Bay, USA  
**Hans Fogh** (KC 151)  
**Dennis Toews**  
**John Kerr**

1978 Newport Beach, USA  
**Robbie Haines** (US 707)  
**Ed Trevelyan**  
**Vince Brun**

1979 Houston, USA  
**Bill Abbott, Jr** (KC 1)  
**Bill Abbott, Sr**  
**Phil Bisel**

1980 Chicago, USA  
**Bill Allen** (US 712)  
**Dale Hoffman**  
**Brian Porter**

1981 Sarnia, Canada  
**Torben Grael** (BL 42)  
**Daniel Adler**  
**Ronaldo Senft**

1982 San Francisco  
**Ed Baird** (US 745)  
**Larry Klein**  
**Tucker Edmundson**

1983 Rochester, USA  
**Buddy Melges** (US 757)  
**Harry Melges III**  
**Hans Melges**

1984 Oyster Bay, USA  
**Hans Fogh** (KC 169)  
**Dennis Toews**  
**Steve Calder**

1985 Milwaukee, USA  
**Hans Fogh** (KC 176)  
**Steve Calder**  
**Rob Maru**

1986 Kingston, Canada  
**Hans Fogh** (KC 176)  
**Steve Calder**  
**Rob Maru**

1987 Santa Cruz, USA  
**John Kostecki** (US 736)  
**Will Baylis**  
**Bob Billingham**

1988 Wilmette, USA  
**Kevin Mahaney** (US 787)  
**Lance Mahaney**  
**Jim Brady**

1989 Annapolis, USA  
**Kevin Mahaney** (US 787)  
**Jim Brady**  
**Doug Kern**

## SOUTH AMERICAN CHAMPIONS

1971 Buenos Aires, Argentina  
**Horacio Campi** (A 16)

1972 Rio de Janeiro, Brazil  
**Gastao Brun** (BL 15)

1973 Buenos Aires, Argentina  
**Ricardo Boneo** (A 15)

1974 Rio de Janeiro, Brazil  
**Gastao Brun** (BL 15)

1975 Mar del Plata, Argentina  
**Ricardo Boneo** (A 15)

1976 Rio de Janeiro, Brazil  
**Gastao Brun** (BL 15)

# Champions continued . . .

1977	Rio de Janeiro, Brazil <b>Augusto Barrozo</b> (BL 20)
1978	Sao Paulo, Brazil <b>Fernando Nabuco</b> (BL 32)
1979	Rio de Janeiro, Brazil <b>Vicente Brun</b> (BL 59)
1980	Buenos Aires, Argentina <b>Jim Coggan</b> (US 695)
1983	Punta del Este, Uruguay <b>Torben Grael</b> (BL 42)
1984	Buenos Aires, Argentina <b>Augusto Barrozo</b> (BL 40)
1985	Buenos Aires, Argentina <b>Horacio Pettamenti</b> (A 15)
1986	Punta del Este, Uruguay <b>Torben Grael</b> (BL 42)
1987	Punta del Este, Uruguay <b>Augusto Barrozo</b> (BL 40)
1990	Buzios, Brazil <b>Jose Barcellos Dias</b> (BL 45)
1991	Punta del Este, Uruguay <b>Jose Barcellos Dias</b> (BL 45)

## BRAZILIAN CHAMPIONS

1980	<b>Torben Grael</b> (BL) <b>Ronald Senft</b> <b>Daniel Adler</b>
1981	<b>Torben Grael</b> (BL) <b>Ronald Senft</b> <b>Daniel Adler</b>
1982	<b>Torben Grael</b> (BL) <b>Ronald Senft</b> <b>Daniel Adler</b>
1983	<b>Jose Barcellos Dias</b> (BL) <b>Nelson Falcao</b> <b>Jose Augusto Dias</b>
1984	<b>Eduardo de Souza Ramos</b> (BL) <b>Ricardo Velerio</b> <b>Robert Rittcher</b>
1985	<b>Torben Grael</b> (BL) <b>Ronald Senft</b> <b>Daniel Adler</b>
1986	<b>Torben Grael</b> (BL) <b>Ronald Senft</b> <b>Daniel Adler</b>
1987	<b>Torben Grael</b> (BL) <b>Ronald Senft</b> <b>Daniel Adler</b>
1988	<b>Jose Barcellos Dias</b> (BL) <b>Nelson Falcao</b> <b>Jose Augusto Dias</b>
1989	<b>Alan Adler</b> (BL) <b>Daniel Adler</b> <b>Ronald Senft</b>
1990	<b>Jose Barcellos Dias</b> (BL) <b>Daniel Adler</b> <b>Jose Augusto Dias</b>
1991	<b>Jorge Zarif</b> (BL) <b>Ronald Zenft</b> <b>Norman McPherson</b>
1992	<b>Jose Barcellos Dias</b> <b>Daniel Adler</b> <b>Jose Augusto Dias</b>

## URUGUAYAN CHAMPIONS

1985	<b>Carlos Rico</b>
1987	<b>Gustano Rana</b>

## AUSTRALIAN CHAMPIONS

1969/70	<b>C. Ryves</b>
1970/71	<b>R. Pattison</b>
1971/72	<b>R. Miller</b>
1972/73	<b>John Bertrand</b>
1973/74	<b>J. Coggins</b>
1974/75	<b>Jim Hardy</b>
1975/76	<b>David Forbes</b>
1976/77	<b>Noel Robins</b>
1977/78	Sydney Harbour <b>Tony Manford</b>
1978/79	Port Lincoln <b>John Bertrand</b> (KA 150)
1979/80	Lake Macquarie <b>John Bertrand</b> (KA 150)

1980/81	Port Lincoln <b>Mark Bethwaite</b> (KA 144)
1981/82	Perth <b>Mark Bethwaite</b> (KA 144)
1982/83	Adelaide <b>Mark Bethwaite</b> (KA 144)
1983/84	Adelaide <b>Peter Gilmour</b> (KA 157)
1984/85	Port Lincoln <b>Peter Gilmour</b> (KA 157)
1985/86	Melbourne <b>Glen Collings</b> (KA 144)
1986/87	Fremantle <b>Glen Collings</b> (KA 153)
1987/88	Melbourne <b>John Kostecki</b> (US 736)
1988/89	Sydney <b>Jamie Wilmot</b> (KA 45)
1989/90	Port Lincoln <b>Andy Allsep</b> (KA 166)
1990/91	Fremantle <b>Matt Hayes</b> (KA 152)
1991/92	Manly <b>Neville Wittey</b> (KA 157)

## WESTERN AUSTRALIA STATE CHAMPIONS

1970	<b>David Melsom</b> (KA)
1971	<b>Noel Robins</b> (KA)
1972	<b>Noel Robins</b> (KA)
1973	<b>Michael Aherne</b> (KA)
1974	<b>Noel Robins</b> (KA)
1975	<b>Noel Robins</b> (KA)
1976	<b>Noel Robins</b> (KA)
1977	<b>Syd Lodge</b> (KA)
1978	<b>Noel Robins</b> (KA)
1979	<b>Syd Corser</b> (KA)
1980	<b>Michael Aherne</b> (KA)
1981	<b>Tony Manford</b> (KA 149)
1982	<b>Willy Packer</b> (KA 151)
1983	<b>Peter Gilmour</b> (KA 157)
1984	<b>Peter Gilmour</b> (KA 157)
1985	<b>Peter Gilmour</b> (KA 157)
1986	<b>Murray Smith</b> (KA 158)
1987	<b>Barry Waller</b> (KA)
1988	<b>Murray Smith</b> (KA 159)
1989	<b>Murray Smith</b> (KA 159)
1990	<b>Murray Smith</b> (KA 159)
1991	<b>Murray Smith</b> (KA 130)
1992	<b>Graham Bulford</b> (KA 119)

## SOLING WORLD TROPHY

1985	<b>John Kostecki</b> (US 736)
1986	<b>Jochen Schümann</b> (DDR 1)
1987	<b>Georgi Shaiduko</b> (SR 41)
1988	<b>John Kostecki</b> (US 736)
1989	<b>Jochen Schümann</b> (DDR 1)
1990	<b>Helmar Nauck</b> (DDR 4)
1991	<b>Jochen Schümann</b> (G1)

## KEN BERKELEY CUP

1983	<b>Michael Farthofer</b> (OE 73)
1984	<b>Jorg Herrman</b> (DDR 5)
1985	<b>Roman Koch</b> (G 266)
1986	<b>Daniel Diesing</b> (G 269)
1987	<b>George Wossala</b> and <b>George Finaczy</b> (M 18)
1988	<b>Istvan Rujak</b> (M 18)
1989	<b>George Wossala</b> (M 18)
1990	<b>George Finaczy</b> (M)
1991	<b>Antal Szekely</b> (M)

## PRE-OLYMPIC REGATTAS

1971	<b>Paul Elvström</b> (D)
1975	<b>Dave Forbes</b> (KA)
1979	<b>Willi Kuhweide</b> (G)
1983	<b>Dave Curtis</b> (US)
1987	<b>John Kostecki</b> (US)
1991	<b>Roy Heiner</b> (H)

## US CHAMPIONSHIPS (Mid-Winter)

1971	<b>John Dane</b> (US)
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1972	<b>Bruce Goldsmith</b> (US)
1973	<b>Hans Fogh</b> (KC)
1974	<b>Buddy Melges</b> (US)
1975	<b>John Kolius</b> (US)
1976	<b>Buddy Melges</b> (US)
1977	<b>Dave Curtis</b> (US)
1978	<b>Dave Curtis</b> (US)
1979	<b>Robbie Haines</b> (US)
1980	<b>Ed Baird</b> (US)
1981	<b>Hans Fogh</b> (KC)
1982	<b>Hans Fogh</b> (KC)
1983	<b>Dave Curtis</b> (US)
1984	<b>Robbie Haines</b> (US)
1985	<b>Hans Fogh</b> (KC)
1986	<b>Hans Fogh</b> (KC)
1987	<b>John Kostecki</b> (US)
1988	<b>John Kostecki</b> (S)
1989	<b>Bill Abbott</b> (KC)
1990	<b>Hans Fogh</b> (KC)
1991	<b>Kevin Mahaney</b> (US)
1992	<b>Kevin Mahaney</b> (US)

## FIRECRACKER REGATTAS

1970	<b>Harry Roman</b> (KC)
'70-'75	<i>No record</i>
1976	<b>Buddy Melges</b> (US)
1977	<b>Syd Dakin</b> (KC)
1978	<b>Jim Beatty</b> (KC)
1979	<b>Gary Knapp</b> (US)
1980	<b>John Dakin</b> (KC)
1981	<b>John Obendach</b> (US)
1982	<b>Hans Fogh</b> (KC)
1983	<b>John Obenbach</b> (US)
1984	<b>John Obenbach</b> (US)
1985	<b>Paul Coleman</b> (US)
1986	<b>Kazunori Komatsu</b> (J)
1987	<b>Paul Coleman</b> (US)
1988	<b>John Obenbach</b> (US)
1989	<b>Hans Fogh</b> (KC)
1990	<b>Paul Thomson</b> (KC)
1991	<b>Gerard Coleman</b> (US)

## NORTH WEST CHAMPIONS

1969	<b>Bill Booth</b> (US)
1970	<b>Dave Miller</b> (KC)
1971	<b>Maurice Rattray</b> (US)
1972	<b>Maurice Rattray</b> (US)
1974	<b>Jim Medley</b> (US)
1975	<b>Jim Medley</b> (US)
1976	<b>Bill Buchan</b> (US)
1977	<b>Scott Gilbert</b>
1982	<b>Maurice Rattray</b> (US)
1983	<b>Maurice Rattray</b> (US)
1984	<b>Maurice Rattray</b> (US)
1985	<b>Maurice Rattray</b> (US)
1986	<b>Arvid Berg</b> (US)
1987	<b>John Kostecki</b> (US)
1988	<b>Jim Medley</b> (US)
1991	<b>Jim Medley</b> (US)

## SOUTHERN CHAMPIONS

1970	<b>John Dane</b>
1971	<b>Robert Mosbacher</b>
1972	<b>Robert Mosbacher</b>
1973	<b>Mark Ploch</b>
1975	<b>John Kolius</b>
1976	<b>John Kolius</b>
1978	<b>Joe Ellis</b>
1979	<b>George C. Francisco, III</b>
1980	<b>George C. Francisco, III</b>
1981	<b>George C. Francisco, III</b>
1982	<b>Brad Alford</b>
1983	<b>David Fox</b>
1984	<b>David Fox</b>
1985	<b>George C. Francisco, III</b>
1986	<b>T. Smythe and Joe Ellis</b>
1987	<b>Brodie Cobb</b>
1988	<b>Jim Hockett</b>
1989	<b>Thad Hutcheson</b>
1990	<b>Mark Hallman</b>
1991	<b>Mark Hallman</b>

# Champions continued . . .

## PACIFIC COAST CHAMPIONS

1975 **Bill Buchan** (US)  
 1976 **Jack Dollahite** (US)  
 1977 **Jim Coggan** (US)  
 1978 **Bill Abbott** (KC)  
 1979 **Robbie Haines** (US)  
 1980 **Vince Brun** (US)  
 1981 **Bill Abbott Jr** (KC)  
 1982 **Jim Coggan** (US)  
 1983 **Maurice Rattray** (US)  
 1984 **John Kostecki** (US)  
 1985 **John Kostecki** (US)  
 1986 **Scott Mason** (US)  
 1987 **Craig Healy** (US)  
 1988 **Gregory Pierce** (US)  
 1989 **Jim Medley** (US)  
 1990 **Kevin Mahaney** (US)  
 1991 **Doug McLean** (US)

## GREAT LAKES CHAMPIONS

1973 **Stu Walker** (UC)  
 1974 **Syd Dakin** (KC)  
 1975 **Stu Walker** (US)  
 1977 **Syd Dakin** (KC)  
 1979 **Jamie McCreary** (US)  
 1980 **Hans Fogh** (KC)  
 1981 **Dave Hobden** (KC)  
 1982 **Ed Baird** (US)  
 1983 **Hans Fogh** (KC)  
 1984 **Jim Beatty** (KC)  
 1985 *No event*  
 1986 **Hans Fogh** (KC)  
 1987 **Gerard Coleman** (UC)  
 1988 **Bill Abbott** (KC)\*  
 1989 **Paul Thomson** (KC)\*  
 1990 **Jim Beatty** (KC)\*  
 1991 **Paul Thomson** (KC)\*  
 \*Combined event with CORK

## FALL SOLING BOWL REGATTAS

1969 **Stu Walker** (US)  
 1970 **Jim Miller** (US)  
 1971 **Dave Curtis** (US)  
 1972 **Sam Merrick** (US)  
 1973 **John Ulbrich** (US)  
 1974 **Jonathan Ford** (US)  
 1975 **Joachim Schulz-Heik** (US)  
 1976 **Dave Curtis** (US)  
 1977 **Hans Fogh** (KC)  
 1978 **Hans Fogh** (KC)  
 1979 **Hans Fogh** (KC)  
 1980 **Buddy Melges** (US)  
 1981 **John Glueck** (US)  
 1982 **Ed Baird** (US)  
 1983 **Ed Baird** (US)  
 1984 **Don Cohan** (US)  
 1985 **Hans Fogh** (KC)  
 1986 **John Kostecki** (US)  
 1987 **Paul Thomson** (KC)  
 1988 **Hans Fogh** (KC)  
 1989 **Kevin Mahaney** (US)  
 1990 **Dave Curtis** (US)  
 1991 *No competition - fog*

## CAN/AM OLYMPIC CLASSES - MIAMI

1990 **Hans Fogh** (KC)  
 1991 **Larry Klein** (US)  
 1992 **Gerard Coleman** (US)

## ATLANTIC COAST CHAMPIONS

1969 **Frank Jewett** (US)  
 1970 **Donald Cohan** (US)  
 1971 **Donald Cohan** (US)  
 1972 **Dave Curtis** (US)  
 1973 **Hans Fogh** (KC)  
 1974 **Stu Walker** (US)  
 1975 **Paul Henderson** (KC)  
 1976 **Joachim Schulz-Heik** (US)  
 1977 **Dave Curtis** (US)  
 1978 **Hans Fogh** (KC)  
 1979 **Ed Baird** (US)  
 1980 **Dave Curtis** (US)

1981 **Dave Perry** (US)  
 1982 **Jim Beatty** (KC)  
 1983 **Dave Chapin** (US)  
 1984 **Don Cohan** (US)  
 1985 **Don Cohan** (US)  
 1986 **Don Cohan** (US)  
 1987 **Don Cohan** (US)  
 1988 **Don Cohan** (US)  
 1989 **Don Cohan** (US)  
 1990 **Don Cohan** (US)  
 1991 **Paul Wilson** (US)

## SPRING SOLING BOWL REGATTAS

1969 **Stu Walker** (US)  
 1970 **Dave Curtis** (US)  
 1971 **Dave Curtis** (US)  
 1972 **Sam Merrick** (US)  
 1973 **Stu Walker** (US)  
 1974 **Stu Walker** (US)  
 1975 **Stu Walker** (US)  
 1976 **Dave Curtis** (US)  
 1977 **Dave Curtis** (US)  
 1978 **Stu Walker** (US)  
 1979 **Don Cohan** (US)  
 1980 **Ed Baird** (US)  
 1981 **Ed Baird** (US)  
 1982 **Peter Galloway** (US)  
 1983 **Dave Curtis** (US)  
 1984 **Peter Hall** (KC)  
 1985 **Don Cohan** (US)  
 1986 **Sam Merrick** (US)  
 1987 **Don Cohan** (US)  
 1988 **Gerard Coleman** (US)  
 1989 **Stu Walker** (US)  
 1990 **Stu Walker** (US)  
 1991 **Stu Walker** (US)  
 1992 **John Harper** (US)

## O'DAY REGATTAS

1983 **Karen Olsen** (US)  
 1984 **Karen Olsen** (US)  
 1985 **Joe Hoeksema** (US)  
 1986 **Bill Abbott Jr.** (KC)  
 1987 **Bill Abbott Jr.** (KC)  
 1988 **Charles Kamps** (US)  
 1989 **Fred Joosten** (US)  
 1990 **Joe Hoeksema** (US)  
 1991 **Charles Kamps** (US)

## MCNULTY TROPHY REGATTAS

1970 **Bob Johnstone** (US)  
 1972 **Bruce Goldsmith** (US)  
 1973 **Bill Abbott Sr.** (KC)  
 1974 **Jack Van Dyke** (US)  
 1975 **Buddy Melges** (US)  
 1976 **Charles Kamps** (US)  
 1977 **Jack Van Dyke** (US)  
 1978 **Jack Van Dyke** (US)  
 1979 **Charles Kamps** (US)  
 1980 **Larry Booth** (US)  
 1981 **Charles Kamps** (US)  
 1982 **Buddy Melges** (US)  
 1983 **Buddy Melges** (US)  
 1984 **Charles Kamps** (US)  
 1985 **John Kostecki** (US)  
 1986 **Charles Kamps** (US)  
 1987 **Terry McMahon** (US)  
 1988 **Kent Heitzinger** (US)  
 1989 **Terry McMahon** (US)  
 1990 **Joe Hoeksema** (US)  
 1991 **Joe Hoeksema** (US)

## WILMETTE RACE WEEKS

1978 **Charles Kamps** (US)  
 1979 **Bill Allen** (US)  
 1980 **Charles Kamps** (US)  
 1981 **Charles Kamps** (US)  
 1982 **Toumanoff/Kinney** (US)  
 1983 **Buddy Melges** (US)  
 1984 **Terry McMahon** (US)  
 1985 **Charles Kamps** (US)  
 1986 **Kent Heitzinger** (US)

1987 **Kent Heitzinger** (US)  
 1988 **Terry McMahon** (US)  
 1989 **Joe Hoeksema** (US)  
 1990 **Hans Fogh** (KC)  
 1991 **Gerard Coleman** (US)

## CORK REGATTAS

1969 **John Dane** (US)  
 1970 **Buddy Melges** (US)  
 1971 **Buddy Melges** (US)  
 1972 *Olympic year - no event*  
 1973 **Hans Fogh** (KC)  
 1974 **Buddy Melges** (US)  
 1975 **David Forbes** (KA)  
 1976 *Olympic year - no event*  
 1977 **Peter Hall** (KC)  
 1978 **Hans Fogh** (KC)  
 1979 **Peter Hall** (KC)  
 1980 **Torben Grael** (BL)  
 1981 **Hans Fogh** (KC)  
 1982 **Hans Fogh** (KC)  
 1983 **Dave Chapin** (US)  
 1984 **Bill Abbott Jr** (KC)  
 1985 **Bill Abbott Jr** (KC)  
 1986 **Hans Fogh** (KC)  
 1987 *No event*  
 1988 **Bill Abbott Jr** (KC)  
 1989 **Paul Thomson** (KC)  
 1990 **Jim Beatty** (KC)  
 1991 **Paul Thomson** (KC)

## BERMUDA RACE WEEK

1970 **Ding Schoonmaker** (US)  
 1971 **Sam Merrick** (US)  
 1972 **Sam Merrick** (US)  
 1973 **Jonathan Ford** (US)  
*(last year boats transported from US)*  
 '78 - '82 **Alex Cooper**

## BERMUDA CHAMPIONS

'69 - '75 **Kirk Cooper**  
 '77 - '83 **Alex Cooper**

## NORWEGIAN CHAMPIONS

1976 **Per Spilling** (N)  
 1977 **HRH Prince Harald** (N)  
 1978 **HRH Prince Harald** (N)  
 1979 **Hans Wang** (N)  
 1980 **Hans Wang** (N)  
 1981 **Hans Wang** (N)  
 1982 **Hans Wang** (N)  
 1983 **Terje Wang** (N)  
 1984 **Kalle Nergaard** (N)  
 1985 **Terje Wang** (N)  
 1986 **Terje Wang** (N)  
 1987 **Terje Wang** (N)  
 1988 **Terje Wang** (N)  
 1989 **Helmar Nauck** (DDR)  
 1990 **Rune Jacobsen** (N)  
 1991 **Rune Jacobson** (N)

## DANISH CHAMPIONS

1980 **Peter Kantmann** (D)  
 1982 **Poul Richard Hoj Jensen** (D)

## DANISH SPRING CUP

1986 **Helmar Nauck** (DDR)  
 1991 **Jesper Bank** (D)  
 1992 **Jesper Bank** (D)

## ITALIAN CHAMPIONS

1978 **Dotti** (I)  
 1979 **Erich Hirt** (G)  
 1980 **Albarelli** (I)  
 1981 **Bolens**  
 1982 **Milone** (I)  
 1983 **Lamaro** (I)  
 1984 **Marino** (I)  
 1985 **Flavio Favini** (I)  
 1986 **Flavio Favini** (I)  
 1987 **Flavio Favini** (I)

# Champions continued ...

1988 Ciferri (I)  
 1989 Flavio Favini (I)  
 1990 Flavio Favini (I)  
 1991 Flavio Favini (I)

## FRENCH CHAMPIONS

1979 Bertrand Cheret (F)  
 1980  
 1985  
 1986  
 1991 Lawrie Smith (K)

## LA BAULE DERBY

1987 Furic (F)  
 1988 Jens Peter Wrede (G)  
 1989 Thierry Peponnet (F)  
 1990 Yves Steff (F)  
 1991 Jean-Marie Le Guillou (F)

## HYERES WEEK

1989  
 1982 Kudrjavstev (SR)  
 1983 Willi Kuhweide (G)  
 1984 Chris Law (K)  
 1985 Boris Budnikov (SR)  
 1986 Helmar Nauck (DDR)  
 1987 Hans Fogh (KC)  
 1988 Jesper Bank (D)  
 1989  
 1990 Jesper Bank (D)  
 1991 Roy Heiner (H)  
 1992 Michael Luschan (OE)

## SWISS CHAMPIONS

1969 Eckart Wagner (G)  
 1970 R. Fragniere (Z)  
 1971 R. Fragniere (Z)  
 1972 Bertrand Cheret (F)  
 1973 Stu Walker (US)  
 1974 R. Blattman (Z)  
 1975 *Cancelled - no wind*  
 1976 *Cancelled - no wind*  
 1977 *Cancelled - no wind*  
 1978 R. Fragniere (Z)  
 1979 J. Corminboeuf (Z)  
 1980 Heike Blok (Z)  
 1981 Fred Schurch (Z)  
 1982 A. Testuz (Z)  
 1983 A. Testuz (Z)  
 1984 Roger Guignard (Z)  
 1985 J. Rosset (Z)  
 1986 Rick Gregorini (Z)  
 1987 Stu Walker (US)  
 1988 Yves Diday (Z)  
 1989 *Cancelled - no wind*  
 1990 Don Schenker (Z)  
 1991 Jürg Menzi (Z)  
 1992 Jürg Menzi (Z)

## SOLING-CUP BIEL

1983 Schmalz  
 1984 Schmid  
 1985 Chatelain  
 1986 Chatelain  
 1987 Grimm  
 1988 Menzi  
 1989 Guignard  
 1990 Schenker  
 1991 *Cancelled*

## HERBSTPREIS - THUN

1973 Dangel  
 1974 Bernet  
 1975 Bernet  
 1977 *Cancelled*  
 1978 Blanc  
 1979 Schurch  
 1980 Schurch  
 1981 Iseli  
 1982 Scheidegger  
 1983 Benz  
 1984 Menzi  
 1985 Menzi

1986 Walker  
 1987 Blok  
 1988 Menzi  
 1989 Blok  
 1990 Menzi  
 1991 Menzi

## SCHWIEZERISCHE PUNKTEMEISTERSCHAFT

1974 Bernet  
 1975 Christen  
 1976 Colombi  
 1977 Blok

1978  
 1979  
 1980  
 1981 Blanc  
 1982 Guignard  
 1983 Blanc

1984  
 1985 Guignard  
 1986 Scheidegger  
 1987 Menzi  
 1988 Diday  
 1989 Guignard  
 1990 Schenker  
 1991 Menzi

## COUPE DE LA HARPE ROLLE

1981 Testuz  
 1982 Guignard  
 1983 Lanz  
 1984 Lanz  
 1985 Rosset  
 1986 Grimm  
 1987 *Cancelled - no wind*  
 1988 Walker (US)  
 1989 Guignard  
 1990 Menzi  
 1991 Schenker

## COUPE DE LA MATELOTE - YVERDON

1976 Corminboeuf  
 1977 Degaudenzi  
 1978 Fragniere  
 1979 Blattmann  
 1980 *Cancelled - no wind*  
 1981 Scheidegger  
 1982 Lanz  
 1983 Guignard  
 1984 Guignard  
 1985 Guignard  
 1986 Walker (US)  
 1987 *Cancelled*

## ALPEN CUP

1976 R. Berchtold (OE)  
 1977 Karl Haist (G)  
 1978 Uli Ströhschneider (OE)  
 1979 Hinz Schmidt (G)  
 1981 Michael Farthofer (OE)  
 1982 Heike Blok (Z)  
 1983 Carl Auteried (OE)  
 1984 *No competition*

## EUROPEAN LAKES CUP

1985 Uli Ströhschneider (OE)  
 1986 Istvan Rujak (M)  
 1987 Uli Ströhschneider (OE)  
 1988 Stu Walker (US)  
 1989 Carl Auteried (OE)  
 1990 *No qualifiers*  
 1991 Uli Ströhschneider (OE)

## AUSTRIAN CHAMPIONS

1971 Uli Ströhschneider (OE)  
 1972 Harold Fereberger (OE)  
 1973 Uli Ströhschneider (OE)  
 1974 Hubert Raudaschl (OE)  
 1976 Hubert Raudaschl (OE)  
 1977 Carl Auteried Jr (OE)  
 1978 Uli Ströhschneider (OE)

1979 Carl Auteried (OE)  
 1980 Uli Ströhschneider (OE)  
 1981 Michael Farthofer (OE)  
 1982 Michael Farthofer (OE)  
 1983 Michael Farthofer (OE)  
 1984 Michael Farthofer (OE)  
 1985 Uli Ströhschneider (OE)  
 1986 George Finaczy (M)  
 1987 Michael Farthofer (OE)  
 1988 Stu Walker (US)  
 1989 Carl Auteried (OE)  
 1990 Schulze (OE)  
 1991 Michael Luschan (OE)

## JUNGFRAU TROPHY/ALPENCUP/ELC THUN

1972 Greinacher  
 1973 Bernet  
 1974 Bernet  
 1975 Dunand  
 1976 L'Huillier  
 1977 Blok  
 1978 Gregorini  
 1979 Scheidegger  
 1980 Corminboeuf  
 1981 Farthofer (OE)  
 1982 Gregorini  
 1983 Vuithier  
 1984 Guignard  
 1985 Walker (US)  
 1986 Gregorini  
 1987 Komatsu (J)  
 1988 Walker (US)  
 1989 Walker (US)  
 1990 Schenker  
 1992 Gregorini/Schenker /Menzi (Equal First)

## OMEGA CUP - CHIEMSEE

1973 Franz Heilmeier (G)  
 1974 Hubert Raudaschl (G)  
 1975 Erich Hirt (G)  
 1976 Norbert Wagner (G)  
 1977 Fritz Geis (G)  
 1978 Fritz Geis (G)  
 1979 Willi Kuhweide (G)  
 1980 Erich Hirt (G)  
 1981 Erich Hirt (G)  
 1982 Karl Haist (G)  
 1983 Michael Farthofer (OE)  
 1984 Roman Koch (G)  
 1985 Erich Hirt Jr (G)  
 1986 Jorg Herrmann (DDR)  
 1987 Hinz Schmid (G)  
 1988 Willi Kuhweide (G)  
 1989 Roman Koch (G)  
 1990 Morten Henriksen (D)  
 1991 Hinz Schmid (G)  
 1992 Andy Vincon (G)

## SOLING CUP/ERICH HIRT PREIS

(From 1970 to 1981 called Spring Cup. Following the death of Erich Hirt in a car accident the name changed to Erich Hirt Preis).

1970 Karl Haist (G)  
 1971 Karl Haist (G)  
 1972 Norbert Wagner (G)  
 1973 Karl Haist (G)  
 1974 Willi Kuhweide (G)  
 1975 Karl Haist (G)  
 1976 Karl Haist (G)  
 1977 Erich Hirt (G)  
 1978 Erich Hirt (G)  
 1979 Rudolf Persille (G)  
 1980 Erich Hirt (G)  
 1981 Erich Hirt (G)  
 1982 Karl Haist (G)  
 1983 *No Wind*  
 1984 Stuart Walker (US)  
 1985 Hinz Schmid (G)  
 1986 Tom Jungell (L)  
 1987 Jens Peter Wrede (G)

# Champions continued . . .

1988 **Erich Hirt Jr.** (G)  
 1989 **Stuart Walker** (US)  
 1990 **Karl Haist** (G)  
 1991 **Thomas Jungblut** (G)

## GERMAN CHAMPIONS

1979 **Phil Crebbin** (K)  
 1980 **Poul-Richard Hoj Jensen** (D)  
 1981 **Willi Kuhweide** (G)  
 1982 **Erich Hirt Jr** (G)  
 1983 **Jesper Bank** (D)  
 1984 **Achim Kabelbach** (G)  
 1985 **Wolfgang Gerz** (G)  
 1986 **Paul Thomson** (KC)  
 1987 **Jens Peter Wrede** (G)  
 1988  
 1989 **Axel Mertens** (G)  
 1990 **Hinz Schmid** (G)  
 1991 **Jochen Schümann** (G)

## KIEL WEEK

1969 **Arved von Gruenewaldt** (S)  
 1970 **Arved von Gruenewaldt** (S)  
 1971 **Arved von Gruenewaldt** (S)  
 1972 **Crown Prince Harald** (N)  
 1973 **Stig Wennerstrom** (S)  
 1974 **Willi Kuhweide** (G)  
 1975 **Willi Kuhweide** (G)  
 1976 **Willi Kuhweide** (G)  
 1977 **Glen Dexter** (KC)  
 1978 **Hans Fogh** (KC)  
 1979 **Robbie Haines** (US)  
 1980 **Robbie Haines** (US)  
 1981 **Wolf Richter** (DDR)  
 1982 **Boris Budnikov** (SR)  
 1983 **Wolf Richter** (DDR)  
 1984 **Robbie Haines** (US)  
 1985 **Jochen Schümann** (DDR)  
 1986 **Tom Jungell** (L)  
 1987 **Jochen Schümann** (DDR)  
 1988 **Jochen Schümann** (DDR)  
 1989 **Jochen Schümann** (DDR)  
 1990 **Jochen Schümann** (DDR)  
 1991 **Jesper Bank** (D)  
 1992 **Kevin Mahaney** (US)

## GARDA CUP

1988 **Helmar Nauck** (DDR)  
 1989 **Jochen Schümann** (DDR)  
 1990 **Helmar Nauck** (DDR)  
 1991 **Mario Celon** (I)  
 1992 **Roman Koch** (G)

## DINO SCHIESARO - GARDA

1980 **Roman Koch** (G)  
 1981 **Erich Hirt** (G)  
 1982 **Michael Farthofer** (OE)  
 1983 **Tom Jungell** (L)  
 1984 **Thomas Jungblut** (G)  
 1985 **Uli Ströhschneider** (OE)  
 1986 **Hans-Joachim Wrede** (G)  
 1987 **Thomas Jungblut** (L)  
 1988 **Thomas Jungblut** (L)  
 1989 **Jochen Schümann** (DDR)  
 1990 **Arrivabene** (I)  
 1991 **Flavio Favini** (I)

## GENOA WEEK

1981 **Chris Law** (K)  
 1982  
 1983 **Fritz Geis** (G)  
 1984 **Chris Law** (K)  
 1985 **Helmer Nauck** (DDR)  
 1986 **Jochen Schümann** (DDR)  
 1987 **Flavio Favini** (I)  
 1988 **Thomas Jungblut** (G)  
 1989 **Jochen Schümann** (DDR)  
 1990 **Michael Luschan** (OE)  
 1991 **Mario Celon** (I)  
 1992 **Michael Luschan** (OE)

## SAN REMO WEEK

*(Mediterranean Championship)*  
 1983 **Milone** (I)  
 1984 **Torben Grael** (BL)  
 1985 **Anastassios Boudouris** (GR)  
 1986 **Flavio Favini** (I)  
 1987 **Romano Lamaro** (I)  
 1988 **Kevin Mahaney** (U)  
 1989 **Jesper Bank** (D)  
 1990 **Jesper Bank** (D)  
 1991 **Jesper Bank** (D)  
 1992 **Bill Hodder** (KA)

## SPA REGATTA

1986 **Thomas Jungblut** (G)  
 1987 **Thomas Jungblut** (G)  
 1988 **Romano Lamaro** (I)  
 1989 **Thierry Peponnet** (F)  
 1990 **Jochen Schümann** (DDR)  
 1991 **Jochen Schümann** (G)  
 1992 **Jochen Schümann** (G)

## DUTCH CHAMPIONS

1971 **Arie Klein**  
 1972 **Geert Bakker**  
 1973 **Dieter Below**  
 1974 **Heike Blok**  
 1978 **Geert Bakker**  
 1979 **Colin Simonds**  
 1980 **Peter Kantmann**  
 1981 **Geert Bakker**  
 1982 **Valdemar Bandolowski**  
 1983 **Willi Kuhweide**  
 1986 **Thomas Jungblut**  
 1987 **Thomas Jungblut**  
 1988 **Romano Lamaro**  
 1989 **Roy Heiner**  
 1990 **Roy Heiner**  
 1991 **Maarten Kimman**

## NORDIC CHAMPIONS

1985 **Lennart Persson**  
 1989 **Morten Henriksen**  
 1990 **Jochen Schümann**  
 1991 **Per Ahlby**

## SWEDISH CHAMPIONS

1969 **Stig Wennerstrom** (S)  
 1970 **Stig Wennerstrom** (S)  
 1971 **Arved von Gruenewaldt** (S)  
 1972 **Arved von Gruenewaldt** (S)  
 1973 **Stig Wennerstrom** (S)  
 1974 **Jorgen Sundelin** (S)  
 1975 **Stig Wennerstrom** (S)  
 1977 **Arved von Gruenewaldt** (S)  
 1978 **Arved von Gruenewaldt** (S)  
 1979 **Arved von Gruenewaldt** (S)  
 1981 **Erik Thorsell** (S)  
 1982 **Valdemar Bandolowski** (D)  
 1983 **Jesper Bank** (D)  
 1984 **Helmar Nauck** (DDR)  
 1985 **Jochen Schümann** (DDR)  
 1986 **Jesper Bank** (D)  
 1987 **Brodie Cobb** (US)  
 1988 **Jochen Schümann** (DDR)  
 1989 **Helmar Nauck** (DDR)  
 1990 **Jochen Schümann** (DDR)  
 1991 **Martin Pålsson** (S)

## HUNGARIAN CHAMPIONS

1986 **Financzy Gyorgy**  
**Toronyi Andras, Izsak Tibor**  
 1987 **Tuss Miklos, David Sandor**  
**Sardu Krisztian**  
 1988 **Ori Tamas, Rujak Istvan**  
**Bankuti Bela**  
 1989 **Szekely Antal**  
**Csermendy Miklos, Ori Tamas**  
 1990 **Szekely Antal**  
**Csermendy Miklos**  
**Hatyka Varga Attila**

1991 **Szekely Antal**  
**Csermendy Miklos**  
**Hatyka Varga Antal**

## CHRISTMAS RACE - PALAMOS

1989 **Fernando Leon** (E)  
 1990 **Roy Heiner** (H)  
 1991 **Jesper Bank** (D)

## BRITISH CHAMPIONS

1969 **Peter Cooke**  
 1970 **John Oakeley**  
 1971 **David Thomas**  
 1972 **David Thomas**  
 1973 **Kit Hobday**  
 1974 **Charles Ingham**  
 1975 **Charles Ingham**  
 1976 **Iain MacDonald-Smith**  
 1977 **Phil Crebbin**  
 1978 **Colin Simonds**  
 1979 **Phil Crebbin**  
 1980 **Colin Simonds**  
 1981 **Chris Law**  
 1982 **Ted Fort**  
 1983 **Graham Bailey**  
 1984 **Chris Law**  
 1987 **Glyn Charles**  
 1988 **Boyd Baird**  
 1989 **Rory Bowman**  
 1990 **Rory Bowman**  
 1991 **Glyn Charles**

## SCOTTISH CHAMPIONS

1989 **Boyd Baird**  
 1990 **Boyd Baird**  
 1991 **Boyd Baird**  
 1992 **Boyd Baird**

## JAPANESE CHAMPIONS

1978 **Manfred Rocker**  
 1979  
 1980  
 1981  
 1982  
 1983  
 1984  
 1985 **Ayama**  
 1986  
 1987  
 1988  
 1989  
 1990 **Kazunori Komatsu**  
 1991



*Kevin Mahaney - Winner, 1992 Kiel Week*

*Please note that some events and event winners are missing from these lists. Please help us to provide complete records in the next Guide by submitting the missing information to the Secretary now.*



# Register of National Soling Associations

Tel/Fax numbers listed where available.

## ARGENTINA

Agrupacion Argentina de Soling,  
Sr Juan Zuccoli - President,  
Yacht Club Argentino,  
C.C. 4499 Correo Central,  
Buenos Aires, 1000, Argentina  
Tel: +54 1 311 4071/4650 (Office)

## AUSTRALIA

Australian Int. Soling Association,  
Mr. Paul Glaser - President,  
22 Wyong Road, Mosman,  
NSW 2088, Australia  
Tel: +61 2 968 1690 (Home)  
Tel: +61 2 552 8222 (Office)  
Fax: +61 2 552 8288 (Office)

## AUSTRIA

Oesterreichische Soling Klassenvereinigung,  
Dkfm. Ulrich Poppovic - Secretary,  
Hackhofergasse 11a, A-1190 Wien, Austria  
Tel/Fax: +43 1 37 13 00 (Office)

## BAHAMAS

Mr. Robert Symonette  
P.O. Box N1216, Nassau, Bahamas  
Tel: +1 809 393 8388 (Office)  
Fax: +1 809 393 0900 (Office)  
(Associate member only)

## BARBADOS

Barbados Soling Association  
Mr. David Staples,  
Doyle Sails, Six Roads,  
St. Philip, Barbados, West Indies  
Tel: +1 879 423 4600 (Office)

## BELGIUM

Belgian Soling Association,  
Mr. S.E. Claeys, 15 Bij St. Jacobs,  
9000 Gent, Belgium  
Tel: +32 91 252012 (Office)  
Fax: +32 91 239094 (Office)

## BERMUDA

Bermuda Soling Association,  
Mr. C.F.A. Cooper,  
Conyers, Dill and Pearman,  
Clarendon House, Church Street,  
Hamilton 5 - 31, Bermuda  
Tel: +1 809 29 5 1422 (Office)

## BRAZIL

Associacao Brasileira de Soling,  
Mr. Daniel Adler - Secretary,  
Rua Mexico 111 - 18 Andar,  
CEP 20.031, Rio de Janeiro - RJ, Brazil  
Fax: +55 21 220 0624 (Office)

## BRITISH VIRGIN ISLANDS

British Virgin Islands Soling Association,  
R.E. Tattersall, Esq., Bougainvillea Clinic,  
Box 378, Road Town, Tortola,  
British Virgin Islands  
Tel: +1 809 42181/42199 (Office)  
Fax: +1 809 494 6609 (Office)

## CANADA

Canadian Int. Soling Association,  
Bruce Clifford - Chairman,  
227 Aldercrest Rd., Etobicoke,  
Ontario, M9W 4J6, Canada  
Tel/Fax: +1 416 255 3216 (Office)

## DENMARK

Danish International Soling Association,  
Enk Kirk - Secretary, Kr. Kielbergsvej 34,  
8660 Skanderborg, Denmark  
Tel: +45 8652 2629 (Home)

## EIRE

Irish Soling Association,  
J. Ross-Murphy, Esq., Chinook,  
Knocknacree Grove, Dalkey, Co. Dublin, Eire.  
Tel: +353 1 280 0331 (Office)  
Fax: +353 1 284 3375 (Office)

## ESTONIA

Tonu Tootsi, Estonian Yachting Union,  
200103 Tallinn, Regati pst 1, Estonia  
Tel: +7 0142 238 044 (Office)  
Fax: +7 0142 238387/238344 (Office)

## FINLAND

Finnish Soling Association,  
Mr. Joni Nuorivaara - Chairman,  
Ankeriaantie 37 A, 02260 Espoo, Finland  
Tel: +358 0 1323 2368 (Home)  
Fax: +358 0 1323 2526 (Office)

## FIJI

Fiji Soling Association, Fiji Yachting Association,  
Mr. D.J. Ashby - Hon. Treasurer,  
P.O. Box 3084, Lami, Fiji  
Tel: +679 351 087 (Office)  
Fax: +679 351 010 (Office)

## FRANCE

Association Francaise de la Classe Soling,  
Hervé Davy Sec., c/o C.V.P.,  
34, quai Glandaz,  
78130 Les Mureaux,  
France  
Tel: +33 1 34 74 04 80 (Office)

## GERMANY

Deutsche Soling Klassenvereinigung,  
Nico Pieper - President, Bernecker Weg 29,  
D-1000 Berlin 46, Germany  
Tel: +49 30 774 4180 (Home)  
Fax: +49 30 792 1206 (Office)

## GREECE

Hellenic Soling Association  
Hellenic Yachting Federation,  
23 Santaroza Str., 185 34 Piraeus, Greece  
Tel: +30 1 413 7351 (Office)  
Fax: +30 1 413 1191 (Office)

## HOLLAND

Soling Club Nederland,  
Mr. Ton Koot - Secretary, P.O. Box 59,  
3417 ZH Montfoort, Holland  
Tel: +31 3484 2647 (Home)  
Tel: +31 3484 6211 (Office)

## HUNGARY

Hungarian Soling Class Association,  
Mr. George Wossala - Secretary,  
1122 Goldmark K. u. 17, Budapest,  
Hungary  
Tel/Fax: +36 1 155 1508 (Home)  
Fax: +36 1 175 9583 (Office)

## INDIA

Soling Association of India,  
Commodore S.K. Mongia, VSM,  
c/o Naval Sailing Club,  
Coast Wing Boat Pool, Pilot Bunder, Colaba,  
Bombay-400 005, India  
Tel: +91 22 215 18 26 (Office)

## ISRAEL

Israel Soling Association,  
Israel Yachting Association,  
Mrs. Dorith Stierler - Sec. Gen.  
4 Marmorek Stræet, Tel Aviv, Israel  
Tel: +972 3 561 6262 (Office)  
Fax: +972 3 561 6270 (Office)

## ITALY

Associazione Italiana Soling,  
Sr. Vittorio Porta - Secretary,  
Via della Viola 5, 16148 Genova, Italy  
Tel: +39 10 38 72 42 (Office)  
Fax: +39 10 85 28 51 (Office)

## JAPAN

Japan Soling Association,  
Mr. Kanji Sadanari - Secretary,  
7 - 12 - 1 Sakurayama, Zushi City,  
Kanagawa, Japan

## LIECHTENSTEIN

Liechtensteinische Soling Klassenvereinigung,  
Mr. N. Seeman, Malbur,  
9497 Triesenberg, Liechtenstein

## NEW ZEALAND

New Zealand Soling Association,  
Mr. Jamie Gale - Secretary,  
14 Aphiai St., Orakei,  
Auckland 5, New Zealand

## NORWAY

Norsk Soling Klubb,  
Mr. Lars Mathiesen - Secretary,  
Fredrik Stangsgt. 46, 0264 Oslo 2, Norway  
Tel: +47 2 945 000 (Office)

## PAKISTAN

Commodore K.M. Akhtar,  
B-3, St. 16, E-8, Islamabad, Pakistan  
Tel: +92 51 829 061  
(Associate member only)

## PORTUGAL

Portuguese Soling Association,  
Sr. Jose Manuel Quina - President,  
Campo Pequeno 36 - 2 Esq.,  
1000 Lisbon, Portugal  
Tel: +351 1 757 3560 (Office)  
Fax: +351 1 757 3556 (Office)

## RUSSIA

CIS Soling Association,  
CIS Yacht Racing Federation, Emb. 8,  
Luzhnetskaya 119270, Russia  
Tel: +7 095 290 2940 (Office)  
Fax: +7 095 248 0814 (Office)

## SLOVENIJA

Soling Slovenija,  
Mr. David Antoncic, Vodopivceva 18 a,  
66000 Koper, Slovenija  
Tel: +38 66 32934 (Home)  
Tel: +38 66 63866 (Office)  
Fax: +38 66 38165 (Office)

## SPAIN

Sr. Paul Maes - Olympic Team Manager,  
ENV, Apartado 29,  
17 230 Palamos (Gerona), Spain  
Tel: +34 3 412 2537 (Office)  
Fax: +34 3 412 4269 (Office)

## SOUTH AFRICA

Soling Association of South Africa,  
Sandy Ord, Chairman, P.O. Box 131209,  
Bryanston 2021, South Africa  
Tel: +27 11 880 5072 (Home)  
Fax: +27 11 788 5458 (Office)

## SWEDEN

Swedish Soling Association,  
Mr. Sven Hjorth - Chairman,  
Skiftesvagen 113, 18338 Taby, Sweden  
Tel: +46 8 758 7489 (Home)  
Fax: +46 8 768 5141 (Office)

## SWITZERLAND

Aspro Soling Suisse,  
Mme. Christine Lehmann - Secretary,  
c/o Jurg Menzi, c/o Traubenweg 101,  
CH-3612 Steffisburg, Switzerland  
Fax: +41 31 26 47 79 (Office)

## UNITED STATES OF AMERICA

United States Soling Association,  
Mr. Joe Hoeksema - President,  
1615 N. Cleveland, Chicago,  
Ill. 60614, U.S.A.  
Tel: +1 312 787 9616 (Home)  
Fax: +1 312 787 0970 (Home)

## UNITED KINGDOM

British Soling Association,  
S.J. Pyatt, Esq. - Secretary,  
34 York Square, Wyton, Huntingdon,  
Cambridgeshire, PE17 2HX, U.K.  
Tel: +44 480 454521 (Home)

# Register of Licensed Builders

# ISA Committee and Officers 1992

**Abbott Boats Inc.,**  
1458 London Road., Sarnia,  
Ontario, N7S 1P7,  
CANADA.  
Tel: +1 519 542 2771  
Fax: +1 519 542 2324

**Bianchi & Cecchi,**  
Cantiere Navale di Cogoleto,  
Via S. Lorenzo 23 - 9,  
16123 Genova,  
ITALY.  
Tel: +39 10 918 4367  
Fax: +39 10 918 1870

**Borresens Badebyggeri,**  
Dragevej 11,  
Postbox 187 DK,  
7100 Vejle,  
DENMARK.  
Tel: +45 75 825900  
Fax: +45 75 840323

**Linge Yachts AS,**  
Munkesletten,  
PB 93, 1392 Vetre,  
Asker,  
NORWAY.  
Tel: +47 2 901510  
Fax: +47 2 901565

**Leonhard Mader GmbH,  
Bootswerft,**  
8221 Fische/Waging a. See,  
GERMANY.  
Tel: +49 8681 373  
Fax: +49 8681 4246

**Petticrow Boatyard,**  
The Quay,  
Burnham-on-Crouch,  
Essex, CMO 8AT,  
U.K.  
Tel: +44 621 782115  
Fax: +44 621 785389

**Bill Abbott Sr. and Bill Abbott Jr.,**  
1458 London Road, Sarnia,  
Ontario N7S 1P7,  
CANADA.  
Tel: +1 519 542 2771 (Business)  
Fax: +1 519 542 2324

**Geert Bakker,**  
Naussaupark 3, Warmond,  
NETHERLANDS.  
Tel: +31 1711 10121 (Home)

**George Barker, Esq.,**  
Clayhill Cottage, Fairford Road, Lechlade,  
Gloucestershire, G17 3DS, U.K.  
Tel: +44 367 53386 (Home)  
Fax: +44 367 242980

**James D. Beatty,**  
55 University Ave., Suite 310, Toronto,  
Ontario, M5J 2H7,  
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Tel: +1 416 862 7168 (Business)  
Tel: +1 416 923 7261 (Home)  
Fax: +1 416 862 2659

**Anders Borresen,**  
Borresens Baadebyggeri, Dragevej 11,  
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**J.A. Clare, Esq.,**  
Clare & Co., 20 Farnival Street,  
London, EC4A 1BN, U.K.  
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Tel: +44 71 792 1591 (Home)  
Fax: +44 71 606 6630

**H.M. King Constantine,**  
65 Grosvenor Street, 6th Floor,  
London, W1X 9DB, U.K.  
Tel: +44 71 493 9359 (Business)  
Fax: +44 71 495 1461

**Ruud den Outer,**  
Hermitage 109, 2907 NC,  
Capelle aan de IJssel, NETHERLANDS  
Tel: +31 34 02 89311 (Business)  
Tel: +31 10 45 16638 (Home)  
Fax: +31 34 02 61652

**Su Alteza Real el Principe de Asturias**  
Don Felipe de Borbon y Grecia,  
Palacio de la Zarzuela, 28071 Madrid,  
SPAIN. Fax: +34 1 532 95 43

**Daniel Ferré,**  
6 Routes des Postillons, 92310 Sevres,  
FRANCE.  
Tel: +33 1 45 07 8903 (Home)  
Fax: +33 1 34 65 1931

**Paul Glaser,**  
22 Wyong Road, Mosman, NSW 2088,  
AUSTRALIA.  
Tel: +61 2 552 8222 (Business)  
Tel: +61 2 968 1690 (Home)  
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