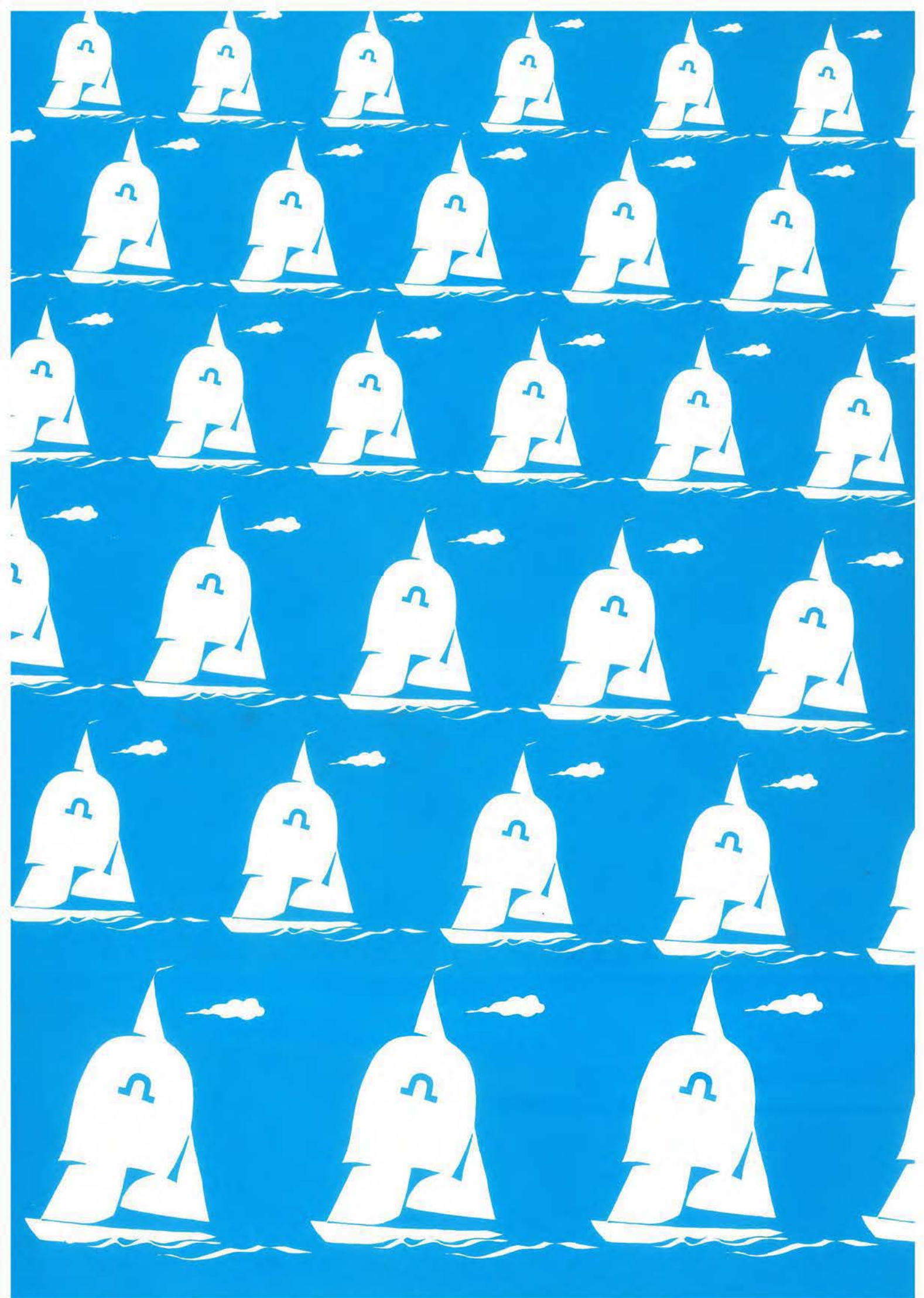


SOLING GUIDE 1973



SOLING GUIDE 1973

**ANOTHER WORLD
CHAMPIONSHIP YEAR** 



SOLING K 60

is the Guide-colour-print of the year. It is a gusto pleasure to see "Gusto" surfing along under her beautiful spinnaker in a gusty blow. She is helmed by her owner, David Thomas. Photographer: BB-Studio.

SOLING GUIDE 1972 is printed in offset by Fossum Tryk, Birkerød, Denmark, on KROMEKOTE 255 gr for the cover, and ORBIT offset paper 85 gr for the sheets.

Lay out and drawing for the fly-leafs is by Nina Schjøttz.

The international SOLING Measurement and Class Rules and the measurement forms are printed by permission from The International Yacht Racing Union, London.

Advertisers in the Soling Guide 1973

Abbott Boats	20
Andersson, Göran	18
Bringsværd, Borge	16, 66
Davan Scale Models	32
Elvstrøm Boats	96
Elvstrøm Sails	62
Ishihara Dockyard	88
Kristiansands Mek. Verksted	72
Linge-Yachts	16, 66, 72
Marinex	18
Melges Sails	92
Memosail Crono	34
Munster Simms	10
Murphy & Nye	90
Musto & Hyde	28
North Sails San Diego	28
North Sails Wagner	90
Polyform	90
Yachts and Yachting	14

CONTENTS

ISA Committees	5
The Committee – Executive Committee – Technical Committee – ISA Secretariat	
The International Soling Association's Contacts	6
Top helmsmen on the International Soling Class	7
World Champions – Continental Champions – Genoa Regatta – Copenhagen Spring Championship	
Country History Reports	9
U.S.A. – Switzerland – Italy – Denmark	
Soling History in short	11
Soling Hiking	12
International Soling Association Rules	15
The ISA Constitution	
Championship Rules	19
World- and European Championship Rules – United States Soling Association Rules for regional- and North American Championships and Selection Rules	
The Phantom "Teal" – US 600	29
Her rig and equipment, by: Bill Bentsen	
1974 Soling World Championship	31
"Down under" – Australia prepares the next World Championship	
Soling Races Round the World	33
International Soling Fixtures 1973-1975	
Soling Who's Who: Harry C. Melges, Jr.	37
Soling Ties, Blazer Badges, Sail Labels etc. – prices	38
Soling Licensed Builders: May 1972	39
A List of LBs with addresses, codes, plug- and mould numbers – Weighing masts simplified	
IYRU-plaques issued and sold to Licensed Builders	40
The Receipt from ISA – the Triangular Plaque – the new Rightangular Plaque	
International Soling Measurement and Class Rules	41
International Soling Class Measurement Form	46
International Soling Class Diagram	48
International Soling Class Sail Measurement Form	53
International Soling Association Appendix Re: Measurement Rules	55
Interpretations – Dispensations – Measurement Station Marks – How to use the Templates	
Register of International Soling Class Yachts	57
Introduction – Reports of Solings 1968-1973 – a Register of 1996 Solings and owners in 40 countries	
International Soling Class Measurers (ISA Rule 7.8)	81
Official appointed by National Soling Associations – Responsibility of Measurers – Responsibility of Owner	
International Soling Drawings, Sail plan etc.	83
ISA-Office Information	85
Registration Procedures – How to register an international Soling – Register Form – Certificate – How to measure Solings at Events – Simplified Event Measurement Forms – Race Log – Race Report – Secretary's Notes	
Soling Index	91
Photographers in the Guide	92
Post Card for easy correction of ISA Register	93





SOLING GUIDE 1973

ANOTHER WORLD
CHAMPIONSHIP YEAR



COPENHAGEN APRIL 1973

PREFACE FORTH EDITION

Dear Soling Owner:

It is again a pleasure on behalf of the International Soling Association to present you with the Soling Guide, 1973. The year 1972 was a momentous one for the Soling Class –

– In our first appearance at the Olympic games, we had entries from 26 of our member countries, close to the Flying Dutchman (29), and more than any of the other classes except of course the Finn dinghy.

– In November, the Soling was again selected as one of the Olympic classes for the 1976 games, this time one of only two classes of keel boats;

– Positive action by International Yacht Racing Union in providing better quality control of builder's tooling and better control of measurement procedures, has made much more realistic the one-design concept of the Class;

the Measurement Rules have been further tightened and clarified;

– There are now more than 2.000 Solings in forty countries around the world with ever increasing interest in still other countries.

We hope you will find this Fourth Year Edition of the Soling Guide both useful and interesting. We are grateful to Eyvin Schiøttz and his talented wife, Karen, for the many hours of time they have devoted to its preparation.

Respectfully submitted,

INTERNATIONAL SOLING ASSOCIATION

John H. Van Dyke

President

THE INTERNATIONAL SOLING ASSOCIATION COMMITTEES 1973

THE ISA COMMITTEES

Honorary Member of the Committee: His Majesty Konstantin, king of the Hellenes.

President:

John H. Van Dyke, U.S.A. (e).

Vice-President:

Herbert Reich, Germany W. (e).

Members:

J.-J. André, France, (e)

Geert Bakker, Holland (e).

Eggert Benzon, Denmark, (e).

Peter Kaye Bryan, Australia, (e).

Y. Couvreur, Switzerland, (a).

Robin Judah, U.K., (e).

Bruce Lee, U.S.A. (a).

Erling S. Lorentzen, Brazil, (e).

Kenneth B. Miller, U.K., (a).

E. B. Mitchell, U.S.A., (a).

Tom Nyström, Sweden, (a).

Berndt Prähle, Sweden, (e).

Charles H. Steinbach, Canada (a).

Kevin S. Winterbottom, Australia, (a).

(e) = elected. – (a) = appointed.

THE EXECUTIVE COMMITTEE

John H. Van Dyke, U.S.A., (Chairman)

Eggert Benzon, Denmark

Robin Judah, U.K.

Herbert Reich, Germany W.

THE TECHNICAL COMMITTEE

Robin Judah, U.K. (Chairman)

William Bentsen, U.S.A.

Don Bever, U.S.A.

Jan Kjærulff, Denmark

INTERNATIONAL SOLING ASSOCIATION SECRETARIAT

Office: 1 Opheliavej, DK 3000 Helsingør, Denmark. Eyvin Schiøttz, Denmark, appointed Secretary.

THE INTERNATIONAL SOLING ASSOCIATION'S CONTACTS

A	Argentina:	Roberto G. Sieburger, Buenos Aires	KZ	New Zealand:	Jack Scholes, Auckland
B	Belgium:	G. J. Fletcher, Brussels	L	Finland:	Leif Haglund, Helsinki
BA	Bahama:	Robert Symonette, Nassau	M	Hungary:	Hungarian Yachting Association
BL	Brazil:	Erling S. Lorentzen, Rio de Janeiro	MX	Mexico:	José de la Vega, LI. Acapulco
D	Denmark:	Eggert Benzon, Copenhagen	N	Norway:	Rudolf Ugelstad, Oslo
E	Spain:	Ramon Balcells Rodon, Barcelona	OE	Austria:	Peter Denzel, Vienna
F	France:	Jean-Jacques André, Paris	P	Portugal:	Bernardo Espirito Santo, Lisboa
G	Germany West:	Dietrich Howaldt, Berlin	PH	The Philippines:	Philippine Yachting Association
GO	Germany East:	Bund Deutscher Segler der Demokratischen Republik	PK	Pakistan:	P. N. Dockyard, Karachi
GR	Greece:	George S. Andreadis, Athens	PR	Puerto Rico:	Donald R. Meyers DMD
H	Holland:	G. A. Bakker, sen, Rotterdam	PZ	Poland:	Polski Związek Żeglarski, Warszawa
I	Italy:	Rinaldo Schiaffino, Genova	S	Sweden:	Tom Nyström, Stockholm
IR	Eire:	John J. Walker, Dun Laoghaire	SA	South Africa:	D.J. Haliburton, Durban
J	Japan:	Sumio Okumura, Tokyo	SR	U.S.S.R.:	Ivan Lavrov, Moscow
K	United Kingdom:	Vernon Stratton, Binfield	TH	Thailand:	Yacht Racing Association of Thailand, Bangkok
KA	Australia:	David Bebb, Sydney	US	U.S.A.:	Bruce Lee, New York
KB	Bermuda:	E. Kirkland Cooper, Hamilton	V	Venezuela:	Edmund Napp, Venezuela
KC	Canada:	Charles H. Steinbach, Toronto	VI	Virgin Islands:	Yacht Racing Association of U.S. Virgin Islands
KJ	Jamaica:	J. A. Blackwood, Kingston	Y	Yugoslavia:	Yachting Association of Yugoslavia, Split
KR	Rhodesia:	W. A. Burdett-Couttz, Rhodesia	Z	Switzerland:	Luigi Balestra, Morges

For further information see Register of International Soling Class Yachts.

Mail all your correspondence to the addresses given in the Register.



Grand activity onboard "Fram VI" H.R.H. Crownprince Harald rounding a mark at the Olympics 1972.

TOP HELMSMEN ON THE INTERNATIONAL SOLING CLASS



CHAMPIONS AND SPRING EVENTS 1973

1972 – The Olympic Year – was the most surprising on the world wide regatta courses.

Already at the Spring-races, reported in the Soling Guide 1972, it was evident that new names could pop out as top-helmsmen in the International Soling Class.

Who had expected that a country with very few Solings should win the European Championship at Skovshoved. So did in fact East Germany with Christoph Schwarz at the helm in Soling GO 6.

By now all know that the Olympic Gold Medal went to U.S.A. It was to great surprise for all the European Soling yachtsmen. But the charming Bud Melges showed a very efficient performance in the light winds at Kiel.

Now we have a new season to come with another World Championship – the fourth – at Quiberon in France and the sixth Europeans at Medemblik in Holland.

Who is now to be the Champions ? Was it difficult last year – it is more than difficult this year.

What we know is that 14 nations are entered for the Worlds with a total of approximately 60 entries. In this connection it is very interesting that the elimination rule (5.5) works satisfactory from year to year. This is the third time on the "cubic root plus one etc." for the Worlds, and besides this we have succeeded four times on "the square root" for the Europeans, and always with a total of approximately 60 entries.

Besides the 60 Solings for the Worlds we are told that there will be about the same number of boats for the

Criterion or Open-regatta. This is sailed by those not qualifying for the Worlds on a separate course at the same place – in the Bay of Quiberon – at the same time on the same days. We are looking forward to meet such a lot of Soling-Entusiasts.

The Secretariate has very few results from the Spring Races this year. One of the reasons is that our going to press is two months earlier this year. Another is that still very few of our Regatta Reports are returned filled in

Therefore it is necessary to refer those interested in guessing whom are in the top to the ISA-circulars with results from last year and to the following reports received in time.

One thing is quite sure: Nobody can tell you who is going to win this or that. We have also many new-comers in the class. But isn't that the most exciting for an international and olympic class ?

It is, – and it is the best known "manure" for the Soling Class to grow.

World Champions:

1969: Skovshoved, Denmark: Paul Elvstrøm (D 29)

1970: Poole, U.K.: Stig Wennerström (S 65)

1971: Oyster Bay, U.S.A.: R. Mosbacher (US 504)

1973: Quiberon, France: _____

1974: Sydney, Australia: _____



US-Solings racing at San Francisco. – Shall the top-helmsman be found in this fleet ?

Olympic Games:

1972:	Gold:	Harry Melges, Jr. (US 600)
		William Bentsen
		William Allen
	Silver:	Stig Wennerström (S 100)
		Lennart R. Roslund
		Bo Knape
		Stefan Krook
	Bronze:	David Miller (KC 97)
		John Ekels
		Paul Cote

South American Champions:

1971:	Horacio A. Campi, Buenos Aires (A 16)
1972:	Gastão Brun, Rio de Janeiro (BZ 15)
1973:	_____

European Champions:

1968:	Skovshoved, Denmark: Per Spilling (N 7)
1969:	Sandhamn, Sweden: A. von Gruenenwaldt (S 21)
1970:	Hankö, Norway: Paul Elvström (D 34)
1972:	Skovshoved, Denmark: C. Schwarz, (GO 6)
1973:	Medemblik, Holland:
1974:	Clyde, Scotland:
1975:	_____

North American Champions:

1969:	John Dane III, New Orleans (US 95)
1970:	David Curtis, Marblehead, Mass. (US 437)
1971:	R. Mosbacher, Texas (US 504)
1972:	_____
1973:	_____

GENOA REGATTA 1973**Yacht Club Italiano**

March 4 - 11

Sail No.	LB's Code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
D 50	D	Ib Ussing Andersen	2	1	1	1	1	2	1	222,5	1
I 93	D	Sergio Orlandi	6	13	6	2	8	5	5	196	2
I 86	D	Lio Coccoloni	3	25	2	18	3	6	2	194	3
Z 154	-	Alfred Schurch	4	6	5	6	14	4	8	185	4
Z 144	-	Gustav Dangel	16	2	7	10	11	13	11	174	5
I 111	D	Luigi Croce	11	20	10	23	2	8	6	171	6
I 80	D	Umberte Modena	5	15	12	19	7	1	R	168,25	7
N 57	D	Ola M. Johannessen	10	7	17	21	12	3	12	167	8
I 90	D	Rinaldo Schiaffino	8	24	3	28	21	4	3	165	9
E 8	D	Ramon Balcells	7	21	-	7	5	15	10	163	10

Further competed: E 15 - I 31 - I 54 - I 68 - I 73 - I 75 - I 77 - I 81 - S 90 - I 91 - I 94 - I 95 - I 97 - I 100 - I 106 - I 108 - I 109 - I 112 - I 113 - I 116 - I 119 - I 120 - I 121 - I 123 - Z 131 - Z 153 a total of 36 Solings from 5

countries as follows: D: 1, E: 2, I: 28, N: 1, Z: 4.

During the seven races the wind was never above 13 m/s, in four of the races it was blowing only between 2 and 7 m/s.

THE COPENHAGEN SPRING CHAMPIONSHIP**The Underberg Cup****Skovshoved, Copenhagen**

April 19 - 22

Sail No.	LB's Code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
D 50	D	Ib Ussing Andersen	1	1	3	1	2	-	-	3	1
D 51	D	P. Ric. Høj Jensen	2	2	8	2	5	-	-	19	2
D 44	D	Valdemar Badalowski	4	4	4	4	1	-	-	24	3
S 100	D	Stig Wennerström	7	15	1	5	3	-	-	28,7	4
D 52	D	Lars Pedersen	3	10	6	3	7	-	-	36,1	5
H 3	D	Geert Bakker	14	6	2	10	10	-	-	46,7	6
H 11	D	Rien Rozendaal	12	3	7	6	13	-	-	48,4	7
D 53	D	Mogens Nielsen	10	8	M	9	4	-	-	51	8
D 36	D	Ole Faber	6	17	9	8	6	-	-	52,4	9
D 56	D	Jan Persson	11	12	10	7	8	-	-	60	10

Further competed: D 41 - D 43 - D 46 - D 47 - D 49 - G 33 - G 119 - S 103 - H 10 - H 12 - L 25 - L 26 - L 27 - S 76 - S 85 - S 89 - S 94 - S 97 - S 103 - a total of 30 Solings from 5 countries as follows: D: 12, G: 3, H: 4, L: 3, S: 8. The Easter in Denmark was cold and rainy, Thursday two

perfect races were sailed in a nice breeze from North, 6-8 m/s. Friday it was a complete calm, and the start was postponed in three hours, but only one shortened race could be finished. Saturday and Sunday race conditions were again perfect for two races in a N-NE wind from 2 to 20 m/s.

COUNTRY HISTORY REPORTS



SIX HUNDRED SOLINGS IN FOUR YEARS

The United States Soling Association came into existence in late 1968. However, it was not until 1969 that the Association reached a level of organization which enabled it to be of service to its members and an important part of the International organization. Early fleets were formed in all the major sailing centers of the country. Presently, there are 35 chartered fleets, over 600 registered yachts, and a strong interested membership. The year 1973 promises to be another great season of competition and growth for the Soling Class in the United States, with many new boats already under construction.

Of course no mention of United States Solint activity would be complete without recognition of our Olympic representative Buddy Melges. His performance at Kiel, on and off the water, was simply tremendous. (Buddy Melges is the SOLING "Who's Who" in this Guide).

Good luck in 1973 to all the other NSAs worldwide.

United States Soling Association
Terry Bischoff.

THE SECOND BIGGEST SOLING FLEET

At the beginning of 1973 the Swiss Soling Fleet amounted to 160 boats, the second biggest fleet of any country, proof for the tremendous popularity of the Soling in Switzerland.

The Swiss Soling Association is organized in seven fleets, located on the Lakes of Zürich, Geneva, Thun, Lucerne, Biel, Jura and Ticino.

During 1973 more than 30 Regattas will be held all over Switzerland with Solings at the starting line. The main National event will be the Swiss Championship in Brunnen on lake Lucerne from July 4 to 8.

All events are of course internationally open, and the Swiss Soling Association would be pleased to welcome participants from NSA's outside Switzerland on as many Regattas as possible.

Swiss Soling Association — Aspro Soling Suisse —
R. Bucher

ITALY — 30% MORE SOLINGS IN ONE YEAR

The Italian Soling Fleet is one of the oldest and still growing. From March 1972 to March 1973 the Italian Solings could show a progress of 30%, today sail no. 1121 is issued. a year ago the highest number was 197.

In Italy there are three larger fleets from which Solings are entered in every Italian racing event. The three groups have about 20 Solings racing from each group. Genoa has the most active group, another is at Anzio (Rome) and the third at Lago di Garda.

Now new fleets are growing at Trieste and in Tuscany. These two places have never before arranged racing, but



US 600 — "Teal" in the lead at the Olympics 1972.



Ib Ussing Andersen, Denmark, was the winner at Genoa and Copenhagen this spring.

this year two important regattas will be held. To stimulate competition the Italian Soling Association has donated the "Soling Trophy", which will be awarded the best Soling on combined score in the Italian Championship and four national races taking place this year. Another progress to stimulate interest in racing is a championship between two Sound-areas: The Liguria-Tuscany and the Latium-Campania. At Trieste we had this Spring a national regatta for the "Nordio Cup", which in many years was a popular cup in the Star Class, but now the Soling Class has taken over, and we hope it will be just as popular in our class and last for many years to raise the interest of the Italian Soling Yachtsmen. 25 Solings took part with I 86, Lio Cocoloni, "Finco" as winner. The international Genoa Regatta was held in March and is reported in this Guide.

Associazione Italia "Soling"
Mario Gallini.



ONCE THE BIGGEST NATIONAL FLEET

The Danish International Soling Association came into existence in 1967 after Solings had been racing in Danish waters for a year. That year the Danish Soling fleet included 21 registered boats which formed the biggest National Fleet in the world.

SAIL WITH WHALE



REMEMBER
for safety at sea fit a reliable *hand* pump.
EMERGENCIES demand the best

See your nearest Chandler for details of the latest WHALE Range or send NOW for Free Illustrated Bilge Pump Leaflet to

MUNSTER SIMMS ENGINEERING LIMITED
OLD BELFAST RD · BANGOR · NORTHERN IRELAND · TEL: BANGOR 61531 (5 LINES)



Although the fleet is now comparatively small it is still very active.

In 1972 we organized three Major Events, namely the Copenhagen Spring Championship (56 Solings), The International Danish Championship (24 Solings) and The European Championship (63 Solings).

In spite of being a post-olympic year we expect our racing fleet to increase considerably in 1973 and we hope this will be the tendency worldwide.

Danish International Soling Association
Ole Faber



Tough Racing at Genoa between Switzerland and Italy.

SOLING-HISTORY IN SHORT

Designer: Jan Herman Linge.

- 1964 SOLING Prototype tested and evaluated.
- 1965 First SOLING mould for GRP-production.
- 1966 Five SOLINGS from GRP-mould sailing trials.
- 1966 Autumn: SOLING entered for the first Three-Man-Keel-Boat trials at Kiel.
- 1967 60 SOLINGS built, Racing in Scandinavia and U.S.A. First international regatta July 1967 (6 races) at Copenhagen (17 competed). First National Soling Association (NSA) and International Soling Association (ISA) launched. Second trials in Germany. - November 9th: The SOLING received international status.
- 1968 First European Championship. About 300 SOLINGS built. November: The International Soling Class was adopted for the 1972-Olympics. 9 NSAs launched.
- 1969 First World-, second European- and first North American Championship. 20 NSAs in operation. About 600 International Solings built. An eliminating rule for entries at W.C. and E.C. adopted.
- 1970 Second World-, third European- and second North American Championship. 1300 International Solings built. 24 NSAs in operation.
- 1971 Third World-, fourth European-, third North American and first South American Championship. 1600 International Solings built. 32 NSAs or NAs in operation for the SOLING Class.
- 1972 Three continental championships: European (D), North American (US) and South American (A). No World Championship in the Olympic Year, where the SOLING class was represented from 26 Nations. The class rounded 2000 SOLINGS built with 40 countries affiliated to the ISA. At the November meeting in London the IYRU renewed the status of the SOLING for the 1976-Olympics in Canada.
- 1973 Another World Championship Year. 14 Nations have entered appr. 60 boats for the event at Quiberon (F). Besides the Worlds are for the first time arranged open races (CRITERIUM) for boats not qualified for the Worlds. Another 60 are expected for this "parallel-event". The Continental Championships are still very popular, at least four of the Continents are expected to arrange. A Meeting of Members will be held at Quiberon.





By these photos it is not thought to discuss mini-hike, sitting hike or the necessity of trapez-hiking. We want to show how Soling helmsmen and crews hike under various racing conditions. — Sometimes when looking into a Soling from leeward one sees 6 soles of feet only (bottom left). We are also proud of showing a female-crew in a strong hiking position (bottom right). When at the marks hiking can be amusing (and difficult), then the helmsman's hiking is very





important (middle right). Some like to hike close to the water – others hike more comfortably.

This revue will also remind all NSAs, Soling helmsmen and -crews that the ISA Committee has recommended that further trials be conducted at the Fleet and Club level during 1973, and that reports be prepared and submitted to the Technical Committee prior to year-end, (see ISA-Circular April 30).





By reading *Yachts and Yachting* each fortnight
YOU can keep up with the leaders.

Yachts and Yachting brings you —

- Articles on tactics and tuning
- Accurate, up-to-date race reports
- Details of design and equipment development
- Regular columns by such leading writers as Jack Knights
- A wealth of supporting articles covering every aspect of the international scene

All compiled, written and produced by a team of active sailors
whose knowledge is based on sailing at the top end of the fleet

If you are not already a regular reader, write for our special
subscription rates for Soling Class members NOW

Yachts *and Yachting*

196 Eastern Esplanade, Southend-on-Sea, Essex, England
Telephone: Southend-on-Sea (0702) 82245 and 82171

INTERNATIONAL SOLING ASSOCIATION RULES

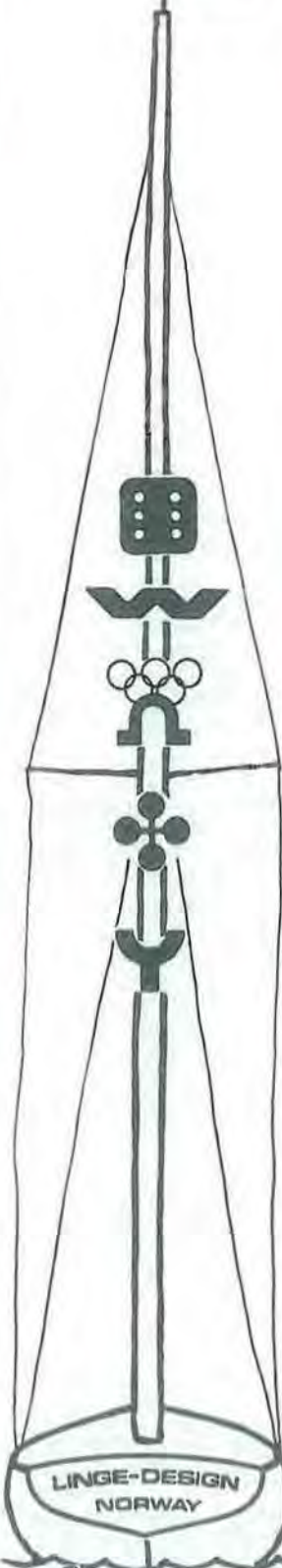


First edition 1967
Second edition 1968
Third edition 1970
Fourth edition 1972

1. **Title.**
The full title of the Association shall be the **International Soling Association, ISA.**
2. **Objects.**
The objects of the ISA are to promote and further develop the interests of the International Soling Class throughout the World, i.e.:
 - 2.1 To maintain the one-design character of the international Soling Yacht.
 - 2.2 To co-ordinate and manage the affairs and rules of the class.
 - 2.3 To make recommendations on the control of such matters to the International Yacht Racing Union, IYRU.
 - 2.4 To encourage and co-ordinate national and international competition in the class.
3. **Terms and Definitions.**
Throughout these rules the following defined terms will be used.
 - 3.1 The **ISA** shall mean the International Soling Association.
 - 3.2 The **Committee** shall mean the Committee of the ISA.
 - 3.3 The **National Authority** shall mean the organization recognized by the IYRU to control and organize yachting on a national basis in any country.
 - 3.4 The **NSA** shall mean the National Soling Association organized inside individual countries and officially recognized by the ISA.
 - 3.5 The **class** shall mean the class of sailing yachts designed by Jan H. Linge and made in accordance with his drawings and specifications and known under the name **International Soling.**
 - 3.6 The **Measurement Rules** shall mean the rules relating to measurement, constructions and racing conditions of a Soling.
 - 3.7 **ISA-Procedures** are set up as a guidance to builders, boat owners, National Authorities and National Soling Associations.
 - 3.8 The **Certificate** shall mean a certificate to be issued, ratified and endorsed as hereinafter provided, recording builder's name and code, the IYRU-plaque number, sail number and ownership.
 - 3.9 The **Measurement Form** shall mean the official Measurement Form.
 - 3.10 The **Sail Measurement Form** shall mean the official Sail Measurement Form.
 - 3.11 The **Hull Numbers** shall mean: (1): The Serial No. issued by IYRU on the Plaque, (2): The builder's Code and Hull no., Mould and Plug nos. issued by the builder on the same plaque.
 - 3.12 The **Sail Number** shall mean the national sail number allocated to the yacht by the National Authority or the NSA.
 - 3.13 The **ISA Class Register** shall mean the Register of International Solings and their owners and associated members to be kept as hereinafter provided.
 - 3.14 **Copyright Holder** of the drawings and specifications of the International Soling is the IYRU Holdings Ltd.
 - 3.15 **Licensed Builder** shall mean the person, persons or corporation for the time being holding a license to build the International Soling.
 - 3.16 The **Secretary** shall mean the duly elected Honorary Secretary or the duly appointed Secretary, as the case may be, of the ISA.
4. **Protection of One-Design and Issue of Certificates.**
 - 4.1 The One-Design character of the International Soling throughout the world and the quality of the yachts shall be controlled by limiting building rights to selected builders in each country. All applications for license to build 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 the ISA Committee can recommend to the IYRU Holdings Ltd. that a license be issued.
 - 4.2 No yacht shall be entered the ISA Class Register as an International Soling or be eligible for a Certificate as an International Soling unless the hull and the other component mouldings are produced by a Licensed Builder and built to the official plans and Measurement Rules.
 - 4.3 The ISA shall keep a Class Register, a NSA Register and a Register of Builders.
 - 4.4 Certificate shall be obtainable from the NSA/NA upon production of the official Measurement Form properly completed by the official appointed measurer showing the yacht to be within the requirements of the Measurement Rules and building fee paid. A copy of the Certificate shall in each case be forwarded to the ISA.
 - 4.5 Certificates shall remain valid only as long as the boat continues to comply with the Measurement Rules and the annual dues are paid.
 - 4.6 The responsibility for ensuring the validity of the yacht shall rest with the owner. However, the IYRU Holdings Ltd. shall hold the builder responsible for delivering yachts within the Measurement Rules and specifications. The builder must correct any boat not approved by a measurer at the builder's expense. Failure to do shall be valid cause for cancellation of his license.
 - 4.7 Change of ownership shall invalidate the Certificate. It shall be the responsibility of the new owner to obtain a new Certificate.
5. **Membership and Voting Rights.**
 - 5.1 The following type of membership shall be recognized:
 - 5.1.1 Full membership.
 - 5.1.2 Associate membership.
 - 5.1.3 Honorary membership.
 - 5.2 Full membership shall, upon payment of the prescribed annual subscription of a NSA, be open to any Full Member of a NSA who is the owner of an International Soling, or in the case of joint owners, to any one of them, or in case of an International Soling owned by a corporation or organization to a nominated representative. Lacking a NSA, payment must be made directly to ISA.

Design og utvikling:

INGENIØR JAN H. LINGE AS



LINGE-KONSTRUKSJONER SERIE- PRODUSERT I PLAST

INGENIØR JAN H. LINGE AS

LINGE-DESIGN
NORWAY

SEILBÅTER:

OBS! NYTT SOMMEREN 1973!

SMILING 28 ft – Borge Bringsværds Verft A/S

BRISLING 28 ft – Borge Bringsværds Verft A/S

GAMBLING 34 ft – Kristiansands Mek. Verksted A/S

SOLING 27 ft – Ingeniør Jan H. Linge A/S

FIRLING 24 ft – Kristiansands Mek. Verksted A/S

YNGLING 21 ft – Borge Bringsværds Verft A/S, Drøbak



MOTORBÅTER:

FJORDLING 30 ft – A/S Fjord Plast, Arendal (Fjord Diplomat)

SAGALING 30 ft – Selje Bruk A/S, Selje

MEKLING 27 ft – Kristiansands Mek. Verksted A/S

WINDY 24 ft – Arendal Plastindustri A/S, Arendal

WINDY 22 ft – Arendal Plastindustri A/S, Arendal

SPORTLING 20 ft – Draco A/S, Flekkefjord

SPORTLING 17 ft – Draco A/S, Flekkefjord

FJORDLING 17 ft – A/S Fjord Plast, Arendal

TROMLING 17 ft – Polar Plast A/S, Tromøya Arendal

WESLING 16 ft – Sverre Westermoen, Grimstad

Båtene fra Kristiansand Mek. Verksted A/S

forhandles av:

I samarbeid med:

Linge Yachts

Stortingsgt. 14 - Oslo 1
Tlf. 02 41 19 27 - 41 50 31

Borge Bringsværds Verft A/S

1441 Drøbak
Tlf. 02 93 00 71



BÅTER MED "STING" – HAR NAVN MED "...LING"

- 5.3 Associate Membership shall, upon payment of the prescribed annual subscription, be open to all individuals or clubs interested in the International Soling Class.
- 5.4 Honorary Membership can be awarded by the Committee.
- 5.5 Each Full Member shall be entitled to one vote at a General Meeting of the ISA, or in a postal ballot. Associate or Honorary Members shall be entitled to attend and speak at any General Meeting, but not to vote.
6. Annual Contributions from NSA and Fees.
- 6.1 The ISA shall be financed by annual dues from Full- and Associate Members. These dues shall be determined annually by the Committee. All members must register annually with their NSA or direct with ISA. Annual dues shall be payable to the NSAs treasurers or the ISA. Membership cards shall be issued to all eligible members by the NSAs as a receipt of dues for that year.
- 6.21 Dues for each calendar year are due on January the First. Any yacht for which dues have not been paid in the current year is not a certificated yacht and cannot be entered for racing until such dues are paid.
- 6.22 June the first shall be the conclusion-date for certificated yachts counting for:
- Limitations for World- and Europeans entries.
 - NSAs appointment of Committee Members.
 - Votes at Annual General Meetings for election of Committee Members.
- 6.23 A membership issued in the fourth quarter shall also be valid for the following year.
- 6.3 Any NSA which has not remitted to ISA all ISA-dues collected through the previous two months may cease to be officially recognized by the ISA and lose the privileges and benefits of membership of the ISA under these rules, but may be restored to the list of officially recognized NSAs at the discretion of the ISA Committee after payment of any subscriptions due.
- 6.41 Under the Building License a builder is required to pay a building fee to IYRU Holdings Ltd. for each and any Soling built. From March the first 1970 the IYRU Holding Ltd. will – in accordance with Measurement Rule 3.5- forward to the Licensed Builder for each yacht built a plaque which will serve as a receipt for fee paid. This plaque shall be permanently be fixed to the aft bulkhead.
- 6.42 The building fee shall amount to US \$ 150 per yacht, but shall be subject to revision with the effect from January the first, 1972, and every two years thereafter.
- 6.43 80% of the building fee shall be forwarded to the original builder and designer, Soling Yachts A/S of Oslo, Norway, and shall include the designer's royalty.
- 6.44 10% of the building fee shall be forwarded to the ISA.
7. Management.
- 7.1 The affairs of the ISA shall be managed by the Committee assisted by an Executive Committee and by a Technical Committee. The Executive Committee shall consist of three or more members and the Technical Committee shall consist of three members. The designer may serve as an adviser to the Technical Committee. The ISA-Committee shall be the only body in the ISA with power to make recommendations to the International Yacht Racing Union for changes in the Measurement Rules.
- 7.2 The ISA Committee shall consist of:
- 7.21 Nine elected members – elected at a General Meeting of Full Members (or by postal vote). A country can have only one elected member on the committee.
- 7.22 In addition each nation with 50 or more certificated yachts shall be entitled to appoint one member and each nation with more than 200 certificated yachts shall be entitled to a second member.
- 7.23 The Committee shall have power to co-opt any person to assist it whether a Full Member of the ISA or not, but such member shall have no vote on the Committee.
- 7.24 Elected members of the Committee are elected for a period of three years. Every member can be re-elected twice. After the third period a Committee Member shall retire, but shall be eligible for re-election after an interval of one year. Three members of the Committee shall be up for election every year. The first three years by lot - thereafter in rotation following their election year.
- 7.3 No appointed Committee Member shall serve on the Committee more than one year at the end of which he shall retire, but shall be eligible for re-appointment.
- 7.4 The Committee need not fill a vacancy on the Committee unless the total number of Committee Members has dropped below six. In case of a member's retirement before his term has expired, his NSA may appoint a substitute to complete his term.
- 7.5 At its first meeting, to be held immediately after the Annual General Meeting the Committee shall:
- 7.51 Elect one of its elected members to act as President of the ISA for three years from the first Committee Meeting after the General Meeting.
- 7.52 Elect one of its members to act as Vice-President of the ISA for one year from the first Committee Meeting after the General Meeting.
- 7.53 Elect an Honorary Secretary or appoint a Secretary who shall keep correct minutes and records of all Committee- and General Meetings, together with the ISA Class Register and shall be responsible for communicating the decisions of the Committee to all NSAs.
- 7.54 Elect an Honorary Treasurer who shall have charge of the funds of the ISA, make such disbursements as the 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 or Honorary Secretary may fulfil the function of the Treasurer.
- 7.55 Appoint a Certified Auditor who shall certify the annual financial statement.
- 7.56 Elect a Technical Committee which shall be responsible for advising the Committee upon the interpretation of the Measurement Rules, for considering requirements for amendments or addition to such rules and for making recommendations to the IYRU.
- 7.57 Elect an Executive Committee which shall be responsible for making administrative 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 also at the Annual General Meeting following the decision(s).
- 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 At meetings of the Committee five shall form a quorum.
- 7.7 Suggestions for alterations or additions to the ISA-Rules must be in the hands of the Secretariat at the latest four weeks before the date of a General Meeting.
- 7.8 The NSAs shall in co-operation with the National Authorities be responsible for the appointment of official class measurers and for the compiling and distribution of Measurement Forms provided that no responsibility shall rest with the NSAs or the National Authorities in respect to errors made by measurers. Names and addresses of such appointed measurers shall be reported to the ISA.
- 7.9 In consultation with the Committee a World- and a European Championship shall be arranged annually. The ISA only assists the organizers of the World- and European championships regarding the number of entries allowed each country. Entry limitations concerning all other events at the discretion of the organizer.
- 7.91 At least four weeks notice shall be given for any Committee Meeting. The date, place and agenda for any such meeting must be given in writing by the Secretary to each Committee Member. Business will mainly be conducted by correspondence which shall always be circulated to the members by the Secretariat.

- 7.92 Any Committee Member not answering a motion communicated to him in writing within four weeks of the date of sending shall be deemed to have agreed to such motion. All communications to countries outside that of the Secretariat shall be sent by airmail.
- 7.93 Acceptance of a Certificate by an owner or joint owner shall ipso facto render him or them subject to the jurisdiction of the ISA or the Committee in any matter pertaining to the ISA-Rules.
8. Powers of Committee.
- 8.1 Subject to the provision of these rules and in particular to the object of the ISA as expressed in rule 2 the Committee shall be empowered to perform all functions of management and administration.
- 8.2 IYRU Holdings Ltd. shall have power to appoint and certify builders upon the recommendation of the ISA. Recommendations for the modification of specifications and Measurement Rules may only be made to the IYRU upon the majority decision of the Committee.
- 8.3 The making of payment and receipt of money shall be validly evidenced only by signature of the Treasurer or his deputy as appointed by the Committee and payments or receipts of money exceeding the sum of US \$ 500 shall require the signature of the President.
9. Conduct of Meeting of the ISA.
- 9.1 The Annual General Meeting of the ISA shall be held each year either in London or at the World Championship or at any other place judged by the Committee to be the most convenient. The precise date, time and place being at the Committee's discretion.
- 9.2 At least six weeks notice of any General Meeting shall be given in writing.
- 9.3 At any General Meeting or Committee Meeting decisions shall be carried by a majority vote. Voting shall be by a show of hands unless a poll is demanded by not fewer than three of the NSAs present. At any meeting the President shall have a casting vote. In the event of a postal ballot all returns shall be made to the Secretariat within four weeks of the date of posting the ballot paper.
- 9.4 At any General Meeting of the ISA twentyone shall form a quorum.
- 9.5 At Annual General Meetings the election of Committee Members shall be determined by the following procedures:
- 9.51 Nominations of candidates can be made by NSAs and the Committee only.
- 9.52 For the first 20 yachts certificated a National Soling Association shall have one vote, and one additional vote for any part of 20 yachts certificated above the first 20. No nation shall including power of attorney(s) from other NSAs cast more than one less of half the total numbers of votes to be cast by all nations represented at the meeting, fractions being reduced to the preceding lower number.
- 9.53 The proposed candidates are elected in one voting in which a NSA can vote for one person with all its votes, or the NSA can split its total number of votes on two or more candidates.
- 9.54 The candidates with the highest number of votes are elected. In case of a tie between two or more candidates a new poll shall take place between these candidates.
- 9.55 All Solings certificated by ISA according to rule 6.22 in the year of election count towards the number of votes each NSA is allowed to cast.
- 9.56 A NSA which is not present at the Annual General Meeting can give a written power of attorney to any NSA present at the Annual General Meeting to vote on its behalf.
10. Accounts.
- 10.1 The Committee shall cause true accounts to be kept giving full particulars of:
- 10.11 All amounts of money, assets and liabilities of the ISA.
- 10.12 All amounts of money received and expended by the ISA and of the matters in respect of which such receipts and expenditures arise.
- 10.13 All sales and purchases of goods by the ISA.
- 10.2 A financial statement shall be presented at every Annual General Meeting.
- 10.3 A copy of the annual financial statement, duly audited, which is to be laid before the members at General Meetings shall not less than four weeks previous to such General Meeting be sent to every NSA of whose address the Committee is aware.

These Rules:

Approved by the Annual General Meeting at Copenhagen in August 1972.



MARINEX - Göran Andersson AB

(GRUNDAT 1961 ESTABLISHED 1961)

BOX 13 - 440 30 MARSTRAND - SWEDEN

Tel. 0303/600 55, private 0303/608 77

Postgiro 62 05 80-1 - Bankgiro 431-6121

Sailmaker

SPECIALITET: TÄVLINGSSEGEL

Speciality: RACING SAILS

UTVECKLING PÅGÅR HELA ÅRET

Development continued all the year round

MARINEX

GRUNDAT 1967
ESTABLISHED 1967

CLIVE ROBERTS
24 PARK ROAD
CAMBELLE BAY
AUCKLAND 10
NEW ZEALAND

TOP QUALITY RACING SAILS

for

SOLING

505

FINN

OK

OPTIMIST

and many other classes

CHAMPIONSHIP RULES



INTRODUCTION

In this chapter we will deal with the various event rules accepted at the beginning of this year.

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

The United States Soling Association has accepted special rules for:

- I Regional Championships
- II North American Championships
- III Selection-Rules for the United States Entries for the World Championship.

These are printed in photogravure as a guidance to National Soling Associations.

WORLD CHAMPIONSHIP RULES

Issued by THE INTERNATIONAL SOLING ASSOCIATION.
First edition 1969, second edition 1970, and as amended through September 1971.

1.0 Trophy.

- 1.1 The World Championship perpetual Trophy has been donated by The International Soling Association (ISA) in 1969.
- 1.2 The Trophy shall be awarded annually to the winner of the World Championship.
- 1.3 The winning yacht's helmsman and crew-members shall receive replicas of the Trophy, which shall be donated by the club holding the World Championship.

2.0 General Rules for the Trophy.

- 2.1 The Trophy shall be insured by the ISA.
- 2.2 The names of the winning yacht, the helmsman and the crew-members shall be engraved on the Trophy.
- 2.3 The Trophy shall be retained by the winner until a month before the next championship takes place, when the Trophy shall be handed over to the club holding the championship.
- 2.4 In case of no championship being sailed the Trophy shall be returned to ISA.

3.0 Prizes.

The organizing Club is expected to present such other prizes as it considers appropriate.

4.0 Rotation.

- 4.1 The ISA shall at the end of the championship series announce where the championship shall take place the following year and the year after if possible.

5.0 Eligibility and Entries.

- 5.1 The helmsman must be a resident of the country where the club he enters for is domiciled. He must be recorded as a full member with the ISA, and if he competes in a chartered Soling, this shall be certificated. In this case the helmsman must present two valid certificates: (1) that of his own Soling, and (2) that of the chartered Soling.
- 5.2 Number of Entries shall be received by the club holding the event not less than 30 days before the first race and a final, detailed entry not later than 10 days before the first race.
- 5.3 Late entries may be accepted at the discretion of the club holding the event.
- 5.4 An entry fee may be charged. This entry fee shall not exceed U.S. \$ 50.
- 5.5 Entries for the Championship shall be determined by the number of certificated Solings (ISA dues paid) in each country to the following Entry-table:

Certific.yachts:	Entries:	Certific.yachts:	Entries:
1 - 7	2	216 - 299	9
8 - 26	3	300 - 342	10
27 - 63	4	343 - 399	11
64 - 99	5	400 - 499	12
100 - 124	6	500 - 511	13
125 - 199	7	512 - 599	14
200 - 215	8	600 - 699	15

This table is based on the number of certificated yachts, and each country is limited to enter the number of yachts which is equal to the cubic root plus one of its certificated yachts and plus one for each 100 yachts certificated, fractions being reduced to the preceding lower number. Any yacht for which the owner has paid his ISA dues not later than June the first in the year of the event is a certificated yacht.

- 5.6 The current Champion shall have the right to defend his title without having to qualify and without his entry effecting the number of yachts his country is allowed to enter.
- 5.7 Approximately 60 entries are allowed. In case less than 60 yachts are entered for the Championship, the country holding the event shall be allowed to enter in excess of its quota 20% of the difference between the number of entries and 60.
- 6.0 Invitation.
The organizing club shall forward an invitation through the National Soling Associations not later than two months before the first race in the series. The invitation shall include a copy of these rules.
- 7.0 Measuring.
7.1 The host club shall have a team of measurers available for measuring before the start of the first race of the series and if required during the series. The Chief-measurer shall report direct to the Jury, which – by guidance of the mea-

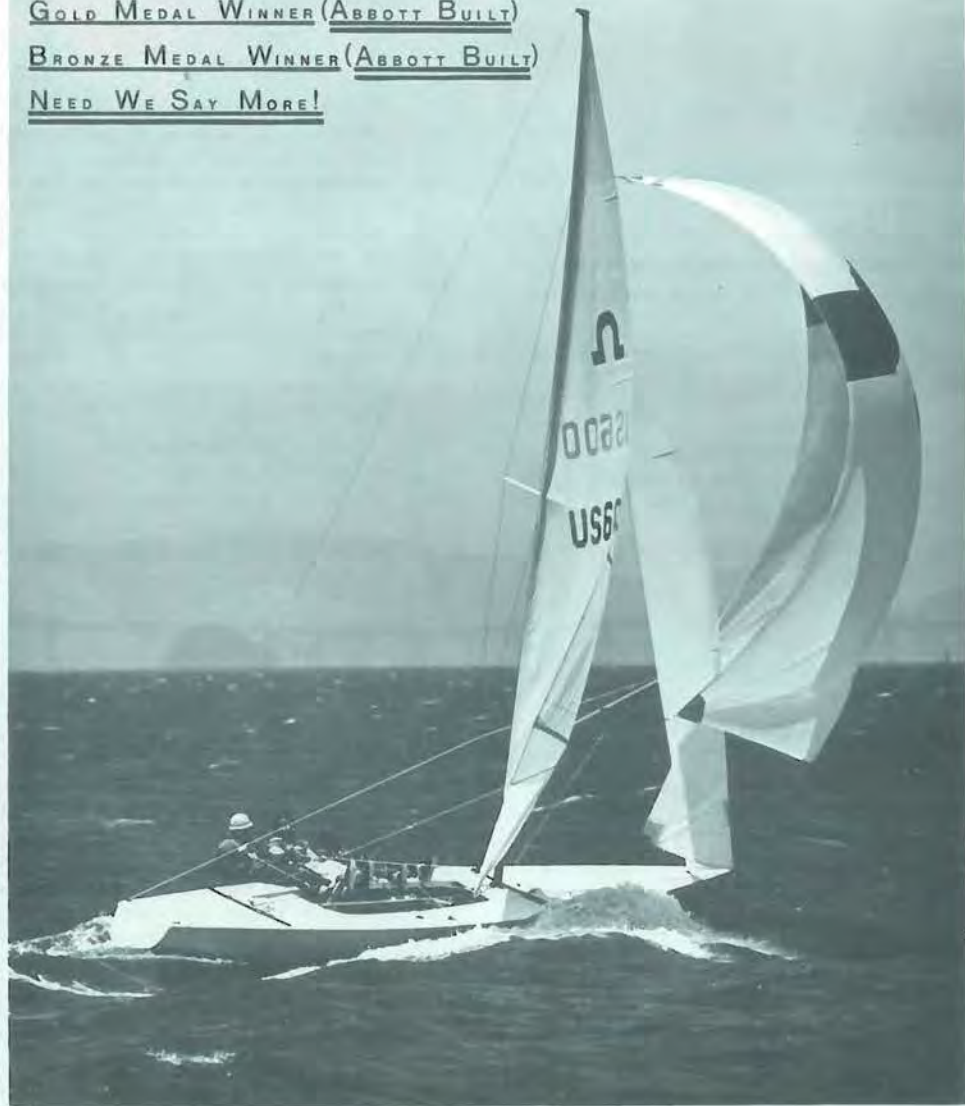
WE BUILD WINNERS.

1972 OLYMPICS KIEL GERMANY.

GOLD MEDAL WINNER (ABBOTT BUILT)

BRONZE MEDAL WINNER (ABBOTT BUILT)

NEED WE SAY MORE!



ABBOTT BOATS LTD.

1458, LONDON RD., SARNIA, ONTARIO, CANADA.

TEL:-SARNIA 542-2771



It is very important to sit well out when the spinnaker is set in a hard breeze. US 544: Martin Gleich, US 587: John Mueller, USA 168: Gerald Romsey.

surer — has the final decision concerning interpretation of the Measurement Rules.

- 7.2 The official Measurement Form shall be used. For each measured yacht any deviation from the dimensions or from the tolerances shall be reported to the Jury and the owner.
- 7.3 Two mainsails, two jibs, two large and two small spinnakers may be presented for measuring. All sails must in accordance with the Measurement Rules, bear the ISA sail-labels. (Dispensation for sails supplied before March the first 1970 is given until March the first 1973).
- 7.4 Only the crew of the yacht being measured are allowed to be present together with the measurers.
- 7.5 After sails are measured they may not be altered during the series. In case a sail requires major repair the Jury may order the sail to be re-measured. Only sails that have been measured (or re-measured) may be used during the championship.

8.0 Racing Conditions.

- 8.1 All races shall be conducted under the Racing Rules of the International Yacht Racing Union and the Sailing Instructions laid down by the club holding the event. The Sailing Instructions including the course signals and other pre-race requirements shall conform as closely as practicable to those laid down by the IYRU.
- 8.2 The races shall be sailed in open waters as free as possible from headlands, shoals and obstructions.
- 8.3 The championship must be sailed on its own course and not at the same time as any other event.
- 8.4 The championship shall consist of seven completed races (no shortening of course) of which the best six for each yacht shall score. Postponed or unfinished races shall be rescheduled and sailed as soon as possible, but in no event after the date scheduled for the last race in the series (including spare days). - If six races have been completed

the best five shall score. If five races have been completed all shall score. - If less than five races have been completed it shall not be considered a championship, and the Trophy shall be returned to ISA. Other prizes, re rule 3.0 above, shall be awarded.

- 8.5 Two races on the same day shall not be allowed unless this is necessary in order to complete five races.
- 9.0 Courses.
- 9.1 The organizing club shall provide for the following:
 - 9.2 All start shall be to windward.
 - 9.3 Courses shall be as close as possible to ten miles in length and of the Olympic type, but an Olympic Circle need not be laid.
 - 9.4 No mark shall be laid closer to the land than approximately one mile if at all possible.
 - 9.5 The length of the starting line in metres shall be approximately 12 times the number of yachts.
 - 9.6 A special Starting Rule such as the One Minute Rule and Round the Ends Rule, may be applied to at all starts.
- 10.0 Time Limit.
- 10.1 The time limit will be three-and-a-half hours. If the leading Soling cannot finish within this time, the race shall be abandoned.
- 10.2 If one yacht finishes within the time limit all yachts which finished within the following hour after the expiry of the time limit shall be scored.
- 10.3 If the first yacht fails to reach the weather mark within one hour after the start, or the Race Committee for a total period of 30 minutes during the race register the wind to be under one meter per second the race can be abandoned.

11.0 Scoring System.

- 11.1 The Olympic Scoring System shall be used.
- 11.2 If a tie cannot be broken, each of the joint winners shall hold the cup for an equal part of the following year, the exact dates being decided by the Jury.

12.0 Protests.

- 12.1 Protests must be filed in writing with the Jury as laid down in the IYRU-rules.
- 12.2 The organizing club shall provide Protest Forms.

13.0 Jury.

- 13.1 The Jury shall consist of not less than five members of which one shall be the president and one the vice-president. In addition the jury shall have a secretary without vote.
- 13.2 None of the Jury members are allowed to take part in the event as competitors.
- 13.3 All members shall be chosen from amongst yachtsmen who have an intimate knowledge and experience of the Racing Rules.
- 13.4 At least two of the members should be residents of other countries than that of the organizing club.

- 13.5 While the National Soling Association of the host country shall be responsible for the Jury in general, two National Soling Associations chosen every year by the ISA-Committee shall be responsible for appointing one member each.

- 13.6 The organizing club shall keep in mind for the establishment of a Jury the regulations in IYRU-rules 2(j) and 3.2(b) (xvi).

- 13.7 When dealing with protests, these rules and other matters (see also rule 7.1 and 7.5 above) the Jury shall follow the guidance laid down in the Terms of Reference of an International Jury printed in the IYRU Year Book.

- 13.8 Decisions by the Jury shall not be subject to appeal.

14.0 Race Report.

- 14.1 Not later than one month after the event a Race Report including any Jury decision, the results and any other information of interest shall be forwarded to the ISA.

15.0 Alterations.

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

EUROPEAN CHAMPIONSHIP RULES Issued by THE INTERNATIONAL SOLING ASSOCIATION.

First edition 1969, second 1970, third 1971,
and as amended through September 1971.

1.0 Trophy.

- 1.1 The European Championship perpetual Trophy, THE SOLING CUP, has been donated by the Royal Danish Yacht Club with the intention of bringing together as many competitors of different nationalities as possible for yacht racing in a friendly spirit.
- 1.2 The SOLING CUP shall be awarded annually to the winner of the European Championship.
- 1.3 The winning yacht's helmsman shall receive a replica of the cup, which shall be donated by the club holding the European Championship.
- 1.4 When the European Championship takes place in Denmark the races shall be held by the Royal Danish Yacht Club.

2. General Rules for the Trophy

3. Prizes

4. Rotation

5. Eligibility and entries

All these rules inclusive rule 5.4 are the same as the Worlds (see above).

- 5.5 Entries for the Championship shall be determined by the number of certificated yachts (ISA dues paid) in each country to the following Entry-table:

Certificated yachts	Entries	Certificated yachts	Entries	Certificated yachts	Entries
1 - 3	1	81 - 99	9	289 - 323	17
4 - 8	2	100 - 120	10	324 - 360	18
9 - 15	3	121 - 143	11	361 - 399	19
16 - 24	4	144 - 168	12	400 - 440	20
25 - 35	5	169 - 195	13	441 - 483	21
36 - 48	6	196 - 214	14	484 - 528	22
49 - 63	7	215 - 255	15	529 - 575	23
64 - 80	8	256 - 288	16	576 - 625	24



The Brazilian Schmidt Brothers scrubbing the bottom of "Osprey" at Kiel 1972. This is a workable way to do it when not allowed to haul out during an event.

This table is based on the number of certificated yachts, and each country is limited to enter the number of yachts which is equal to the square root of its certificated yachts, fractions being reduced to the preceding lower number. Any yacht for which the owner has paid his ISA dues not later than June the first in the year of the

event is a certificated yacht.

5.6 and 5.7 see the Worlds.

The remaining part of the European Championship Rules is identical with the World Championship Rules (see above).

UNITED STATES SOLING ASSOCIATION

March 1, 1972

REGIONAL AND NORTH AMERICAN CHAMPIONSHIP RULES, AND RULES FOR THE SELECTION OF UNITED STATES ENTRIES FOR THE WORLD CHAMPIONSHIP.

I REGIONAL CHAMPIONSHIP RULES

1. PURPOSE

1.1 The purpose of the Regional Championship (hereinafter referred to as the "Regional") shall be to determine annually the champion of the Soling Class for each Region of the U.S.S.A., and in addition the Regional may be used, but need not necessarily be used, to select entries for the North American Championship and/or the World Championship.

discriminatory selection of the same proportion of those both within and without the Region who wish to compete.

2.0-3.0 TROPHY AND PRIZES

2.1- Trophies and prizes shall be as determined
3.1 by the Regional Vice President, Secretary and Fleet Captains, in consultation with the host club.

5.6 When entries must be upon a proportionate basis, Fleets shall determine their entries on a competitive basis.

5.7 Any Fleet not entering the total number of helmsmen that it is entitled to on a proportionate basis 21 days before the start of the Regional shall relinquish the number of entries not filed, and such entries shall be awarded by the Regional Vice President, first, proportionately to other Fleets, then secondly, to any isolated member.

4.0 LOCATION AND TIME

4.1 The location shall be rotated throughout the various Fleets in each Region and shall be determined by the Regional Vice President, Secretary, and the Fleet Captains present at the annual Regional scheduling meeting by a simple majority vote. The same Fleet shall not hold the Regional in two consecutive years.

5.8 The current Regional champion shall have the right to defend his title without having to qualify provided he is currently in compliance with Rules 5.2 through 5.4, and without his entry affecting the number of entries his Fleet is allowed.

4.2 The time shall be such as to allow compliance with the entry requirements of the North American and World Championship Rules.

6.0 INVITATION

6.1 The host club shall forward an invitation to the Regional Vice President not later than sixty days before the Regional, and a copy of these rules shall be immediately forwarded to the host club for approval.

5.0 ELIGIBILITY AND ENTRIES

5.1 The Regional shall be open to all qualified, selected helmsmen from the Region, or if the Regional is not to be used to select entries from the Region for the North American Championship or the World Championship, by simple majority vote of the Regional Vice President, Secretary, and Fleet Captains, it may be designated an "open event."

7.0 MEASURING

7.1 Each entry shall comply in all respects with the International Soling Measurement and Class Rules, as amended from time to time, applicable to an International event.

5.2- Rules 5.2 through 5.4 of the North American
5.4 Championship Rules are incorporated herein by reference.

7.2 A valid measurement certificate for each yacht shall be presented prior to the start of the first race. Sails, spars and such other items as the Regional Officers shall designate, shall have been measured by a Fleet measurer prior to the first race (measurement certification by the helmsman and Fleet or other accredited measurer may suffice but shall not relieve the helmsman from protest by another yacht or measurement by the Race Committee if errors in measurement are suspected).

5.5 All qualified helmsmen in the Region may compete in the Regional except that the total number of entries shall not exceed 50, unless otherwise determined by simple majority vote of the Regional Vice President, Secretary, and Fleet Captains. If the number of entries exceeds fifty:

7.3 North American Championship Rules regarding the number of sails permitted shall apply.

a. If the Regional has not been voted an "open event", then entries shall be allowed from each Fleet on a proportionate basis of eligible yachts in each Fleet to the total number of eligible yachts in the Region. Isolated members must then join, and qualify from a Fleet. (The definition of "eligible yachts" in Rule 5.6 of the North American Championship Rules is incorporated herein by reference.)

8.0 CREW

8.1- Rules 8.1 and 8.2 of the North American
8.2 Championship Rules are incorporated herein by reference.

b. If the Regional has been voted an "open event", then entries from Fleets within the Region, from other Regions, and from other countries, shall be allowed upon such basis as the Regional Vice President, Secretary and Fleet Captains shall determine by simple majority vote; provided, however, that whatever basis is adopted shall result as nearly as possible in the fair and non-

9.0 RACING CONDITIONS

9.1- Rules 9.1 through 9.3 of the North American
9.3 Championship Rules are incorporated herein by reference.

9.4 The Regional shall consist of at least 5 scheduled races, or a maximum number of 7 races, with one throw-out race. If 4 or 3 races are completed, all shall count. If fewer than 3 races are completed it shall not constitute a Regional Championship.

10.013.0

COURSES, TIME LIMIT, SCORING AND PROTESTS

10.1- Rules 10.0 through 13.2 of the North American
13.2 Championship Rules are incorporated herein
by reference.

14.0 PROTEST COMMITTEE

- 14.1 The Protest Committee shall consist of no less than 3 members all of whom shall have intimate knowledge and experience of the Racing Rules and at least 2 of whom preferably shall be small boat racing sailors.
- 14.2 None of the Committee members may be a competitor in the Regional, and in cases of protests involving the Race Committee none of the members shall be persons having an official capacity on the Race Committee other than Protest Committee membership.
- 14.3 The Committee shall adhere to N.A.Y.R.U. Rules Part VI and Protest Committee Procedure.
- 14.4 All decisions of the Race and Protest Committees are final and not subject to appeal except that decisions concerning measurement of yachts or equipment may be appealed in writing to the U.S.S.A. within 10 days of the last race.

15.0 RACE REPORT

- 15.1 The Regional Vice President shall file a report, including Race or Protest Committee decisions, the results, and any other information of interest with the U.S.S.A. within 30 days of the last race or within the time established in the Rules for the event for which this Regional is a qualifying series, whichever is sooner.

16.0 AUTHORITY AND ALTERATIONS

- 16.1 The U.S.S.A. through the Regional Vice President shall have final authority in all matters involved in the Regional.
- 16.2 Alterations to these Rules shall be made only:
- by the U.S.S.A. Board of Governors where North American Championship Rules prevail, and
 - by the Regional Vice President, Secretary and Fleet Captains on a simple majority basis where rules of Regional concern prevail.

II NORTH AMERICAN CHAMPIONSHIP RULES

1.0 PURPOSE

- 1.1 The purpose of the North American Championship (hereinafter referred to as the "North American") shall be to determine annually the champion of the Soling Class for the North American Continent and adjacent islands including Bermuda and Hawaii.

2.0 TROPHY

- 2.1 The North American Championship Perpetual Trophy, donated to the U.S.S.A. in 1969 by the Milwaukee Yacht Club, shall be awarded annually to the winner of the North American.
- 2.2 The names of the winning helmsman and crew members, together with the yacht's name and club shall be engraved on the Trophy and the cost borne by the host club.
- 2.3 The Trophy shall be retained by the winner until one month before the next North American, when it shall be delivered to the next host club. In the event of no North American being sailed, the Trophy shall be returned to the U.S.S.A. until the next North American.

- 2.4 The Trophy shall be insured by the U.S.S.A.

3.0 PRIZES

- 3.1 The host club shall award suitable permanent prizes to the helmsmen and crews of the first five boats in the North American, and may make other awards as it considers appropriate.
- 3.2 The host club shall award participation mementos to each yacht.
- 3.3 The host club shall award a prize to the winning yacht in each race.

4.0 LOCATION AND TIME

- 4.1 The location shall be rotated throughout the various Regions of the United States mainland and Canada, and may periodically be awarded to another country on the North American continent at the discretion of the U.S.S.A. The same Region shall not hold the North American in two consecutive years.
- 4.2 The North American shall preferably be sailed between the dates of August 1 and September 15, subject to consideration of other I.S.A. regattas, local conditions at the site, and other factors considered relevant by the U.S.S.A. Scheduling Committee.
- 4.3 Applications and invitations for holding the North American for the following year must be received by the U.S.S.A. Scheduling Committee no later than 120 days before the start of the North American for the current year. The U.S.S.A. shall no later than the end of the current North American announce the location, and dates if possible, of the North American for the following year.
- 4.4 Before awarding the site of the North American, the Scheduling Committee shall ascertain that the host club has suitable shore and water facilities, considering the large number of yachts, participants and guests involved, including:
- 2 hoists.
 - dry storage, rigging area and parking.
 - adjacent docking or mooring for all boats.
 - club house and attendant facilities.
 - sufficient and suitable boats to perform all race functions including Committee, stake boats, patrol, towing and spectator boats.

5.0 ELIGIBILITY AND ENTRIES

- 5.1 The North American shall be open to all qualified, selected helmsmen from the U.S.S.A. Regions and other countries normally comprising the North American Continent and adjacent islands including Bermuda and Hawaii; and to such helmsmen from other countries as the U.S.S.A. may accept.
- 5.2 Each helmsman must be certified by his Fleet Captain and Regional Vice President to:
- Reside in the Region or Country he represents, and
 - participate regularly in the races of his local Soling Fleet, or
 - not participate regularly in the races of his local Soling Fleet, but have participated in at least five (5) open inter-fleet regattas since the last North American Championship.
- b. Comply with the eligibility rules of the Region and/or Country he represents with respect to payment of dues and other requirements.
- c. Be a Soling owner or part owner, and a paid Active Member, or Associate Member only in the case of being a part owner, of the U.S.S.A. and/or I.S.A. for the current year



They are all smiles in pleasure of planing the Soling "Mockingbird II" in the Solent. Owner: M. W. Buckley (K 41).

- 5.3 It is mandatory that each helmsman sail his own yacht, and the use of chartered yachts will be permitted only:
- a. If the helmsman is a registered owner or part owner of a Soling yacht, or, in the case of new owner, can show proof of purchase of a Soling yacht, or.
 - b. If the helmsman is a bona fide charterer of a Soling yacht for a period of at least 90 days prior to the North American, and is so registered with his fleet, Region and country for that period.
- 5.4 It is the intent of these Rules to limit participation to helmsmen who normally sail in the Soling Class, and the U.S.S.A. may in its discretion require proof of this condition.
- 5.5 The number of entries shall be no more than 50, plus the defending champion, plus 3 seed entries which the U.S.S.A. may award at its discretion to North American countries having fewer than 25 eligible yachts, to helmsmen prohibited by unusual circumstances from otherwise qualifying, or to helmsmen from countries not on the North American continent.
- 5.6 Normally, the number of entries from each U.S. Region and Canada shall be the same proportion of the total number of entries allowed (50) as the number of eligible yachts in such U.S. Region or Canada bears to the total number of eligible yachts in the U.S. and Canada. An eligible yacht is one which is properly registered with its National Soling Association and Region, and from whose owner the National Soling Association has received annual dues not later than June 1 of the year of the Championship.
- 5.7 Other countries in North America having 25 or more eligible yachts and desiring entries on a proportionate basis shall so notify the U.S.S.A. prior to June 1 before the North American. Then, their number of eligible yachts will be added to those of the U.S. Regions and Canada and their number of entries and those of U.S. Regions and Canada will be on a proportionate basis of this total (as in Rule 5.6). Without such notification the U.S.S.A. will allow entries from such countries on a seed basis. Any such countries, in order to be awarded entries on a proportionate basis, shall so notify the U.S.S.A. in each year they desire proportionate entries, granting of proportionate entries for one year does not automatically allow same for succeeding years without such notification.
- 5.8 Countries with fewer than 25 eligible yachts will be awarded seed entries, one each in order of receipt, upon written request of the country's National Soling Association to the U.S.S.A. at least 60 days before the start of the event.
- 5.9 Each Regional Vice President and country shall file with the U.S.S.A. a list of helmsmen and alternates from the Region no later than 30 days before the start of the North American.
- a. The list filed by the Regional Vice President shall be determined by:
 - i. The Regional Championship, if held prior to the final entry or qualifying date, or
 - ii. Such other regatta or regattas as the Regional Vice President, Secretary, and Fleet Captains by simple majority vote shall designate. Any such other regatta or regattas shall be conducted so as to substantially conform both in conduct and in eligibility with the Regional Championship Rules.
 - b. From such lists from each Region the U.S.S.A. shall determine the U.S. entries on a proportionate basis. The number of entries from each Region shall be the same proportion of the total number of U.S. entries as the number of eligible yachts (as defined in Rule 5.6) in the Region bears to the total number of eligible yachts in the U.S.
 - c. Entries shall be awarded first on the basis of the resulting whole numbers of these proportions. Any difference between the total of these whole numbers and the total number of U.S. entries may be allocated as seed entries by the U.S.S.A. to helmsmen prevented from qualifying by unusual circumstances or to additional Regional entries on the basis of the highest decimal places after the whole numbers resulting from the above proportion (i.e. a Region with a proportionate number such as 1.7 would be awarded the second entry before a Region with 1.6 or before a Region with 2.6 could be awarded its third entry).
 - d. In the event that a Region is not awarded one entry on the proportionate basis specified in Rule 5.9c, helmsmen from that Region shall qualify with an adjacent Region designated by the U.S.S.A. The total number of eligible yachts in both Regions will then be used to determine the proportionate entries for the combined Regions.
 - e. In the case of qualification from combined Regions pursuant to Rule 5.9d, the list of helmsmen and alternates shall be determined from a regatta or regattas designated by the Regional Vice-Presidents, Secretaries, and Fleet Captains of the combined Regions by simple majority vote. Such regatta or regattas shall be conducted so as to substantially conform both in conduct and eligibility with the Regional Championship Rules. The list of helmsmen and alternates shall be filed by the Regional Vice-President of the Region holding the regatta or holding the last of a series of qualification regattas.
- 5.10 Any Region or country not entering the total number of helmsmen that it is entitled to on or before the date provided shall relinquish the number of entries not filed, and the U.S.S.A. may at its discretion award up to 30% of such unfilled entries to other Regions or countries.
- 5.11 The current champion shall have the right to defend his title without having to qualify provided he is currently in compliance with Rules 5.2 through 5.4, and without his entry affecting the number of entries his Region or country is allowed.
- 5.12 An entry fee not in excess of \$50.00 per yacht may be charged. No additional charges shall be made for measurement, hoisting or storage facilities.
- ## 6.0 INVITATION
- 6.1 The host club shall, upon receipt from the U.S.S.A. of a list of the qualifiers, promptly forward entry blanks to the participants. The entry blank shall contain a copy of these rules and any other pertinent data.
- ## 7.0 MEASURING
- 7.1 Each entrant shall comply in all respects with the International Soling Measurement and Class Rules, as amended from time to time, applicable to an International event.
- 7.2 The host club shall have a team of measurers available for measuring before the start of the first race of the series and if required during the series. The Chief-measurer must be approved by the U.S.S.A., and will report directly to the Race Committee, which - with the guidance of the measurer - has the final decision concerning interpretation of the Measurement Rules.
- 7.3 A valid measurement certificate for each yacht shall be presented prior to the start of the first race. A measurement criteria shall be supplied by U.S.S.A. which shall include, but not be limited to all up weight, rudder and keel from transom, position of jib stay, mast step, side stays, black bands, length of spinnaker pole and spreaders, size of stays, and inspection of interior for variations from plans such as floorboards, molded consoles, deckhandles, hiking straps, etc. For each measured yacht any deviation from the dimensions or from the tolerances shall be reported to the Race Committee and the owner.
- 7.4 The number of sails allowed by the International Soling Measurement and Class Rules, as amended from time to time, for an International event may be presented for measuring. All sails must be in accordance with the Measurement Rules and bear the U.S.A. sail labels. (Dispensation for sails supplied before March 1, 1970 is given until March 1, 1973).

- 7.5 Only the crew of the yacht being measured are allowed to be present together with the measurers.
- 7.6 After sails are measured they may not be altered during the North American. In case a sail requires major repair the Race Committee may order the sail to be re-measured.
- 80 CREW
- 8.1 The crew of each yacht shall remain the same for each race.
- 8.2 In the event of hardship, the Race Committee may at its discretion permit substitutions in crew upon application by the helmsman in advance of any substitution.
- 9.0 RACING CONDITIONS
- 9.1 All races shall be conducted under the Racing Rules of the North American Yacht Racing Union and the Sailing Instructions laid down by the host club. The Sailing Instructions including the course signals and other procedural requirements shall conform as closely as practicable to those recommended by N.A.Y.R.U.
- 9.2 The races shall be sailed in open waters as free as possible from headlands, shoals and obstructions, and advantage of local knowledge.
- 9.3 The championship must be sailed on its own course and not at the same time as any other event.
- 9.4 The North American shall consist of seven completed races of which the best six for each yacht shall score, or if only six races can be completed the best of five shall score. If only four or five races are completed, all shall score and if less than four are completed it shall not be considered a North American Championship. Races shall be scheduled on a 1 a day basis and postponed, unfinished or abandoned races shall be re-scheduled as an additional race on the next possible day, but in no event after the date scheduled for the last race and not more than 2 races shall be started on any one day. In the case where the event does not qualify as a North American Championship, the Trophy shall be returned to the office of the U.S.S.A. Other prizes, in accordance with Rule 3, shall be awarded.
- 10.0 COURSES
- 10.1 Courses shall be as follows:
- All starts shall be to windward.
 - Courses shall be as close as possible to 10.8 nautical miles in length and of the Olympic type, but an Olympic Circle need not be laid.
 - No mark shall be laid closer to the land than approximately one mile if at all possible, and suitable stake boats should be located near each mark.
 - The length of the starting line in yards shall be approximately 12 times the number of yachts.
 - Provision shall be made for shifting the windward leg in the event of a wind shift.
- 11.0 TIME LIMIT
- 11.1 The time for the full course shall be 3 1/2 hours and no race may be shortened except in accordance with Rule 11.2.
- 11.2 In the event the course is shortened, the following time limits shall apply:
- | | |
|-----------|----------------------|
| Four legs | 2 hours, 17 minutes. |
| Five legs | 2 hours, 56 minutes. |
- 11.3 If one yacht finishes within the time limit all yachts finishing shall be scored.
- 11.4 If the first yacht fails to reach the weather mark within one hour after the start of the race, the Race Committee may at its discretion abandon the race.
- 12.0 SCORING
- 12.1 The Olympic Scoring System shall be used.
- 12.2 If a tie cannot be broken, each of the joint winners shall hold the cup for an equal part of the following year, the exact dates being decided by the Race Committee.
- 13.0 PROTESTS
- 13.1 Protests must be filed in writing with the Protest Committee in accordance with the N.A.Y.R.U. Rules.
- 13.2 The host club shall provide Protest Forms.
- 14.0 PROTEST COMMITTEE
- 14.1 The Protest Committee shall consist of no less than 5 members (at least 2 not from host club) all of whom shall have intimate knowledge and experience of the Racing Rules and 3 of whom preferably shall be small boat racing sailors.
- 14.2 None of the Committee members may be a competitor in the North American, and in cases of protests involving the Race Committee none of the members shall be persons having an official capacity on the Race Committee other than Protest Committee membership.
- 14.3 The Committee shall adhere to N.A.Y.R.U. Rules Part VI and Protest Committee Procedure.
- 14.4 Upon posting of written notice to this effect within 5 hours of the end of the last race, the Protest Committee may require contestants and officials to remain at or within call of the host club until twenty-four hours after the end of the last race, at which time all decisions shall have been rendered and the results shall become official and not subject to subsequent change for any reason whatsoever.
- 14.5 All decisions of the Protest Committee shall be final and not subject to appeal.
- 15.0 RACE REPORT
- 15.1 Not later than one month after the North American a Race Report including any Protest Committee decision, the results and any other information of interest shall be forwarded to the U.S.S.A. by the regatta Chairman.
- 16.0 AUTHORITY AND ALTERATIONS
- 16.1 The U.S.S.A. shall have final authority over all matters involved in the North American, even when the North American is held in a country other than the U.S., in which case the U.S.S.A. may conditionally delegate authority to the National Sailing Association of that country.
- 16.2 Alterations to these rules shall be made only by the U.S.S.A. Board of Governors.



We make more sails that win
more races than any other
sailmaker in the World.

1973 OLYMPICS
Silver Medal – Sweden

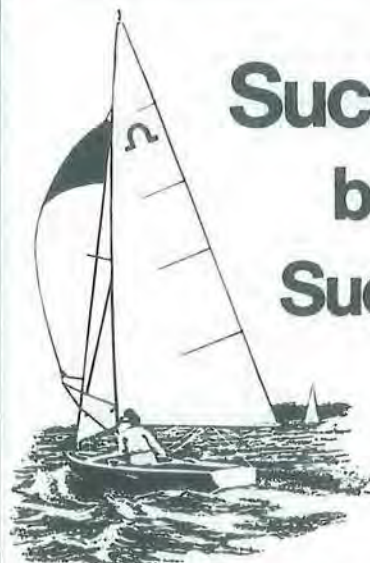
1257 Anchorage Lane
San Diego, CA 92106

Traubingerstr. 24
8132 Garatshausen
West Germany

879 Barrenjoey Road
Palm Beach 2108, N.S.W.
Australia

III RULES FOR THE SELECTION OF UNITED STATES ENTRIES FOR THE WORLD CHAMPIONSHIP

1. The World Championship (referred to herein as "the World") shall be open to all qualified, selected helmsmen from the U.S.S.A. Regions.
2. Rules 5.2 through 5.4 of the North American Championship Rules are incorporated herein by reference.
3. Each Regional Vice President shall file with the U.S.S.A. a list of helmsmen and alternates from the Region no later than 30 days before the start of the North American Championship, or 45 days before the start of the World, whichever date is earlier.
4. Rules 5.9a through 5.11 of the North American Championship Rules are incorporated herein by reference.
5. The U.S.S.A. shall have final authority in all matters involved in selection.
6. Alterations to these Rules shall be made only by the U.S.S.A. Board of Governors.



**Success
breeds
Success**

British Olympic Trials 1st Europeans 3rd

**Musto & Hyde
Sails Ltd.**

Linden Road Benfleet Essex SS7 4BQ England
Telephone South Benfleet (037 45) 56254



THE PHANTOM "TEAL"-US 600



Upon first looking into other Solings, at CORK '70, we were somewhat aghast at the complex and confused-looking cockpit and deck layouts we saw. Having spent most of our sailing lives in inland lake scows where simplicity of gear is important because of high speed and small-size race courses, we thought the Soling should be rigged with this same goal—simplicity—in mind.

Of course we had to modify our original thinking somewhat, but we nevertheless were able to avoid such gadgets as adjustable shroud positions, variable deck location of jibsheet leads, and all winches. Nor did we ever use handholds or grips for hiking preferring to wedge our hands under the calves of our legs. On the other hand, one or two pieces of equipment were definitely tricky to build and install: a sliding halyard hook for controlling jib luff tension, directly below the mast heel, and a

12-to-1 boom vang tackle that was controllable from either side deck.

Here's a summary of various control systems:

Mast. Forestay was not adjustable while sailing. Shrouds went to threaded terminals which had lock-nuts, below deck. Once adjusted these were not changed. Spreaders were fixed, and cocked forward for fore-and-aft stiffening. The backstay was controlled on an 8-to-1 tackle whose ends lead to both sidedecks.

Jib. Luff tension was set with tackle controlled at both sidedecks, as were five other variables: 'thwartships jib lead, main luff tension, boom vang, main traveler, and backstay. Jib clews had three or four holes, to allow adjustment of the sheet lead in the vertical plane. Completing the system was a self-tacker track, with a wire



GOLD MEDALS

"Teal"
Harry Melges, Jr.



sheet going to a pulley system below deck with rope tail emerging at the center of the cockpit's forward edge.

Main. The halyard had a swagged ball which latched below the mast heel. Outhaul was the standard Proctor boom arrangement; we rarely changed it. Mainsheet tackle was all Harken blocks (as were almost all blocks on the boat), sliding on an aft-deck track. We could see no gains from a center-deck system, and valued the open cockpit's freedom of movement. Vang adjustment was critical for sail shape upwind and down; it was a single wire going through a bent stainless steel tube which rotated in a through-deck mounting, to a double-ended tackle below. On extremely windy reaches (San Francisco conditions) the center man could ease and trim as necessary, to avoid broaching.

Spinakers. Sheets led under deck at the after corners, forward through small bulkhead fairleads to Harken hexaratchet blocks which were installed in the deck at an angle — allowing the sheet to come out above deck. Sheets were wire-core, essential for positive guy control. Quarter-inch braid lines were substituted on very light days.

Pole height was rarely changed on the mast. Topping lift and downhaul both lead to cam cleats near the mast: The downhaul was wire-core rope. The Halyard (wire) came out of the mast about 6 inches above deck; it had swaged balls which hocked into a halyard latch mounted horizontally. Chutes were rolled up, attached to their sheets with brummel hooks (stainless, not cast aluminum!), and thrown in the bilge until needed. Sheet and guy entered the cockpit from ahead of the shrouds, so a small hook on deck was used to keep the guy out-



"Teal" beating across the finishing line with her crew hicking in very strong positions. Only the crew-soles of their feet are visible.

board until hoisting time. Pole was carried in the cockpit, loose.

Hiking straps. These were in fact individual ankle straps, padded and attached to two small-diameter wires which jointed at a snap shackle which in turn traveled across the cockpit floor on a heavier wire. Releasing two button-snaps would release the anklets. The center man also had an alternative anchor point, further aft, for use on the windy reaches.

Other details included deck-mounted Sunto compasses (loaned to us at Kiel by Bruce Goldsmith, after our own became unusable because of a measurement ruling. These had been mounted below deck, to be seen through small windows in the sides of the boat!), plastic multi-pocketed tool bags that were taped inside the cockpit area, an adjustable tiller extension, and single-line Barberhauls which came to small cams under deck, forward. The spinnaker pole's trip wire went inside the pole and controlled both ends at once.

Perhaps most important to us, all of the gear actually worked, at the time it was supposed to work! Control systems were somewhat involved, under deck, but with Harken blocks friction was quite low.

Could it have been simplified more? We could easily done without the track for adjusting spinnaker pole height on the mast. One fixed eye, or two at the most, would be better. The outhaul control could be a 2- or 3-position halyard-latch or slide instead of a track, trolley-car, control line, etc. But on the whole we think the present rig and its controls are a happy balance between ease of operation, and having control over all important tuning factors.



Half hull models available, with or without sails, of all yachts, suitable for trophies or gifts.

Send for brochure



DAVAN SCALE MODELS

666 King Street West

Toronto 135, Canada—Phone: 862-1447

1974 SOLING WORLD CHAMPIONSHIPS "DOWN UNDER"



AUSTRALIA PREPARES THE NEXT

Australia is the Host Country conducting the 1974 World's Championship and although Australia is a great distance from anywhere, we are sure you will find a series which will be most rewarding.

The 1974 Soling World's Championship to be held in January 1974 will be conducted by the Royal Prince Alfred Yacht Club and the Royal Sydney Yacht Squadron in an area known as the Royal Prince Alfred Yacht Club Championship Course Area.

The Course Area is nominated on the accompanying map. The waters are open water, part of the Pacific Ocean and approximately 20 miles north of Sydney Harbour.

This Course Area has been used by the International Solings on many occasions for Australian and State Championships.

It will give participants the opportunity to experience racing on what we believe to be the best sailing waters in the world. There will be good, clean winds and a sea which is open from Australia to New Zealand in the south, and North America to the north.

The Royal Prince Alfred Yacht Club, which is located in Crystal Bay between Newport and Bay View, has facilities and a location which could not be equalled as can be seen in the photograph. There are mariners and hardstand areas which will provide adequate storage for all of the Soling entries. There will be craftsmen and sailmakers available to provide any assistance necessary.

The Royal Prince Alfred Yacht Club and the Course Area are located on the Palm Beach peninsula bounded by the Pacific Ocean to the east and the still waters of Pittwater and Broken Bay to the west, which provides magnificent scenery.

The Palm Beach peninsula offers a real holiday atmosphere and yet is so close to our City of Sydney, the 29th largest city in the world.

Australia has approximately 120 Solings which represent the third largest fleet. About 70 of these are in New South Wales and of those, there are fleets which race every Saturday, Summer and Winter, on Pittwater, Sydney Harbour and Middle Harbour.



The Club House of the Royal Prince Alfred Yacht Club at Crystal Bay, 20 miles north of Sydney Harbour.

There is also a large fleet sailing in Melbourne - Victoria (600 miles from Sydney), and Perth - Western Australia (2000 miles away), and in the near future we expect to see fleets sailing in Brisbane, Hobart and Adelaide.

May I, as President of the Australian International Soling Association, extend an invitation to Soling helmsmen and crew throughout the world to participate in the Soling World's Championship in January 1974 and experience the best competition and good fellowship.

Ken Berkeley, Chairman of the 1974 Soling World's Championship Committee, will arrange any assistance you may require and he may be contacted as follows:

70 Ross Street,
GLEBE. N.S.W. 2037
AUSTRALIA.

David Bebb, President
Australian International Soling Association



WELCOME



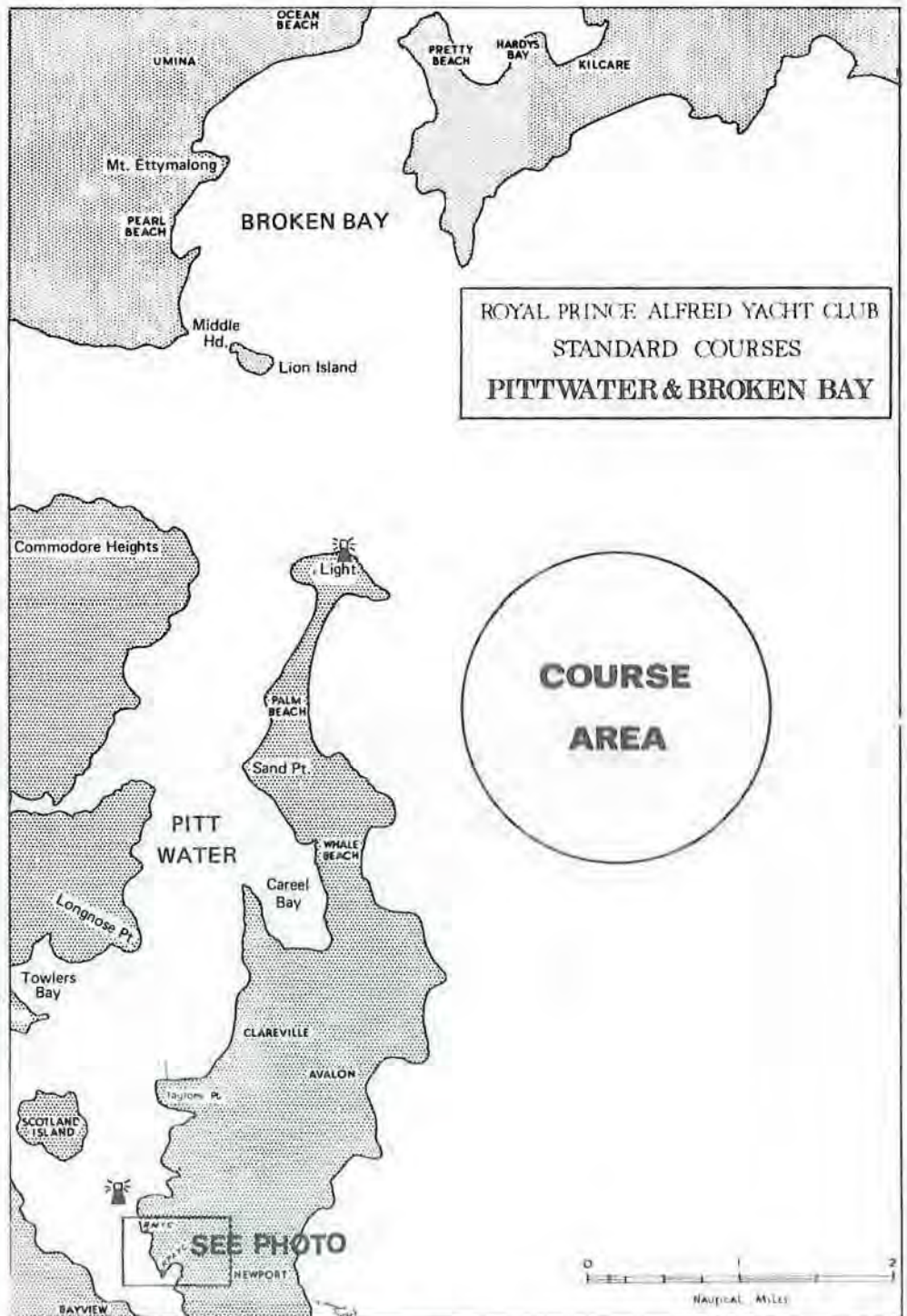
TO



SYDNEY



AUSTRALIA



The Course area shown to the east of Palm Beach has clean winds and a sea which is open from Australia to New Zealand in the South, and North America to the North. Behind the peninsula in Pitt Water is a magnificent scenery in the always still waters. At the bottom of the drawing is the mooring place for Solings outside the Royal Prince Alfred Yacht Club, see photo page 31.

SOLING RACES ROUND THE WORLD



1973 - 1975 Fixture List for the International Soling Class. This Fixture List is produced from the International Fixture List published by the IYRU and the information received from National Soling Associations. We have this year had a more effi-

cient response from the NSAs. Thank you. Now from all international events we should like to receive your invitations, sailing instructions and Race Programme together with a Regatta Report just after the event.

A Argentina	April 13. April 21.	Buenos Aires	Yacht Club Argentino Viamonte y Rio de la Plata, Darsena Norte, Buenos Aires.	3rd South American Championship
D Denmark	April 19. April 22.	Skovshoved	Royal Danish Yacht Club, Langelinie, Copenhagen 2100 Ö, and Danish International Soling Association. Address see Register.	Copenhagen Spring Cham- pionship — The Underberg Cup.
D Denmark	June 8. June 11.	Århus, Jutland	Århus Yacht Club, c/o Jens Juelsvej 15, 8260 Viby J.	Second International Danish Championship
F France	May 17. May 28.	Quiberon, Bretagne	Fédération Francaise and Société Nautique de Quiberon and French Soling Association, 1 Rue Descartes 92 Asmieres.	World Championship and Open Championship.
F France	June 4. June 11.	La Rochelle	S. R. Rochelaises, Bureau Du Port, 17 La Rochelle	Semaine de la Rochelle
G West-Germany	June 23. June 30.	Kiel- Schilksee	Kieler Yacht Club 23 Kiel, Hindenburgerrufer 70.	Kieler Woche
G West-Germany	July 28. Aug. 3.	Travemünde	Lübecker Yacht Club 2400 Lübeck 1, Roeckstrasse 54.	Travemünder Woche
H Holland	July 11. July 15.	Medemblik on the Ysselmeer	Royal Yacht Club Hollandia, O.Z. Achterburgwal 179, Amsterdam.	Open Netherlands Cham- pionship.
H Holland	July 14. July 22.	Medemblik on the Ysselmeer	Same as above.	European Championship.
I Italy	April 13. April 15.	Trieste	Yacht Club Adriaco Molo Sartorio, 1 34123 Trieste	Coppa Nordico
I Italy	May 26. May 30.	Alassio	Circolo Nautico "Al Mare", Porticcio Luca Ferrari, 17021 Alassio.	Beniscelli Cup Republic President Cup.
I Italy	May 28. June 2.	Napoli	Comitato V Zona F.I.V. 3 Via Posillipo 80100, Napoli	Napoli Week
I Italy	June 8. June 10.	Marina di Carrara	Club Nautico V. le Cristoforo Colombo 2, Marina di Carrara	Regatta Nazionale
I Italy	June 24. June 30.	Torbole/ Lago di Garda	Circolo Vela Torbole Localita Conca d'oro, Torbolo sul Garda, Trento	V Campionato Italiano Soling
I Italy	July 19. July 22.	Riva del Garda	Fraglia della Vela, 1 Viale G. C. Maroni, 38066 Riva Del Garda, Italy Club Nautico, Viale Cristoforo Colombo, 54036, Marina dei Carrara.	XXII Garda Week



®
MEMOSAIL
CHRONO YACHTING SWISS
HOW MEMOSAIL WORKS TO WIN YOU RACES..



Set the stopwatch when the 10-minute gun fires. Instantly the display window will show 10 minutes on a yellow disc. Sweep hand will commence timing and digits will move every minute.



Yellow disc disappears as 5-minute gun fires, leaving last 5 minutes showing in red digits. Final 5 minutes are counted down in minutes as red digits disappear.



As the last minutes tick away the red digits disappear, leaving the white section showing "start". The last minute is counted down using the orange sweep hand, giving 1/5 second accuracy.

THE OLYMPIC YACHTSMANS CHRONOGRAPH.

MEMOSAIL is available in 40 countries. Contact your nearest dealer or write to: MEMOSAIL MARIN CH 2074, MARIN, SWITZERLAND. Tel. 0.38 33.44.33 Telex 35316





Close international competition in England at Isle of Wight. "Niesse" is in the "hopeless position" (S 87, Anders Westerberg) with "Uproar" to windward (K 34, E. D. Simonds).

I Italy	Sept. 15. Sept. 16.	Gargnano c/Garda	Circolo Vela Gargnano 5 Piazza N. Sauro, 25080 Bogliaco di Gargnano	XXIII Centomiglia
I Italy	Sept. 27. Sept. 30.	Portofino	Yacht Club Italiano, Porticciolo Duca Abruzzi – 16116, Genova, Italy	Portofino Races
K United Kingdom	June 6. June 9.	Weymouth	Royal Yachting Association, 5 Buckingham Gate, London, SW1E 6JT, England	Weymouth Olympic Week
K United Kingdom	June 30. July 7.	Clyde	Clyde Yacht Clubs' Association, P.C. Paisley, 82 Jamaica Street, Glasgow, Scotland	Challenge Ballerina
KC Canada	Aug. 25 Sept. 1.	Kingston	Canadian Yachting Association and Kingston Yacht Club, 333 River Drive, Vanier, Ottawa, Ontario.	C.O.R.C. Regatta
L Finland	July 2. July 8.	Helsinki	Nyländska Jaktklubben and Finnish Soling Association c/o Leif Höglund, Sörnäs Strand- väg SA-20, 00530 Helsinki.	Helsinki Regatta

L Finland	Aug. 10. Aug. 12.	Helsinki.	Nyländska Jaktklubben (NJK), Bergmansgatan 31 B, 00140 Helsinki 14	Finnish open Championship
L Finland	Sept. 15 Sept. 16.	Helsinki	Brändö Seglare, c/o Rafael Wolontis, Brändö Parkväg 42, 00570 Helsinki 57.	Brändö Soling Cup.
N Norway	June 27. June 30.	Hankø (Oslofjord)	Kongelig Norsk Seilforening, Huk Ave 3, Oslo 2	Hankø Regatta.
N Norway	July 3. July 6.	Hankø (Oslofjord)	Same as above	Herman F. Whiton Memorial Cup.
SA South Africa	May 13. May 19.	Durban	South African Yacht Racing Association Private Bag 1, Saxonwold, Transvaal	RSA 1973 Open International Games.
S Sweden	July 30. Aug. 3.	Sandhamn	Kungliga Svenska Segelsällskapet and Swedish Soling Association, Box 22114, 104 22 Stockholm.	Scandinavian Open Cham- pionship.
SR U.S.S.R.	July 22. July 28.	Leningrad	Yachting Federation of U.S.S.R., Moscow 69, Skatertnyi Petreulok 4.	Open Baltic Regatta.
US U.S.A.	Aug. 16. Aug. 23.	Toronto	United States Soling Association, P.O.Box 185, Hartland, Wisconsin 53058.	North American Champion- ship.
V Venezuela	Nov. 24. Dec. 1.	Puerto Azul near Caracas	Asociacion Venezolana de Soling, c/o Edmund Napp, Apartado 80.199, Caracas 108.	Semana del Caribe
Z Switzerland	July 4. July 8.	Brunnen, Lake Lucerne	Aspro Soling Suisse, Sonnenplatz, CH-6430	Open Swiss Championship

FIXTURES FOR 1974

K United Kingdom	Aug. 25. Aug. 29.	Clyde	Royal Northern U.C., Rhu, Dunbartonshire, Scotland and British Soling Association, Alderfen, Neatichead, Norwich, Nor 37 z, Norfolk.	British Open and National Championship.
K United Kingdom	Sept. 1. Sept. 7.	Clyde	Same as above	European Championship.
KA Australia	Jan. 19. Jan. 23.	Sydney	Australian Yachting Federation, 33 Peel Street, Milson's Point, N.S.W. 2061	Open Australian Champion- ship and King Haakon's Cup
KA Australia	Jan. 24.	Palm Beach	Same as above	Invitation Race.
KA Australia	Jan. 26 Febr. 3.	Sydney	Australian International Soling Association of N.S.W., K. Berkeley, 70 Ross Street, Glebe, N.S.W.	World Championship.
US U.S.A.	Jan.	Tampa Bay	St. Petersburg Yacht Club, Florida	Sport '74.

FUTURE SOLING FIXTURES 1975-1976.

K United Kingdom	Aug. Sept. 1975	Clyde	Royal Northern Y.C. and British Soling Associa- tion, Alderfen, Neatishead, Norwich, NOR 37z.	British Open and National Championship.
KC Canada	Aug. 8. Sept. 2. 1975	Kingston	Canadian Yachting Association, 333 River Road, Vanier, Ottawa.	World Championship 1975
KC Canada	Aug., Sept. 1976	Kingston	Same as above	Olympic Regatta.



SOLING WHO'S WHO: HARRY C. MELGES, JR.



Born Jan. 26, 1930. Started sailing at an early age, under the guidance of his father, an accomplished sailor himself. Went to work in his father's boat factory, and learned all facets of building the fast inland lake scows.

Won his first major scow championship in 1949. Since then he has piled up close to a dozen titles in the hot scow circuit. Bud went into the Flying Dutchman class to tryout for the 1964 Olympic team. He was successful in gaining the team, and went on to win a Bronze medal in Japan. He also was the North American Flying Dutchman Champion in 1963 and 1966.

Bud sailed in a number of Mallory Cup Finals, symbol of the North American Men's Sailing Championship. He won that coveted Championship three years running, 1959-61, a feat that has never been duplicated before or since. With Bill Bentsen, his crew from the Dutchman, and Bill Allen, he went into serious training to make the U.S. Olympic team in the Soling Class. In his march to the Gold Medal at Kiel, Bud spent most of his training hours sailing against himself on Lake Geneva in Wisconsin. However, he did enter a few regattas, compiling an enviable record: winning all five races at CORK in 1970; The U.S. Soling Midwinter Championship in 1970; in 1971 he won the St. Petersburg Yacht Club SPORT regatta, the Texas Olympics, and was second in the Midwinter. His Soling TEAL had a rough start in the Olympic Trials, hitting two marks in the first race, and breaking his spar in the second. He then came back with three firsts and two seconds to qualify and eventually won the Gold Medal.

The honors didn't stop there. Bud was awarded for the second time the Martini & Rossi trophy for the most outstanding yachtsman of the year. In addition, he was presented the North American Yacht Racing Union's Natha-



niel Herreshoff trophy for his contribution to yachting in the U.S. According to NAYRU, "his and his crew's nearly flawless performance not only was outstanding by reason of their superiority over all competitors in extremely variable conditions, but also because of the spirit of good sportsmanship displayed by them in the course of this distinctive achievement".

When he is not sailing, Bud acts as President of the Melges Boat Company and of Melges Sails. Both operations are well known for outstanding quality of production and excellence in service. For diversion, Bud races iceboats where he has been four times International Skeeter Champion. He is also known as one of the best wild bird hunters around, and has a few trophies to show for that sport. His wife Gloria and he have three children. Look out, they're learning how to sail !

Top Picture: Harry C. Melges, Jr. and here in "Teal" with his crew-members: Bill Bentsen and William Allen.





ISA Forms, Drawings, Rules, Badges etc.:

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

	From:	Price:
1. Plaque (Licensed Builders only)	IYRU	US \$ 150,-
2. Templates	IYRU	" 875,-
3. The IYRU Year Book	IYRU	£ 2,50
4. Complete set of Plans	IYRU	US \$ 15,-
5. Single Plan (see numbers on page 39)	IYRU	" 2,60
6. Measurement Rules incl. Diagram	IYRU	" 0,65
7. Measurement Form	IYRU	" 0,50
8. Sail Measurement Form	IYRU	" 0,25
9. Sail Labels	ISA & NSA	" 2,-
10. ISA-Rules (Constitution)	ISA & NSA	" 0,60
11. World- and European Championship Rules	ISA & NSA	" 0,30
12. Dark Blue Soling Tie	ISA & NSA	" 4,00
13. SOLING Badges in silver and enamel:		
on long stick	ISA & NSA	" 4,-
with screw	ISA & NSA	" 4,-
on pin	ISA & NSA	" 4,-
14. SOLING Cuff Links in silver and enamel	ISA & NSA	" 6,50
15. ISA Blazer Badges	ISA & NSA	" 1,-
16. SOLING Certificate with a Vinge	ISA & NSA	" Dues.
17. SOLING Register Form	ISA	Free
18. Regatta Report	ISA	Free
19. Internat. Soling Fixture Form	ISA	Free
20. Post Card Order Form	ISA	Free

All prices surface post free. NSAs are asked to keep a stock of materials, and to use the Post Card Order Form distributed to all NSAs. Please forward your payment together with your order.

SOLING SAIL LABELS



ISA FEE PAID



ISA FEE PAID



ISA FEE PAID

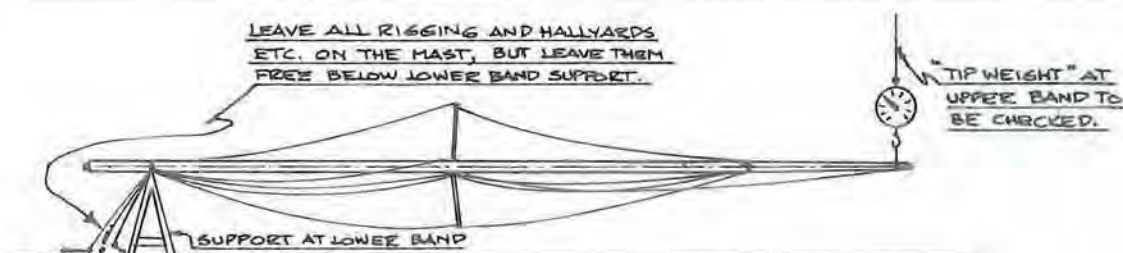


ISA FEE PAID

SOLING LICENSED BUILDERS: MAY 1972



Country	Builders name and address	Code	Plug	Mould	Country	Builders name and address	Code	Plug	Mould
Australia (1)	Rudders Yachts Pty Ltd. 63 Bassett Street Mona Vale, N.S.W. Licensed from Jan. 1968 to April 1973	KA	9	1,2	Japan	Ishihara Dockyard Co. Ltd. No. 1474-1, Mukojima-cho, Takasago-cho, Takasago-city, Hyogo	J	3	4
Australia (2)	Halvorsen, Morson & Gawland Pty. Ltd. P. O. Box 99, Mona Vale N.S.W. 2103	KAA	9	1,2	New Zealand	Jim MacKay Boats Ltd., 150 Sunnybroe Road Takapuna, Auckland	KZ	9	1 or 2
Canada	Abbott Boats Ltd., 1458 London Road, Sarnia 519, Ontario	KC	10	6 or 7	Norway	Soling Yachts A/S Stortingsgate 14, Oslo 1	N	2 3	1,2 etc.
Denmark	Eivstrøm Boats A/S Ved Klædebo 12 2970 Hørsholm	D	3	I or II	South Africa	Proderite S.A. (Pty) Ltd., Manchester Road, Wadeville, Transvaal. Licensed from June 1969 to Febr. 1973	SA	11	1,2 etc.
Finland	Veneva OY Karjalankatu 10, Zohja, Finland	L	8	1	Switzerland	Polyform SA, Usine d'Ussières 1099, Ropraz VD.	Z	5	1
France	La Stratifie Industrial (M. Dufour), Rue des Chan- tiers, 17, La Rochelle Licensed from Sept. 1968 to Oct. 1972	F	6	1-4	United Kingdom	Tyler Boat Co., Tonbridge, Kent	K	4	S 26
Holland	H.V.M. Kunststofwerken- de ind. N.V. (W.H. Maarse), Nieuw Vennep Licensed from Jan. 1969 to Febr. 1973	H	3	5	U.S.A. (1)	Gemico Corporation 33A Commercial Wharf. Boston, Mass. 02110 Licensed from Oct. 1968 to Oct. 1971	US	2	1,2 etc.
Hungary	The Hungarian Shipyard & Crane Works, P.O.Box 280, Budapest 62	M	3	9	U.S.A. (2)	Plastrend Corporation, Fort Worth, Texas 76135 Licensed from Febr. 1970 to April 1972	USA	2	
Italy (1)	Compagnis Impress Marit- time (C.I.M.A.) Via Marian- na, Dionigi 11, Rome 00193	I	3	1	U.S.A. (3)	Gemico-Marlowe 325 Duffy Avenue, Hicks- ville, Long Island New York 11801 Licensed from June to Sept. 1970	USB	2	
Italy (2)	Bianchi & Cecchi Via S. Lorenzo, 23-9 Genova	IA	3	8	U.S.A. (4)	Eichenlaub Boat Comp. 19760 Frazier Drive Rocky River - Ohio 44116	USC	12	1,2 etc.
					West Germany	H.A.Hagelstein (Hastra) 24 Lübeck-Travemünde Auf dem Baggersand	G	7	1,2 etc.

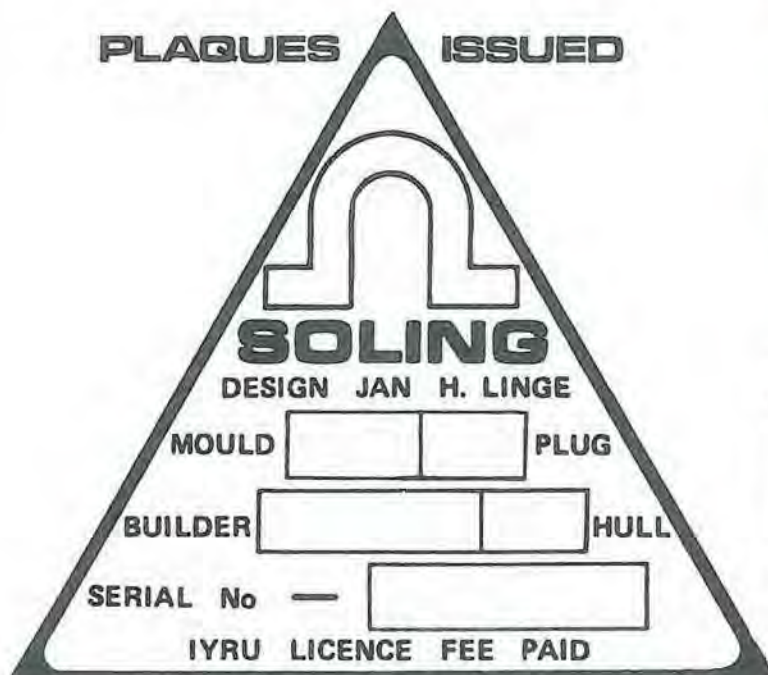


IF "TIP WEIGHT" IS FOUND TO
BE LOWER THAN 11 KG, EITHER
MAST WEIGHT OR CENTRE OF
GRAVITY IS IN THE "DANGER ZONE",
AND IT WOULD BE ADVISABLE TO
STRIP MAST FOR FURTHER CONTROL.

~ SOLING ~
MAST TIP WEIGHT CONTROL

JHL JAN. 1970

PLAQUES ISSUED



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



The new IYRU-Plaque issued as receipt from No. 1001.

The receipt issued by ISA for Building Fee paid for Solings finished until March 1970. This receipt is still in use 1972 - here shown in half size.

IYRU Plaques Issued.

Since the plaque was accepted as receipt for building fee paid according to Measurement Rules 2.1 and 3.5 it has been issued in a total number of 763 from IYRU Holdings Ltd. Of the first triangular type the numbers from 1 to 479 has been used, and of the new rectangular type the numbers from 1001 to 1284 as per April 1, 1973.

The IYRU Serial numbers has been bought by the Licensed Builders as shown below:

Licensed Builder	Plaque numbers	Total
D Elvstrøm Boats	34-36, 39, 41-45, 163-173, 202, 225-228, 236-240, 259-264, 283-287, 314-328, 354-368, 381-390, 443-452, 471-479, 1028-1047, 1062-1071, 1074-1083, 1101-1120, 1131-1136, 1150-1169, 1197-1211, 1214-1229, 1238-1252, 1262-1281.	252
F Dufour	65-68, 83-156, 338-343	84
G Hagelstein	380, 468-470, 1137-1138	6
I C.I.M.A.	265-268, 374-416, 1002-1003, 1237	9
IA Bianchi & Checchi	279-281, 307-311, 329-333, 1147-1149, 1182-1184, 1254-1256, 1282-1284.	25
J Ishihara	1012-1021	10
H Maarse	274-276, 297-306	13
K Tyler	73-82, 203-213, 245-249, 282, 442, 1048-1050, 1253	32
KA Rudders	2-7, 157-162, 214-219, 348-353, 1006-1011	30
KC Abbott Boats	28-33, 174-179, 250-257, 271-273, 277-278, 344-347, 370-373, 417-441, 457-467, 1001, 1055-1061, 1072-1073, 1094-1097, 1100, 1121-1130, 1185-1194	104
KZ MacKay Boats	1051-1054, 1144-1146	7
L Veneva OY	15-17, 37-38, 229-232, 455-456, 1195-1196	13
M Hungarian Ship and Crane Works	453-454	2
N Soling Yachts	1, 18-27, 185-189, 190-199, 1022-1024, 1170-1172	32
SA Proderite SA	64, 321-323, 1004-1005, 1025-1027, 1230-1231	10
US Gemico	200, 233-235, 242-244, 258, 269-270	10
USA Plastrend	8-14, 201, 334-337, 1098-1099	14
USB Gemico-Marlowe	391-395	5
USC Eichenlaub	1173-1176, 1212-1213	6
Z Polyform SA	46-63, 180-184, 220-224, 288-296, 375-379, 406-415, 1084-1093, 1139-1143	82
Not issued or scrapped	1177-1181, 1232-1236, 1257-1261	17
	40, 69-72, 241, 369, 396-405	17
Total of IYRU-Plaques		763

INTERNATIONAL SOLING MEASUREMENT AND CLASS RULES

Authority: INTERNATIONAL YACHT RACING UNION, 5 BUCKINGHAM GATE, LONDON, SW1E 6JT

Date of International status: May 1968.

GENERAL. Where, within a nation, the National Authority has delegated the administration of the Class, the issue of certificates, sail numbers, etc., to the National Soling Association the words "National Soling Association" replace the words "National Authority" wherever they occur.

1. OBJECT OF THE CLASS RULES

This is a One-Design Class. These rules and the official plans are intended to ensure that boats of this Class are as nearly alike as possible as regards shape and weight of hull and decking, shape and weight of keel, shape of rudder, shape and area of sail plan and in some other items which affect performance. All boats shall be built in accordance with the plans, with the exception of spars, standing and running rigging, sheeting arrangements, rudder stock with bearings, tiller and tiller extension lifting eyes, cleats and fairleads. These items, and 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 I.Y.R.U. which shall co-operate with the International Soling Association (I.S.A.) in all matters regarding these rules. The Building Fee shall be U.S. \$150 or equivalent payable to I.Y.R.U. Holdings Ltd 5 Buckingham Gate London, S.W.1, when hull moulding commences, see rule 3.5.
This fee shall incorporate the Designer's fee of 80 per cent, the International Soling Association's Administration fee of 10 per cent and the International Yacht Racing Union's fee of 10 per cent.
The Building Fee shall be divided on the above basis and shall be reviewed and, if necessary, revised by the I.Y.R.U. on the recommendation of the International Soling Association every two years commencing the 1st January 1972.
- 2.2 Construction shall be of glass reinforced plastics (GRP) and shall be in accordance with the relevant general arrangement and construction plans and specifications. The builder shall construct the hull by installing the backbone, stringers, bulkheads and floor before it leaves the mould. The hull and the deck shall be assembled with the deck in the approved mould or in a jig approved by a Measurer appointed by the National Authority. In either case the necessary support shall be given so that the sheerline is as shown on the plans. Such support shall be approved by a Measurer approved by the National Authority.
- 2.3 Production moulds for hull, backbone, deck and rudder shall be made from GRP plugs obtained from the one current official GRP master mould. The casting pattern for the fin keel shall be of aluminium cast from the one current official master pattern. The I.Y.R.U. Chief Measurer shall measure and issue a certificate giving the dimensions of each plug, keel pattern and rudder mould. Such dimensions shall be within a tolerance of half the permitted building tolerances. The shape and form of the patterns, plugs and moulds shall not be amended or altered unless specifically authorised by the I.Y.R.U. The primary control shall be by means of a single uniform source of plugs and moulds.
- 2.4 Construction shall be checked by measurement and official templates in accordance with the official measurement diagram. Tolerances are given to allow minor building errors and distortion through age, but intentional variations within these tolerances shall be prohibited. The boat, before leaving the builder's premises, shall be measured by a measurer appointed by the National Authority applying official templates.
- 2.5 If it is considered that there has been any attempt to depart from the design or these rules in any particulars, it shall be reported to the National Authority, which shall withhold the certificate of measurement pending an examination of the case. The National Authority may grant a certificate if approval is obtained from the I.Y.R.U. in consultation with the I.S.A.
- 2.6 Builders shall be licensed by I.Y.R.U. Holdings Ltd., and shall only obtain GRP plugs and/or production moulds and templates from suppliers approved by the I.Y.R.U. Licences shall be issued after consultation with the I.S.A.

3. HULL AND DECKING

- 3.1 The hull and deck construction shall be in accordance with the official construction plans and specifications.
- 3.2 The weight of the bare assembled hull and deck including cockpit sole with hatches fitted, watertight bulkheads with hatchcovers, mast support stanchion, forestay fittings, shroud fittings, backstay fitting and rudderstock bearings, but excluding all other fittings, shall be not less than 375 kg.
- 3.3 The vertical centre of gravity in the condition specified in rule 3.2 shall be not lower than that at which the hull would balance when resting on the sheer line at the point of maximum beam (max. beam = 1900 mm) and heeled to 111.5 degrees (i.e. horizontal distance from the above point to a plumbline from the opposite sheer line shall be not more than 700 mm when the boat is at its point of balance).
- 3.4 The hull dimensions and shape shall be within the limits shown on the measurement diagram and the GRP construction and lay up shall be as shown on the plans. The hull shape shall be controlled by 5 section templates and 1 stem profile template.
- 3.41 Transom Measurement Point shall be the intersection of counter and transom extensions.
- 3.42 Breakwater Measurement Point shall be the forward face of the breakwater.
- 3.5 The builders yard code, hull, plug and mould numbers shall be marked on a plaque, permanently fixed to the aft bulkhead. This plaque shall be obtained from I.Y.R.U. Holdings Ltd, and serves as the Building Fee Receipt (see 2.1 above).
- 3.6 The deck at the heel of the mast shall be not more than 80 mm above the level of the deck at side (sheerline).

4. KEEL

- 4.1 The fin keel shall be of cast iron, and shall be cast only from an official aluminium pattern. The shape of the keel shall be controlled by three templates: one upper, one lower and one for the maximum section.
- 4.2 The weight shall be 580 kg \pm 10 kg including coating and the distance of the centre of gravity from the top of flange shall be not more than 640 mm.
- 4.3 The fin keel shall be fastened to the hull by ten 12 mm min. noncorrosive stainless steel bolts. Eight of these bolts shall be staggered as shown on the hull construction plan. The keel bolts may be arranged for easy removal of the fin.
- 4.4 Lifting eye(s)/strap(s), which shall not weigh more than a total of 3 kg, shall be attached to the keel bolts.

- 4.5 The keel may be galvanised and/or covered by any synthetic material.
- 4.6 The radius of leading and trailing edges shall be not less than 2 mm.
- 4.7 The athwartships radius in way of the keel-hull joint shall not exceed 35 mm

5. RUDDER

- 5.1 The rudder shall be of GRP, and shall be made only from a mould made from the one current official GRP plug. The method of construction shall be optional.
- 5.2 The aft upper corner of the rudder shall be 350 ± 25 mm from the centre of the rudder stock.
- 5.3 The rudder stock shall be constructed of non-corrosive ferrous material of 28 mm min. dia. and shall be solid.
- 5.4 The radius of leading, trailing and bottom edges shall be not less than 2 mm. On the section between points 150 mm down the leading and trailing edges of the rudder from the uppermost corners the thickness shall not exceed 45 mm. On the section between points 600 mm down the leading and trailing edges of the rudder from the uppermost corners the thickness shall not exceed 35 mm. In determining the uppermost corners the leading and trailing edges of the rudder shall be projected to intersect a projection of the top edge.
- 5.5 The rudder stock shall be located at $1500 \text{ mm} \pm 25$ 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 $270 \text{ mm} \pm 50$ mm aft of the Breakwater Measurement Point (see also rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at $550 \text{ mm} \pm 300$ mm aft of the Breakwater Measurement Point, and not more than 100 mm from the outer edge of the deck.
- 6.3 The forestay shall meet the deck at $2320 \text{ mm} \pm 5$ 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 which may or may not be integral with the spar section but shall be of the same material.
- 6.5 Sectional dimensions shall be $80 \text{ mm} \pm 10$ mm athwartships and $120 \text{ mm} \pm 10$ mm fore and aft including the groove. The sectional weight shall be not less than 2.20 kg/m.
- 6.61 The weight of the mast including all normal fixed fittings, but excluding all standing and running rigging, shall be not less than 22 kg, and its centre of gravity shall be not less than 3400 mm above the upper edge of the band defined by rule 6.91.
- 6.62 The mast complete with all standing and running rigging and supported at the band defined in rule 6.91 shall weigh not less than 11 kg when it is weighed at the band defined in rule 6.93. For the purpose of this measurement the halliards shall be in the sailing position and the standing rigging secured along the mast. The ends of the rigging below the band defined in rule 6.91 may rest on the ground or be removed so as not to affect the tip weight.
- 6.7 The mast may be tapered from above a point 6300 mm above the band defined by rule 6.91 to a minimum of 40 mm athwartships and 55 mm fore and aft including the groove at the topmost band.
- 6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 50 mm between upper and lower bands shall be permitted.
- 6.9 Bands of contrasting colours shall be painted on the mast as follows:
 - 6.91 with its upper edge $700 \text{ mm} \pm 5$ mm above the deck.
 - 6.92 with its lower edge 6800 mm above the upper edge of the band defined by rule 6.91.
 - 6.93 with its lower edge not more than 8500 mm above the upper edge of the band defined by rule 6.91.

7. MAST RIGGING

- 7.1 The standing rigging shall be of steel construction, and shall consist of only:
 - 7.11 Two main shrouds of not less than 4 mm dia. shall be attached (or its extension shall meet the mast) at $6800 \text{ mm} \pm 100$ mm above the band defined by rule 6.91.
 - 7.12 Two lower shrouds of not less than 4 mm dia. shall be attached (or its extension shall meet the mast) at $3400 \text{ mm} \pm 100$ mm above the band defined by rule 6.91.
 - 7.13 One permanent forestay of not less than 4 mm dia. shall be attached (or its extension shall meet the mast) at a point, not more than 100 mm below the lower edge of the band defined by rule 6.92.
 - 7.14 One adjustable backstay of not less than 3 mm dia. shall be attached to the mast head.
- 7.2 The spinnaker shall be suspended from a point not more than 60 mm from the lower edge of the band defined by rule 6.92.
- 7.3 Spreaders for the main shrouds may be of a swinging type and the bearing point for the main shrouds shall be not less than 640 mm from the side of the mast.
The spreaders shall be attached to the mast above the lower shrouds as defined by rule 7.12.
- 7.4 There shall be a stop on the mast to prevent the upper edge of the boom extending below the upper edge of the band defined by rule 6.91.
- 7.5 The jib halliard shall meet the mast at a point not more than 200 mm below the lower edge of the band defined in rule 6.92.
- 7.6 All halliards, or their extensions when hoisted, shall intersect the deck not more than 75 mm from the mast.

8. MAIN BOOM

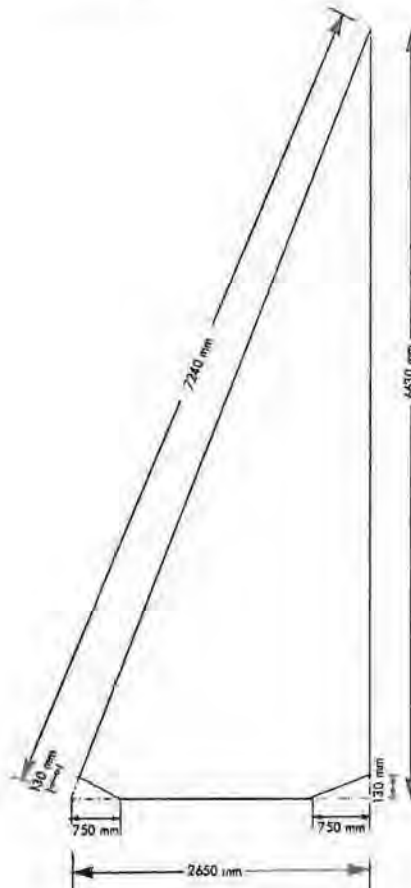
- 8.1 The main boom shall be of a light alloy extrusion with a fixed groove for the mainsail footrope.
- 8.2 Sectional dimensions shall be $65 \text{ mm} \pm 5$ mm in width and $80 \text{ mm} \pm 5$ mm in height including the groove. The sectional weight shall be not less than 1.25 kg/m.
- 8.3 Tapered or permanently bent booms shall be prohibited. A set, due to distortion, of up to 25 mm between band and mast shall be permitted.
- 8.4 A band of contrasting colour shall be painted on the boom with its inner edge not more than 3200 mm distant from the aft side of the mast, excluding any local curvature.

9. SPINNAKER BOOM

- 9.1 No part of the spinnaker boom including fittings shall be capable of extending more than 2640 mm from the mast.
- 9.2 The point of attachment of the spinnaker boom shall be on the forward face of the mast and not more than 1150 mm above the upper edge of the band defined by rule 6.91.

10. SAILS

- 10.1 The sails shall be constructed and measured in accordance with the I Y R U. Sail Measurement Instructions, where not otherwise specified.
From 1 March 1970 all new sails shall be supplied with I.S.A. labels.
From 1 March 1973 only sails with I.S.A. sail-labels shall be accepted in major racing events.
- 10.2 Only one mainsail, two jibs, and two spinnakers shall be carried on board when racing. Not more than two mainsails, two jibs, two large and two small spinnakers shall be presented for measurement at an International event and no other sails shall be used in the event except by express permission of the race committee.
- 10.3 Sails shall be of woven material except that either one or two unwoven transparent panels, the total area of which shall be not more than 0.28 sq. m., shall be permitted in any sail, and shall be not less than 150 mm from any edge of the sail.
- 10.4 The weight of the material shall be 200 gr/sq. m min. for mainsails and jibs and 38 gr/sq. m min. for spinnakers.
- 10.5 Sizes of numbers and letters:
- 10.51 Min. height of numbers and letters : 380 mm
- 10.52 Min. width occupied by each number or letter (except No. 1 or letter I) : 250 mm.
- 10.53 Min. thickness of every portion of each number or letter and of the line between : 65 mm.
- 10.54 Min. space between adjoining numbers : 100 mm.
- 10.55 The class insignia with dimensions, as shown on sailplan, shall be on both sides of mainsail.
- 10.56 The registration number shall be below the insignia together with the national letter. The registration number shall be on both sides of the spinnaker.
- 10.6 *Mainsail:*
- 10.61 The mainsail shall not extend beyond the edges of the bands defined by rules 6.91, 6.93, and 8.4. The length of the leech shall be not more than 9120 mm. Reefing cringles shall be optional.
- 10.62 Only four battens shall be permitted. Three lower battens shall be not more than 800 mm long and the top batten shall be not more than 500 mm long. No batten shall be more than 50 mm wide. The inside dimensions of the three lower batten pockets shall be not more than 830 mm long and the top batten pocket shall be not more than 530 mm long. The inside width of each batten pocket shall not exceed 60 mm. The batten pockets shall divide the leech into five parts of 1820 mm \pm 80 mm measured to the lower edges of the pockets.
- 10.63 The headboard shall be not more than 120 mm excluding luff rope, measured at right angles to the luff.
- 10.64 The total width of the mainsail, excluding luff rope, at half height of luff and leech (aft edge of sail), and at three-quarter height, shall be not more than 2000 mm and 1150 mm respectively. Hollows in the leech in the way of measured points shall be bridged.
- 10.65 At a point 380 mm below the highest point of the headboard the width of the sail, measured at right-angles to the luff, shall not exceed 330 mm excluding the luff rope.



10.7 *Jib:*

- 10.71 The jib shall be constructed so that the cloth lies totally within the profile of the diagram.
- 10.72 Check wires shall not be required.
- 10.73 Two battens shall be permitted and shall be not more than 300 mm long and 50 mm wide. The inside dimensions of the batten pockets shall be not more than 330 mm long or 60 mm wide. The batten pockets shall divide the leech into three parts of 2150 mm \pm 100 mm measured to the lower edges of the pockets.
- 10.74 The forestay shall not be detached for the attachment of the jib. The fore edge of the jib luff, or its extension when hoisted, shall intersect the deck aft of, and not more than 50 mm from, the forestay.
- 10.75 Double luff jibs shall be prohibited.
- 10.76 Not more than 20 cloth ribbon snap fasteners of 40 mm max. width shall be permitted.

10.8 *Spinnakers:*

- 10.81 The spinnakers shall be symmetrical about their vertical centre lines and shall not embody any device capable of altering their shapes.
- 10.82 Large spinnaker:
- 10.821 The length of luff and leech shall be 7400 \pm 100 mm.
- 10.822 The width of half the foot, when folded tack to clew, shall be 2700 \pm 100 mm.

- 10.823 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 2900 mm ± 100 mm.
- 10.824 The total distance from the head to the centre of the foot measured round the curve of the centre fold shall not exceed 8750 mm.
- 10.83 Small spinnaker:
- 10.831 The length of luff and leech shall be 7400 ± 100 mm.
- 10.832 The width of half the foot, when folded tack to clew, shall be 2500 ± 100 mm.
- 10.833 The half-width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centre fold. The distance between these two points of intersection shall be 2000 mm ± 100 mm.
- 10.834 The total distance from the head to the centre of the foot measured round the curve of the centre fold shall not exceed 7900 mm.

11. WEIGHT

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

12. MISCELLANEOUS

- 12.11 Watertight bulkheads with watertight covers similar to those shown on the arrangement plan shall be compulsory.
- 12.12 The watertight bulkheads shall be located 550 mm ± 100 mm forward and 3400 mm ± 100 mm aft of the Breakwater Measurement Point.
- 12.13 Watertight bulkhead inspection covers shall be on board and positively locked in their proper position, when racing.
- 12.14 Holes in watertight bulkheads for miscellaneous rigging and sail-control shall be not more than 150 mm below the deck.
- 12.15 The total area of such holes shall be not more than 10 sq. cm in each bulkhead.
- 12.16 A drain-plug shall be permitted in the lower part of the bulkhead, but, if fitted, shall be in place when racing.
- 12.2 Holes in the deck for the installation of equipment shall be permitted subject to the following restrictions:
- 12.21 No hole in the deck shall be more than 120 mm in any direction.
- 12.22 The total area of holes above each watertight compartment shall be not more than 5 cm² after the installation of the fittings.
- 12.3 Four self-bailers are permitted.
- 12.4 A furling device for the jib shall be permitted.
- 12.5 A cockpit sole shall be fitted as shown on the plans such that its height at any point is 280 mm ± 20 mm from the inner surface of the hull above the keel flange. It shall extend to within 140 mm of the inner surface of the hull measured horizontally. For the purpose of the height measurement the thickness of the keel laminate shall not exceed 20 mm. (This shall be compulsory for all boats certificated from 1st March, 1970.)

13. RESTRICTIONS

- 13.1 In International races there shall be three persons on board when racing.
- 13.2 Inside ballast or ballast carried by the crew shall be prohibited.
- 13.3 No trapeze or similar contrivance to support the crew outboard shall be permitted, except for hiking straps which shall be arranged inside the cockpit, and handles on deck not exceeding 75 mm height. Hiking straps and handles shall not be able to extend outboard of the sheerline. Five handholes of 120 mm maximum length and 35 mm maximum width through each side deck shall be permitted if a reasonable watertight arrangement is provided.
- 13.4 The fore and aft position of the mast at deck level shall not be altered and no equipment shall be permitted for the purpose of moving the heel of the mast, while racing.
- 13.5 Adjustment of shroud length shall be made only by threaded screw fittings, and fore and aft movements of the shroud fittings shall not be regarded as altering the shroud length.
- 13.6 The method of adjusting forestay and backstay tension shall be optional.
- 13.7 No sheeting arrangement shall be permitted through the sides of the hull.
- 13.8 Devices transmitting or correlating data relative to wind direction or speed, or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic, shall be prohibited.
- 13.9 Depth sounders may be permitted by National Authorities in races confined to yachts of their own nationality.

14. EQUIPMENT

- 14.1 The following equipment shall be carried on board when racing:
- 14.12 Three life jackets or buoyancy vests.
- 14.13 One paddle not less than 1200 mm in length.
- 14.14 At least one hand pump and three hand bailers, the total weight of which shall not exceed 4 kg.
- 14.15 One anchor of 8 kg ± 2 kg weight, with not less than 30 metres of rope of 12 mm min. dia.

15. REGISTRATION NUMBERS

- 15.1 The registration number shall be obtained from the National Authority or its appointed representative and each country shall start its numbering from "one", and each number shall be used once only.

16. 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. No boat shall be entitled to race as a bona fide SOLING unless the owner holds a valid certificate in his own name. This certificate shall be obtained in the following way :
- 16.11 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.
- 16.12 Change of ownership invalidates the certificate.
- 16.13 On change of ownership, by sending the invalid certificate to the National Authority.
Measurement forms and list of official measurers shall be obtained from the National Authority.

17. RE-MEASUREMENT

- 17.1 All certified boats shall be liable to re-measurement at any time at the discretion of the National Authority or Race Committee.
- 17.2 If a builder is found to have signed a measurement form for a boat that did not measure correctly, he shall be liable to rectify the error, and may have his licence as builder withdrawn.
- 17.3 In the event of re-measurement of the rudder or hull such re-measurement shall be in accordance with the current class rules, except for the following rules : 5.3, 12.11, 12.12, and 12.5. Only the foregoing exceptions may, at the owner's option, be in accordance with either the current rules or the rules in force when the original measurement certificate was issued.
- 17.4 In the event of re-measurement of a sail such re-measurement shall be in accordance with the current rules, except for the following : 10.65, 10.824, and 10.834. Up to 1st March, 1974, the foregoing exceptions may, at the owner's option, be measured in accordance with the current rules or the rules in force when the sails were first measured.

18. TRANSLATION OF RULES

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

OFFICIAL PLANS

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

OFFICIAL TEMPLATES

- 5 Hull section templates
- 1 Stem template
- 3 Keel templates

Effective 1 March 1973
Previous issues 1 March 1972
1 March 1971
1 March 1970
1 June 1969
1 March 1968

© 1973 International Yacht Racing Union Printed in photogravure by permission of the IYRU



Just after a start at Kiel 1972. From left HRH Crownprince Harald, Harry Melges, Ronni Pieper, R. M. Boneo (A), Zygfryd Perlicki (PZ), Stephen Marten and Peter Tallberg (L).

International SOLING Class Measurement Form

Authority: International Yacht Racing Union, 5 Buckingham Gate, London, SW1E 6JT. Date of International Status: May 1968

IN ORDER TO OBTAIN A CERTIFICATE

1. The licensed builder shall obtain a Building Fee Plaque from I.Y.R.U. Holdings Ltd., 5 Buckingham Gate, London, SW1E 6JT for each boat built. This acts as a numbered Building Fee Receipt. (Rule 2.1 and 3.5.)
2. Application shall be made by the owner or builder to the relevant National Authority, or if the National Authority is not administering the class, to the National Soling Association for a Sail Number and Measurement Form submitting at the same time the proposed name of the boat and the I.Y.R.U. Plaque Number.
3. A measurer appointed by the National Authority shall take all the measurements on this form. Further the yacht is required to conform with all Measurement and Class Rules even though the measurements are not required on this form. The measurer is requested to certify on this form that the yacht conforms with the measurements, and, to the best of his knowledge, the Measurement and Class Rules.
4. Items numbers 1—37 inclusive shall be measured and the details noted on the measurement form before the yacht leaves the licensed builder's premises.
5. All measurements are in millimetres and kilograms unless otherwise stated.
6. The form, when completed, shall be forwarded by the owner to his National Authority (or the National Soling Association if the National Authority is not administering the class), together with any registration fee required. For boats built before 1st March 1970 a Building Fee Receipt shall be forwarded with the completed Measurement Form.

BEFORE SUBMITTING PLEASE MAKE SURE THAT THIS FORM IS PROPERLY COMPLETED

Name of Yacht Sail Number

Owner Name of Owner's Club

Address Soling Association

Builder Date Completed

I.Y.R.U. Plaque Number Builder's Code

Hull Number Mould Number Plug Number

Item	Rule	Measurement	Minimum	Actual	Maximum
HULL MEASUREMENTS					
1	4.2	Keel weight including coating	570		590
2	4.2	Keel C.G. below flange			640
3	4.4	Lifting eye(s)/strap(s)—Total weight			3
4	3.2	Hull weight	375		
5	3.3	Hull vertical C.G.—Hull balances at max. 111.5°			YES/NO
6	12.12	Watertight Bulkhead positions: distance from Break-water Measurement Point			
7		Fwd. Bulkhead	450		650
		Aft Bulkhead	3300		3500
8	12.5	Thickness of the keel laminate			20
9	12.5	Cockpit sole-height above keel laminate at flange	260		300
10	12.5	Cockpit sole horizontal distance from hull to edge of sole			140
11	3.6	Foredeck height at mast step above sheerline			80
12	3.4	Bow template			16
13	3.4	Fwd. template			16

Item	Rule	Measurement	Minimum	Actual	Maximum
14	3.4	Mid. section template			16
15	3.4	Stern template			16
16	3.4	Aft template			16
17	3.4	Stem template			12
18	3.4	Template sight line (bases of forward and aft templates) to: Transom Measurement Point	350		380
19		Hull centreline at: Stern template position	280		300
20		Mid-section template position	80		100
21		Bow template position	385		405
22		Sheerline at stem	1310		
23	3.4	Keel aft edge 50 mm above heel to Transom Measurement Point	3450		3490
24	4.7	Radius at keel-hull joint			35
25	4.1	Lower keel template			7
26	4.1	Upper keel template			7
27	4.1	Max. section keel template			7
28	3.4	Depth of keel from edge of recess at 3768 \pm 2 from Transom Measurement Point			1000
29	4.6	Keel-radius of edges	2		
30	4.3	Keel bolts as on plan No. 67-5			YES/NO
31	5.5	Rudder stock centreline to Transom Measurement Point	1475		1525
32	5.3	Rudder stock diameter	28		
33	5.3	Rudder stock solid and of correct material			YES/NO
34	5.1	Rudder profile as on Measurement Diagram			YES/NO
35		Thickness of rudder as on Measurement Diagram			YES/NO
36	5.2	Centre of Rudder Stock to upper aft corner of rudder	325		375
37	5.4	Rudder—radius of edges	2		
		FINISHED HULL MEASUREMENTS			
38	6.1	Mast position—foreside from Breakwater Measurement Point	220		320
39	6.2	Shroud positions from Breakwater Measurement Point	250		850
40	6.2	Shroud positions from outer edge of deck			100
41	13.5	Adjustment of shroud tension by threaded screw fittings			YES/NO
42	6.3	Forestay position from Breakwater Measurement Point	2315		2325
43	12.4	Is furling device for jib fitted			YES/NO
44	12.13	Positive fastening device for watertight inspection covers			YES/NO
45	12.14	Location of holes in each bulkhead below deck			150

SOLING CLASS MEASUREMENT DIAGRAM

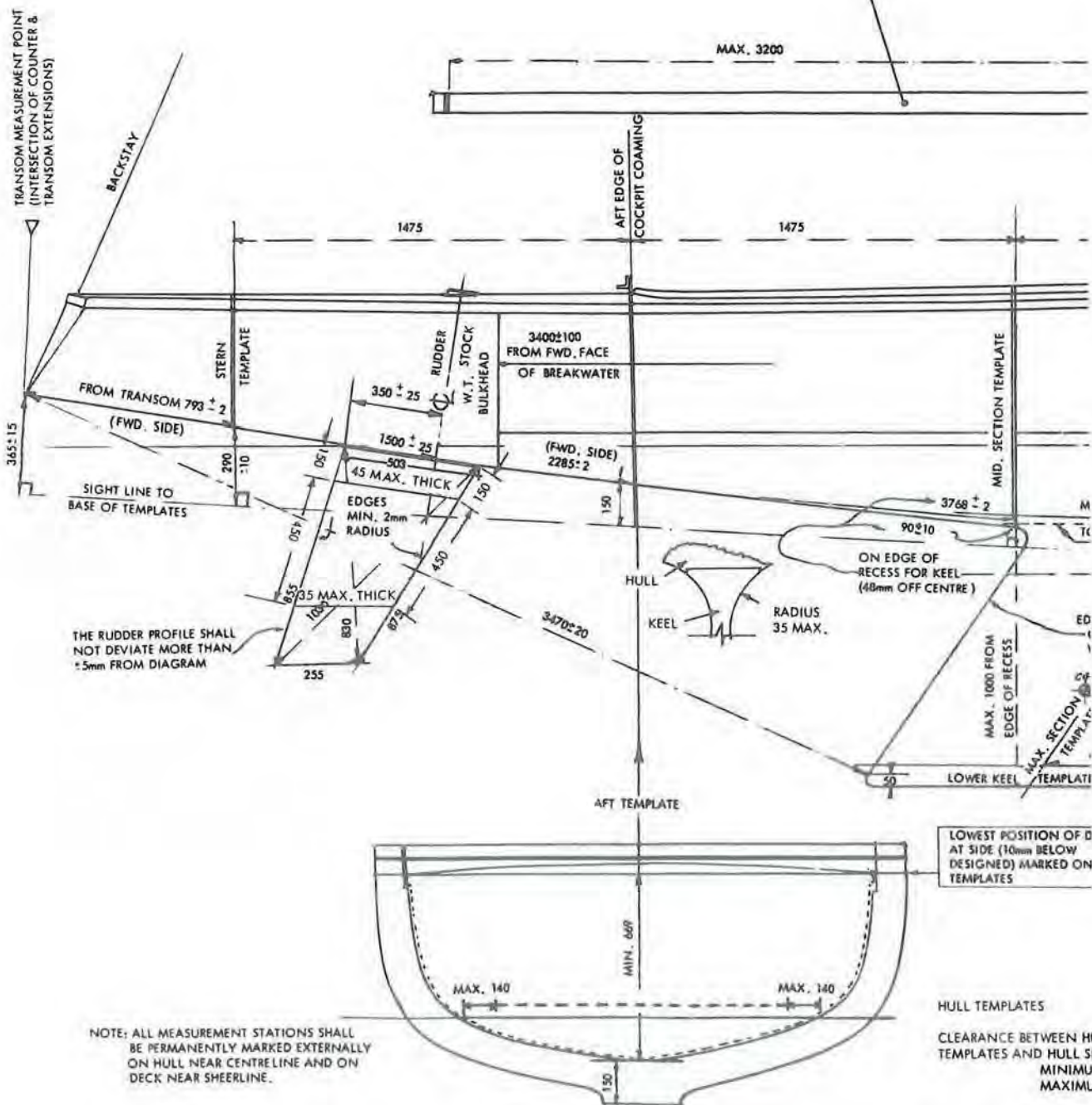
NOTE: THIS IS THE OFFICIAL MEASUREMENT DIAGRAM REFERRED TO IN THE CLASS RULES.

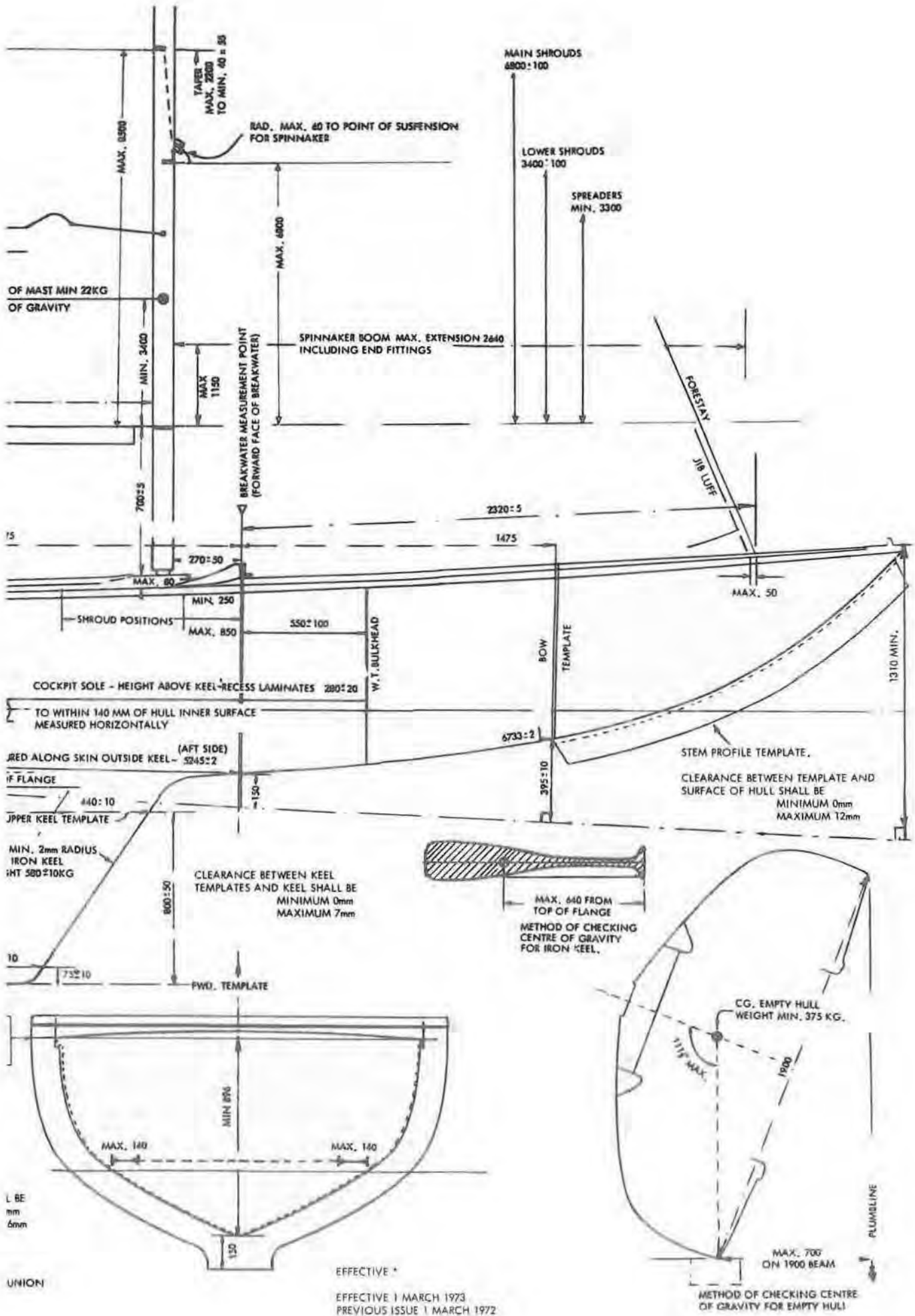
BEARING POINTS FOR SHROUDS ON SPREAD
MIN. 640mm FROM SIDE OF MAST

MAST SECTION 80 ± 10mm x 120 ± 10mm

BOOM SECTION 65 ± 5mm x 80 ± 5mm

WEI
CEP





Item	Rule	Measurement	Minimum	Actual	Maximum
46	12.15	Total area of holes in forward bulkhead			10 cm ²
47	12.15	Total area of holes in aft bulkhead			10 cm ²
48	12.22	Total area of holes in deck above each w.t. compartment (after installation of fittings)			5 cm ²
49	12.21	Dimension in any direction of holes in deck			120
50	12.3	Numbers of selfbailers			4
51	13.3	Are hiking straps arranged inside the cockpit			YES/NO
52	13.3	Handles on deck—height of (shall not extend outboard)			75
53	13.3	Number of handholes through each side deck			5
54	13.3	Length of each handhole			120
55	13.3	Width of each handhole			35
56	13.3	Reasonable watertight arrangements for handholes			YES/NO
		SPAR MEASUREMENTS			
57	6.5	Mast section fore and aft including groove	110		130
58	6.5	Mast section athwartships	70		90
59	6.7	Mast taper—lowest point distance above lower band	6300		
60	6.7	Mast fore and aft at topmost band	55		
61	6.7	Mast athwartship at topmost band	40		
62	6.8	Longitudinal set due to bending between lower and topmost bands			50
63	6.61	Mast weight (without rigging)	22		
64	6.61	Mast C.G. above lower band	3400		
65	6.62	Mast tip weight (with rigging) when supported at lower band	11		
66	6.91	Lower band—upper edge above deck	695		705
67	6.92	Forestay band—lower edge above lower band			6800
68	6.93	Topmost band—lower edge above lower band			8500
69	7.11	Main shroud attachment above lower band	6700		6900
70	7.12	Lower shroud attachment above lower band	3300		3500
71	7.13	Forestay attachment above lower band	6700		6800
72	7.5	Jib halliard below forestay band			200
73	7.2	Spinnaker suspension point distance (radius) from lower edge of forestay band			60
74	7.3	Spreaders—extension of bearing point from side of mast	640		
75	7.3	Spreaders attached above lower shrouds			YES/NO
76	7.11	Diameter of forestay, upper and lower shrouds	4		
77	7.14	Diameter of backstay	3		

Item	Rule	Measurement	Minimum	Actual	Maximum
78	7.4	Main boom downhaul stop fitted			YES/NO
79	8.2	Main boom section—height including groove	75		85
80	8.2	Main boom section—width	60		70
81	8.3	Vertical set of boom due to bending between band and mast			25
82	8.4	Inner edge of band from aft side of the mast (extended if necessary)			3200
83	9.1	Spinnaker boom including fittings—extending from mast			2640
84	9.2	Spinnaker boom—attachment to forward face of mast above lower band			1150
85	10.74	Does fore edge of jib luff or its extension intersect deck aft and within 50 mm of forestay?			YES/NO
86	7.6	Do halliards or their extensions meet deck within 75 mm of mast?			YES/NO
		ALL UP WEIGHT			
87	11.1	Dryweight of complete boat	1035		
	11.2	Corrector weights totalling not more than 7 kg located under deck:			
88		2/3 fwd. of cockpit: Actual weight	—		—
89		1/3 aft of cockpit: Actual weight	—		—
	11.2	Additional correctors located:			
90		2/3 not less than 700 mm fwd. of Breakwater Measuring point: Actual weight	—		—
91		1/3 not less than 4000 mm aft of Breakwater Measuring point: Actual weight	—		—
92		Are additional correctors permanently fastened?			YES/NO
93	11.3	If boat built before March 1970, without a cockpit sole, do correctors comply with rule 11.3?			YES/NO

DECLARATIONS

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

I certify that:

- (a) This yacht has been built in moulds derived directly from officially registered plugs and pattern obtained from the source approved by I.Y.R.U. Holdings Ltd.
 (b) This yacht has been constructed according to the official plans and rules for the International Soling Class.
 (c) This yacht is built in accordance with the spirit and letter of the Measurement and Class Rules.

Name of Builder (Block capitals)

Signature of Builder Date

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

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

Name of Builder (Block capitals)

Signature of Builder Date

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

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

(a) Keel Items 1 and 2.

Name of Measurer Signature of Measurer

Date

Measurer's Comments :

(b) Hull Items 3—37 inclusive.

Name of Measurer Signature of Measurer

Date

Measurer's Comments :

(c) Hull Items 38—56 inclusive.

Name of Measurer Signature of Measurer

Date

Measurer's Comments :

(d) Spars Items 57—86 inclusive.

Name of Measurer Signature of Measurer

Date

Measurer's Comments :

(e) Weight Items 87—93 inclusive.

Name of Measurer Signature of Measurer

Date

Measurer's Comments :

Effective 1 March 1973
Previous issues 1 March 1972
1 March 1971

INTERNATIONAL SOLING CLASS

SAIL MEASUREMENT FORM

Authority: INTERNATIONAL YACHT RACING UNION, 5 BUCKINGHAM GATE, LONDON, SW1E 6JT

Sail Number: Name of Yacht:

Name of Owner: Name of Owner's Club:

Address: Soling Association:

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

Item	Rule			Minimum	Sail A	Sail B	Maximum
		MAINSAIL					
		Sailmaker	a				
		Ref. Number	a				
		Year	a				
1	10.61	Length of leech	m				9120
2	10.64	Width at half height	m				2000
3	10.64	Width at three-quarter height	m				1150
4	10.65	Width 380 mm below highest point	m				330
5	10.63	Headboard	m				120
6	10.62	Top batten pockets	✓				530 x 60
7	10.62	Three lower batten pockets ..	✓				830 x 60
8	10.62	Division of leech into five parts	✓	1740			1900
9	10.3	Transparent panels total area	✓				0.28 m ²
10	10.3	Transparent panels from edge	✓	150			
11	IYRU*	Stiffening of corners	✓				405
12	10.55	Size of insignia	✓	750 x 500 x 125			
13	10.5**	Size of letters & figures (excl. 1)	✓	380 x 250 x 65			
14	10.54**	Space between figures ..	✓	100			
15	10.1	Is a sail label fitted	a				YES/NO
		JIB					
		Sailmaker	a				
		Ref. Number	a				
		Year	a				
16	10.71	Fit on diagram	a				YES/NO
17	10.73	Two batten pockets	✓				330 x 60
18	10.73	Division of leech into three parts	✓	2050			2250
19	10.3	Transparent panels total area	✓				0.28 m ²
20	10.3	Transparent panels from edge	✓	150			
21	IYRU*	Stiffening of corners	✓				363

Item	Rule			Minimum	Sail A	Sail B	Maximum
22	10.1	Is a sail label fitted	a				YES/NO
		SPINNAKER LARGE Sailmaker	a				
		Ref. Number	a				
		Year	a				
23	10.821	Length of luff and leech	m	7300			7500
24	10.822	Width of half foot	m	2600			2800
25	10.82	Halfwidth at 0.5 luff from head	m	2800			3000
26	10.824	Length of centre fold	m				8750
27	IYRU*	Stiffening of corners	✓				372
28	10.56**	Sail letters and numbers correct	✓				
29	10.1	Is a sail label fitted	a				YES/NO
		SPINNAKER SMALL Sailmaker	a				
		Ref. Number	a				
		Year	a				
30	10.831	Length of luff and leech	m	7300			7500
31	10.832	Width of half foot	m	2400			2600
32	10.833	Halfwidth at 0.5 luff from head	m	1900			2100
33	10.834	Length of centre fold	m				7900
34	IYRU*	Stiffening of corners	✓				372
35	10.56**	Sail letters and numbers correct	✓				
36	10.1	Is a sail label fitted	a				YES/NO

*IYRU Sail Measurement Instructions, Item 1 (ii).

**IYRU Racing Rule 25 and 26 contains further information.

MEASURER'S DECLARATION

The following items for Sail A or B do not conform with the current rules of the International SOLING class:

Sail A:

Sail B:

Declaration shall not be signed and sails shall not be stamped before the above mentioned item(s) fully conform with the rules.

Measurer's signature:

DECLARATION

I certify that the above mentioned sail(s) conform(s) in all respects with the current Measurement and Class Rules. Serial or reference numbers are clearly stamped on the sails and dated.

Name of Measurer:
(Block Letters)

Measurer appointed by:

Date of Measuring:

Measurer's signature:

Effective 1 March 1973.
Previous issues 1 March 1972.
1 March 1971.
1 March 1970.

INTERNATIONAL SOLING ASSOCIATION APPENDIX RE: MEASUREMENT RULES



Interpretations.

From the I.Y.R.U. Year Book 1972, page 70 we quote:
(Additions in brackets by ISA):

The following interpretations were confirmed:

- (i) Licensed builders may dispatch building mouldings for others to finish. In such cases the completed mouldings shall not leave the licensed builders without measurement of the bare hull being completed. The ultimate finisher shall be responsible for ensuring that the completed yacht complies with the class rules. (The Measurement Form is altered accordingly).
- (ii) Provided that the underside of the mast step is not more than 80 mm above the sheerline, the inclusion of a block of wood (or similar arrangement) between the deck and the mast step shall be permitted. (Rule 3.6).
- (iii) No part of safety harnesses or ropes (including sheets if used for hiking) shall be allowed outboard of the sheerline. (Rule 13.3).
- (iv) Additional ribs in the bow section shall not be permitted. (Rules 3.1 and 3.4).
- (v) Adjustment of the keel weight by any material other than cast iron shall be prohibited. (Rule 4.2).
- (vi) Rope handles attached inside the boat shall be permitted, provided that no part of the rope is capable of extending outboard of the sheerline. (Rule 13.3).
- (vii) For existing Solings a topcoat is not obligatory but in future a topcoat shall be required. (Rule 2.2).



Dispensations.

According to the minutes of the IYRU November meeting 1970 the Keel Boat Technical Committee agreed that there should be two classes of dispensations:

- (1) Short terms dispensations would only be given to an individual builder to allow him sufficient time to make the necessary alterations to conform to the rules.
- (2) Permanent dispensations should be circulated to all builders by the ISA so that those builders who wished to make use of such alterations might do so.



Measurement Station Marks.

From the IYRU Mailing Service - International Soling Class - we quote:

All measurement station marks shall be permanently marked externally on the hull near the centreline and on the deck near the sheerline. At the 1972 Olympics no Soling will be measured unless these measurement marks are in position.

And the Following:

Authorised Modification to Hull Moulds.

- (a) Non-Skid treatment incorporated in the deck plug or mould.
- (b) "Dash Board" additions to deck moulding for the attachment of cleats etc. Before the builder carries out such a modification he shall submit a plan of the proposed "Dash Board" arrangement to the IYRU for approval.
- (c) Depressions in deck moulding for compass bowls.



How to use the Templates.

The I.S.A. Secretariat proposed in the summer 1971 I.Y.R.U. to elaborate a guidance in using the templates. In January this year we received the following wording for this guidance:

MEASUREMENT USING TEMPLATES

Introduction.

The most satisfactory method of controlling the shape of the hull of a boat in a one-design class is by the use of templates. These templates are manufactured using the lines of the boat and are faithful reproductions of cross-sections, after making provision for permitted building tolerances of the hull. Additional templates to control the shape of the stem and keel are also provided.

Manufacture of Templates.

To ensure that boats in different parts of the world can all be measured to the same standards it is obviously essential that the templates are as near as possible alike. It is for this reason that the manufacture of the templates is entrusted to engineering companies with the facilities and experience required to produce templates to a high degree of accuracy and this usually means a company in the aviation industry.

Tolerances in the shape of the hull are permitted to allow for normal variations in the construction of the boat. The permitted tolerance on a cross section is a clearance, hull to template, of 0 mm to 16 mm. The template is designed so that any hull with the maximum tolerance in its sections will clear the template.

Application of Templates.

The positions where templates are to be offered up to the hull need to be very carefully and accurately marked on the hull. (The Soling Class Rules require these measurement marks to be permanently marked). Some of the templates are positioned on areas of the boat where the shape is changing rapidly, so that a small error in the position of the templates can result in a very significant difference in the clearance between the template and the surface of the hull. The thickness of the template itself can cause additional problems if the hull is near the limit of the tolerance. It is for this reason that one face of the template should be positioned in line with the measurement marks.

The Soling templates are designed so that at the centre line (the keel) of the template is touching the hull. When applying a template it should first be centred with the template touching the keel and then the gap between the hull and the template at each side at gunwale level should be equalised. The most satisfactory way of holding the template in place is by the use of small wooden wedges, two being used on each side, one pushed in each direction. With the template accurately positioned, the clearance can then be checked around the hull. The permitted clearance is between 0 mm. and 16 mm. in the case of the cross-section templates.

As the forward and aft templates are used to provide a base line to control the curvature of the keel, it is necessary that both these templates be applied to the boat simultaneously, thus enabling the other check points to be measured.

Although the clearance between the template and the hull can be measured with a steel rule, a better method is to use a calibrated wedge made of either a hard-wood or metal.

The templates for checking the shape of the keel are made with different clearances than those employed for the hull templates. These templates are made to maximum permitted tolerance with no additional clearance, so that provided the gap between the keel and the template does not exceed the permitted 7 mm, the keel may touch the template.

I.Y.R.U. January 19, 1972.



From the I.Y.R.U. Year Book 1973, page 69, we quote:
Addition to Plans

A new plan shall be included under "Current Official Plans" to show a revised design of backbone. (Official Plan No. 67-10).

Additional Measurements

- (a) A control of the overall length of the boat shall be established in view of differences observed to date.
- (b) An additional offset from the base line at approximately the forward end of waterline shall be adopted.

The appropriate dimensions to be decided by the designer and I.Y.R.U. chief measurer.

Interpretations

The following interpretations were confirmed:

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

Dispensations

- (i) **Abbott**
The Abbott Solings built using mould number 4 were granted a permanent dispensation in respect of the stern, aft and midship templates clearances which are in excess of the maximum permitted.
- (ii) **Rudders Yachts**
The Rudders Yachts Solings built with keels which do not conform with the templates and/or incorporate a plug of material other than cast iron were granted a permanent dispensation. The owners of these boats may have the keels corrected so that they comply with the class rules and specifications.
- (iii) Solings in the United States which had material added so that the hulls conformed with the templates were granted a dispensation to retain the material.
- (iv) It is the owner's responsibility to ensure that the dispensations granted above shall be endorsed on the yacht's certificate by the I.Y.R.U. or a National Authority.
- (v) Builders shall be advised that no dispensations will be given for boats built after 21st November, 1972.
They should check that the tooling in their possession will enable them to produce boats which comply in all respects with the class rules and specifications. If any builder considers that alterations to his tooling are required, to bring it closer to the mean of the permitted tolerances, the I.Y.R.U. may authorise such alterations.
Any alterations so authorised, shall be checked by a measurer appointed by the I.Y.R.U.

Future Supply of Official Tooling

The present procedure whereby licensed builders are supplied with a plug produced from the official master mould shall be retained. The official tooling shall be checked by the Chief Measurer before it is dispatched from the authorised supplier (the amendment to class rule 2.3 refers). The official templates may be amended, in accordance with instructions to be supplied by the I.Y.R.U., so that they may be applied to the plug as well as to the finished hull.

Direct your inquiries to the right Authority.

At the ISA Committee meeting in Genoa, February 1972, the following procedures for inquiries and requests concerning the Measurement Rules were outlined by the I.Y.R.U. Secretary-General:

Interpretations and Dispensations.

The International Yacht Racing Union will respond directly to inquiries and requests only from National Authorities and Licensed Builders, with copy to ISA for circulation to all NSAs at the discretion of ISA. The IYRU will circulate to all Licensed Builders copies of any ruling given to any individual Licensed Builder with a copy to ISA.
Any interpretations of, and dispensations from the Measurement Rules, which have been published in the IYRU Year Book will be published in the ISA Soling Guide also.



At the mark preparing to hoist spinnaker. Soling L 6, "Zorbas", V.-P. Marttinen.

REGISTER OF INTERNATIONAL SOLING CLASS YACHTS



This second register of the Soling Class Yachts is some more correct than the first one published in the Guide of 1972. Thanks to our contacts all over the world we have managed to improve this comprehensive information. It has been to a valuable help that our Circular of January 19, 1973 with cuts from the Guide 1972, was so promptly and carefully corrected. Now the Register includes details for more than 2000 Solings, but our sincere hope is to have all details for any Soling, and as many as possible certificated – to see more Sail numbers in **bold types**.

The Secretariat cannot do this without help from the NSAs, and we hope the pleasant co-operation we have received from the various secretaries will continue to the benefit of the Class. To our helpful friends from all over the world we forward a hearty thank you.

Although a lot of work is executed to make the register correct we know very well that errors and incorrect spelling of names occurs. Names are always difficult and especially when we have to handle names of yachts and owners from many different countries.

We sincerely hope you will forgive this, and we will appreciate any help from your side.

In this guide you will find a post card with columns for corrections for guidance of your national association and of the Secretariat of the International Soling Association. Please fill in the correct names etc. where we have made



a mistake and mail the post card to your own association or authority, but please do it immediately. If your Soling is not in the register we must ask you to fill in all the columns and please never forget to state **sail-letter and number**.

For those countries – where we had no answers to at least four circulars or letters – we have used the information in the ISA-files only. In a few cases we knew of Solings in the country, but had no details at all. We look forward to a more advantageous contact with these countries in the future.

Here is some practical information before you jump into the register to find your Soling:

Sail no: When the Sail number is printed in **bold types** the Soling is certificated in 1972, and the owner is a full member of the association. (Dues paid). Those printed in normal types are registered per December 31, 1972 or just after, owners of these boats have paid no dues for 1972. In 1973 we hope to certificate more Solings and to print the next register with all Sail numbers in **Bold Types**.

Name of Soling. Many are missing. Not all owners name their Solings. Sometimes perhaps it is difficult to find a good name, normally we refer to yachts more by Sail numbers than by names. In fact many of them are very ingenious, then it is more handy to call them by number. If you want a name of your Soling in the register you are very welcome, for this purpose we have included the **post card**.

Name of owner: Our spelling of the names – although we have been very careful – will certainly fill up the letter-boxes of the associations and also from new owners of Solings bought lately. We look forward to receive your card. It is the only remedy to get the register up-to-date.

LB. The code of the Licensed Builders compared with the list of the builders inform us of the yards having commenced building of the Soling hulls. The principle here is to give the first licensed builder in a country the letter of the land where the LB has his yard. The second builder in the same country will have the same letters plus an "A", the third a "B" and so on.

We sincerely hope the register will be useful to all organizers, owners and persons interested in the International Soling Class. From the ISA register we have made an extraction showing the progress of the Soling Class, country for country in the past ending at the beginning of this year. It might give you some interesting knowledge before the study of the register. (See the following page).

RECORDS OF SOLINGS 1968 - 1973

N A T I O N	Approximate total of Solings				Certificated Solings					
	April 70	June 71	Jan. 72	Jan. 73	1968	1969	1970	1971	1972	
A	Argentine	12	22	28	28	—	—	—	22	24
B	Belgium	5	6	8	8	—	—	4	4	4
BA	Bahamas	12	2	2	2	—	2	2	2	2
BL	Brazil	11	25	29	29	—	—	—	21	21
D	Denmark	36	42	47	56	9	22	25	25	17
E	Spain	3	5	5	16	—	—	—	—	1
F	France	92	96	101	110	5	31	51	63	68
G	West Germany	54	73	98	128	—	20	38	46	62
GO	East Germany	0	0	1	6	—	—	—	—	1
GR	Greece	6	15	23	23	—	—	—	14	16
H	Holland	9	11	12	12	1	1	11	10	9
I	Italy	63	87	97	129	—	42	51	75	112
IR	Eire	1	3	3	3	—	—	—	—	0
J	Japan	2	2	5	5	—	—	—	—	0
K	United Kingdom	68	85	95	101	7	30	64	50	60
KA	Australia	85	111	117	118	7	50	58	89	90
KB	Bermuda	15	20	21	21	—	—	—	15	18
KC	Canada	115	100	116	116	1	28	35	65	79
KJ	Jamaica	1	2	3	3	—	—	—	—	0
KR	Rhodesia	0	0	1	1	—	—	—	—	1
KZ	New Zealand	3	6	9	9	—	—	—	—	9
L	Finland	10	24	24	30	—	—	—	20	23
M	Hungaria	0	2	2	2	—	—	—	—	0
MX	Mexico	3	6	4	6	—	—	—	—	4
N	Norway	30	69	80	82	8	26	36	40	36
OE	Austria	10	18	26	30	—	—	—	1	16
P	Portugal	1	1	1	2	—	—	—	—	0
PH	Philippines	0	0	1	1	—	—	—	—	1
PK	Pakistan	0	2	2	2	—	—	—	—	2
PR	Puerto Rico	0	2	1	1	—	—	—	—	1
PZ	Poland	1	1	1	1	—	—	—	—	1
S	Sweden	61	91	96	102	—	20	64	64	69
SA	South Africa	9	13	15	16	—	9	9	12	16
SR	U.S.S.R.	2	2	5	5	—	—	—	—	5
TH	Thailand	0	2	2	2	—	—	—	—	2
US	U.S.A.	394	521	583	604	37	163	238	362	376
V	Venezuela	0	5	5	6	—	—	—	—	6
VI	Virgin Islands	6	8	4	7	—	—	—	—	2
Y	Yugoslavia	0	1	1	1	—	—	—	—	0
Z	Switzerland	71	91	151	162	—	—	50	64	110
IYRU-plaques issued to various License Builders, Solings not yet registered					84					
Total		1191	1570	1830	2070	75	444	736	1064	1264

THE INTERNATIONAL SOLING CLASS MAKES PROGRESS EVERY YEAR

The above records of the spread of the International SOLINGS all over the world are satisfactory. We can also record a good progress of members in the association with a total of 200 in one year, that is close to 20% more members in 1972 than the year before.

Compared with the approximate total of SOLINGS the percentage of members this year is 61,32, the same percentage for 1971-1972 was 58,14.

It is not only countries with large fleets having increased the number of new members, but several countries with rather small fleets have joined the International Soling Association.

After the olympic year many thought that we should have some time with less activity, but as you see that is not the case.

The interest in building SOLINGS, to sail and race in this fast boat is still rising.

A - ARGENTINE

Total of Soling numbers: 24, Solings certificated: 23
LBs: D 1 - K 1 - N 22

Address: Argentine Soling Association
Yacht Club Argentino
Darsena Norte
Buenos Aires
Argentina

National Officers

President Roberto G. Sieburger
Secretary Jorge D. Vago

Sail No.	Name of Soling	Name of Owner	LB
A 1	Mafalda	Julio Melli & H. J. Ferrari	N
A 2	Kaleka	Wm. J. Lawless	N
A 3	Rumor	J. E. Brauer	N
A 4	Storm King	J. F. Pochat	N
A 5	Huija	J. D. Vago	N
A 6	Gotan	O. Seglin	N
A 7	Doña Estela	E. L. Berisso	N
A 8	Earline	R. G. Sieburger	N
A 9	Flipper	Horacio Bolletta	N
A 10	Ñuma	Boris Belada	N
A 11	Tabu II	Harry Assorati & Carlos	N
A 12	Orzando	Ernesto Lange & C. Bellaria	N
A 13	Lilith	J. A. Lavaselli	N
A 14	Perez	M. Ezcurra & D. P. Ramos	N
A 15	Pampa	Boneo & Duperrón & Scuderi	N
A 16	Solange	Horacio A. Campi	N
A 17	Dolores	R. A. Vollenweider	N
A 18	Lil	C. A. Sieburger	N
A 19	Revolution	Guillermo San Martin	N
A 20	Baruyo	Wilson Pereyña	N
A 21	Indeciso	Club Universitario de Buenos Aires	N
A 22	Pamperito	H. Trajtemberg	N
A 23	Tibaitata	Ch. Akin	K
A 24	Alerta	Escuela Naval Militar	D

B - BELGIUM

Total of Soling numbers: 24, Solings certificated: 0
LBs: D 1 - F 5 - K 2 - Z 1 - Not issued: Nos. 8 and 10-23

Address: NSA Asbel Soling
Mr. Simon Hermans
1080 Brussels
334, L. Mettwielaan
Belgium

National Officers

President G. J. Fletcher
Secretary Simon Hermans

Sail No.	Name of Soling	Name of Owner	LB
B 1	Rigodon	Boucher	Z
B 2	SOS Belgium	Dirk de Bock	F
B 3	Solong	J. Feron	F
B 4	Tjiekoo	G. Wittenrongel	K
B 5	Red Poppy	F. Meganck	F
B 6	Stokpaard	C. Segers	F
B 7	Tyfoon IV	G. Versluys	K
B 8		Not issued	-
B 9		Dirk Peeraer	D
B 10-23		Not issued	-
B 24	Fiston	A. Nelis	F

BA - BAHAMAS

Total of Soling numbers: 2, Solings certificated: 2
LBs: D 1 - N 1

Address: Bahamas Soling Association
Mr. Robert Symonette
Post Office Box 1216
Nassau
Bahamas

Sail No.	Name of Soling	Name of Owner	LB
BA 1	John B	R. H. Symonette	N
BA 2	John B	R. H. Symonette	D

BL - BRAZIL

Total of Soling numbers: 29, Solings certificated: 21
LBs: D 2 - F 5 - N 15 - Not issued: 7.

Address: Association Brasileira de Soling
Mr. Erling S. Lorentzen (President)
Caixa Postal 4570-ZC-21
Rio de Janeiro
Brazil

Sail No.	Name of Soling	Name of Owner	LB
BL 1	Lenda	Erling S. Lorentzen	N
BL 2	Argus III	Fernando Pimentel Duarte	N
BL 3	Esqualo	S. Coutinho de Menezes	N
BL 4	Feitiço IV	A. L. de Campos Barroso	N
BL 5	Osprey XII	Axel Schmidt	N
BL 6	Weekend III	J. M. Guimarães	N
BL 7	Desire	C. E. Guerreiro	N
BL 8	Fragata VI	Benjamin Sodre jr.	N
BL 9	Xango	R. do Cezeiro de Celestino	N
BL 10	Garbino	R. L. Carneiro	F
BL 11	Oriole III	Jarbas Castanheira	N
BL 12	Ipanema	Escola Naval	N
BL 13	Itapua	Escola Naval	N
BL 14	Icarai	Escola Naval	N
BL 15	Revolution	Gastao Brun	F
BL 16	Nena	Paulo M. Neiva	F
BL 17	Embé	Paolo Pirani	F
BL 18		Under construction	-
BL 19		Under construction	-
BL 20		Under construction	-
BL 21	Dame	Peter Sergen	N
BL 22	Tuzé	Antonio José Ferrer	F
BL 23		Under construction	-
BL 24	Tahiti-Nui	E. S. Ramos	N
BL 25	Clementine	Harry Adler	D
BL 26		Under construction	-
BL 27		Under construction	-
BL 28		Under construction	-
BL 29	Crocódilo VIII	Ivan Pimentel	D

D - DENMARK

Total of Soling numbers: 56, Solings certificated 17
LBs: D 24 - K 1 - L 1 - N 28, Not issued: 2

Address: Danish International Soling Association
Mr. Carl Adam Lehmann
Strandvejen 383
2930 Klampenborg

National Officers

President Eggert Benzon
Member Ole Faber
Secretary Carl Adam Lehmann

Sail No.	Name of Soling	Name of Owner	LB
D 1	Jokum	Jes Jessen	N
D 2		Sold in Sweden	N
D 3	Camelot	Condemed 1971	N
D 4	P.Dag	C. Faber Rod	N
D 5	Tam-Tam	Condemed 1971	N
D 6	Appeal	Condemed 1968	N
D 7	Mac II	McNair	N
D 8		Lars Hansen	N
D 9		Condemed 1967	N
D 10	Taham	Alfred Madsen	N
D 11	Inkie-Pinkie	P. Christiansen	N
D 12	Gine	E. Sloth Madsen	N
D 13	White Horse	O. P. Olling	N
D 14		Knud Henriksen	N
D 15		Hartmann Larsen	N
D 16		Erling Mathiesen	N
D 17	Mon-Amie	Per Leopold	N
D 18		Jørn Utzon	N
D 19		Sold in Sweden	N
D 20		Not issued	-
D 21		Ole V. Nielsen	N
D 22	Oscar	O. S. Andreasen	N
D 23		Sold in Sweden	N
D 24		Ib Brandt	N
D 25	Tojo	Royal Danish Yacht Club	N
D 26		Not issued	-

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
D 27		Oscar Pettersson	N	F 6	Petulia	Dr. Grizet	F
D 28		Per Schliemann	N	F 7	Hobby	Giraud	F
D 29		Sold in U.S.A.	N	F 8	Sundowner	Pierre Sterckx	F
D 30	Fascination	N. P. Petersen	N	F 9		Pistre	F
D 31	Apollo	Peter Askman	K	F 10	Aigue Blu	Pierre Fabre	F
D 32		Sold in Sweden	D	F 11	Ael V	J. C. Marx	F
D 33		Sold in Sweden	D	F 12		Sold in Italy	D
D 34		Sold in Finland	D	F 13	Barbe Noire	G. Moizan	K
D 35	Dana IV	Sold in Germany	D	F 14	Flipper	R. Lambert	F
D 36	Good Vibration	Ole Faber	C	F 15	Ni Po Ni Mai	J. P. Hamelle	F
D 37	Knas	Hans Oluf Meyer	D	F 16	Mocoa	Masseline	N
D 38		Erik Sørensen	D	F 17	Marsamu	J. Gaubert & M. Mollaret	Z
D 39		Sold in Spain	D	F 18	Banzai	Michel Dufour	F
D 40	Aphrodite	Sold in Switzerland	D	F 19	Soltine	Jean Claude Tine	F
D 41	Pivo	Henning Jensen	D	F 20		Pellas	Z
D 42	Bes	Sold in U.S.A.	D	F 21	Vide Gousset	F. Joubert	F
D 43	Spunk	Børge Schwarz	D	F 22	Kalinicta	Nocholaïdis	F
D 44	Alarm	Valdemar Bandałowski	D	F 23	Aquiloun	N. P. Boyer	F
D 45		Sold in Italy	D	F 24	Pillout	Olivier Bal	F
D 46	Bes	Paul Elvstrøm	D	F 25		M. Bouscaren	Z
D 47	Inkie Pinkie	Lars Christensen	D	F 26	Porsche	Dravet	F
D 48		J. Skovgaard Sørensen	D	F 27		Dr. Cassanas	F
D 49	Rikke II	Peter Vienberg	D	F 28		Peri	Z
D 50		Ib U. Andersen	D	F 29		Michel Dufour	F
D 51		P. R. Høj Jensen	D	F 30	Phidyle IV	Thierry Tuffier	F
D 52	Knas	Lars Petersen	D	F 31		Not issued	—
D 53		Mogens Nielsen	D	F 32	Neree	Club Naut. de la Marine	F
D 54		Lars P. Bang	D	F 33		Mahé	F
D 55		Peter Arenfeldt	D	F 34		de Vericourt	F
D 56		Elvstrøm Boats	D	F 35	Elebore	J. Rourre & R. Lanteri & M. Bouisson	F

E – SPAIN

Total of Soling numbers: 16, Solings certificated: 12

LBs: D 7 – I 5, Not issued: 4

Address: Nacional Class SOLING, Spain
Mr. Joaquim Cuatrecasas
Avenue de Sarria 130
Barcelona 17
Spain

Sail No.	Name of Soling	Name of Owner	LB
E 1	Viruta II	Federacion Espanola de Vela	I
E 2		Federacion Espanola de Vela	I
E 3	El Pupas	Federacion Espanola de Vela	I
E 4		Federacion Espanola de Vela	I
E 5		Federacion Espanola de Vela	I
E 6		Jose Luis Olano	D
E 7	Tau	Federacion Espanola de Vela	D
E 8	Basta	Federacion Espanola de Vela	D
E 9	Choling II	Guillermo Cryns	D
E 10	Flamenc II	Federacion Espanola de Vela	D
E 11	Ababeth	Federacion Espanola de Vela	D
E 12		Not issued	—
E 13		Not issued	—
E 14		Not issued	—
E 15		Not issued	—
E 16	Furtuna	S.A.R. Juan Carlos de Borbón	D

F – FRANCE

Total of Soling numbers: 110, Solings certificated: 68

LBs: D 14 – F 73 – K 1 – N 3 – Z 7, Not issued: 3, LBs unknown: 9

Address: Association Française de la Classe Soling
Mme N. Grobety
1, rue Descartes, 92 Asnières
France
National Officers
President Jean Jacques André
Treasurer M. Ducos
Secretary Mme N. Grobety

Sail No.	Name of Soling	Name of Owner	LB
F 1	Casimir	Philippe Maissin	N
F 2	Barten	Gérard Weil	N
F 3		de Coster	F
F 4	Banzai	M. Dufour	F
F 5	Padophi	A. Hurtebize	F

F 6	Petulia	Dr. Grizet	F
F 7	Hobby	Giraud	F
F 8	Sundowner	Pierre Sterckx	F
F 9		Pistre	F
F 10	Aigue Blu	Pierre Fabre	F
F 11	Ael V	J. C. Marx	F
F 12		Sold in Italy	D
F 13	Barbe Noire	G. Moizan	K
F 14	Flipper	R. Lambert	F
F 15	Ni Po Ni Mai	J. P. Hamelle	F
F 16	Mocoa	Masseline	N
F 17	Marsamu	J. Gaubert & M. Mollaret	Z
F 18	Banzai	Michel Dufour	F
F 19	Soltine	Jean Claude Tine	F
F 20		Pellas	Z
F 21	Vide Gousset	F. Joubert	F
F 22	Kalinicta	Nocholaïdis	F
F 23	Aquiloun	N. P. Boyer	F
F 24	Pillout	Olivier Bal	F
F 25		M. Bouscaren	Z
F 26	Porsche	Dravet	F
F 27		Dr. Cassanas	F
F 28		Peri	Z
F 29		Michel Dufour	F
F 30	Phidyle IV	Thierry Tuffier	F
F 31		Not issued	—
F 32	Neree	Club Naut. de la Marine	F
F 33		Mahé	F
F 34		de Vericourt	F
F 35	Elebore	J. Rourre & R. Lanteri & M. Bouisson	F
F 36	Barbe-Bleue	Chr. Brulé	F
F 37	Silex	J. C. Hachin	F
F 38	Sun Danser	Miss Darragon	F
F 39	Staphylocoque	Henri Royer	F
F 40		Dr. Karcher	F
F 41	Dephi III	Robert Caires	F
F 42	Tobago Cayes	Verneuil & O'Mahony	F
F 43	Foam	Yves Donatien	F
F 44	Airel II	J. Barral	F
F 45	Beleu	Club Naut. de la Marine	F
F 46	Neptune	Club Naut. de la Marine	F
F 47	Querelle	Jean Guilhot	F
F 48	La Grebe	Doiez	F
F 49	La Pergrelle	Ducos	F
F 50	Vagari	Doumecq	F
F 51	Chipie	Andrier	F
F 52	Maral	Danet & M. Rigaud	F
F 53	Pertusato	J. P. Baudot & J. Claude	F
F 54	Kamikaze	Yvon Connan	F
F 55		Francois Olmi	Z
F 56	Voltigeur	G. Davy & Dewavrin	F
F 57		H. Pennel	F
F 58	Blanc de Blanc	N. Heller	F
F 59	Dona Sol	Ozier Lafontaine	F
F 60	Tara	B. Troublé	F
F 61	Miss Rosy	Ozier Lafontaine	F
F 62		J. Paquin	F
F 63	Pen Questen	G. Gohic	F
F 64	Cornifloche	J. M. le Guillou	F
F 65		Le Bec	Z
F 66	Klipp	Parre	F
F 67	Chalk	Pierre Breteche	F
F 68		Louis Urvois	F
F 69	Beleu	Cordella	F
F 70	So Long	A. Brabec & R. Lesquel	F
F 71	So Long	J. P. Poujardieu	F
F 72	Spirat	E. Nadal & C. Marguery	F
F 73	Whitehorse	Destang & Duhau & Carayon	F
F 74		Pacific Yachting	F
F 75	Strit	Pierre Serinelli	D
F 76		Jacques Dantec	D
F 77		André Canet	F
F 78		J. P. Sparfel	F
F 79		André Hurtebize	D
F 80	Le Troisième Souffle	Jean Jacques Andre	D
F 81	Cherue Noire	Michaud Larivière	D
F 82		F. Gourlay	F

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
F 83		F. Godest	—	G 39	Sovereign	Rainer Schnell	Z
F 84		Guy Chalono	—	G 40	Wannsee	Hubert Combé	K
F 85		Camboulive	—	G 41		Reinicke Werft	K
F 86		Doutone	—	G 42	Andrea	H. Schneider	K
F 87		Marc Chalono	—	G 43	Quetzalcoatl	Max Erhard	K
F 88		Anne Volny	—	G 44	Golde	Lothar Kaspar	K
F 89		Asselin de Beauville	—	G 45	Pussy	Dr. O. Jacob	K
F 90		Prunier	—	G 46	Muck	Hans G. Link	K
F 91		Madeline	F	G 47		Peter Schäfer	K
F 92		Viant	F	G 48	NN	Reinicke Werft	K
F 93		Je Jolivet	F	G 49		Not issued	—
F 94	Erwan	J. M. le Guillou	D	G 50		Kieler Universität	K
F 95		Pacific Yachting	F	G 51		Herbert Damm	—
F 96		Pacific Yachting	F	G 52	Cherie	Kurt Gillwald	D
F 97	Galaxie	H. Samuel	F	G 53		R. Goll	D
F 98		Not issued	—	G 54	Cap Hatteras	Erich Meyer	—
F 99	Kalimera	Nicolaidis	D	G 55	On	Joachim Pichler	K
F 100		J. Mahé	D	G 56	Windhund	Alfred Gründ	K
F 101	Ormen Lange	B. & V. Cheret	D	G 57		Hartmut Rädisch	—
F 102	Watam	L. B. Balaye	F	G 58	Solist	Horst Eckert	Z
F 103	Christannaude	Marcel Foulon	Z	G 59	Sylvia	Klaus Zeys	Z
F 104		Not issued	—	G 60	Pitter Manell	Werner Wilke	Z
F 105		R. Destang	F	G 61	Sünnschier	Rudolf Harmstorf	K n
F 106		Baudinet	F	G 62		Ludwig Fiderer	K
F 107		Bonacorsi	D	G 63		Carl-Heinz Müller	K
F 108	La Pegrille	Michel Ducos	D	G 64		Rasmus Grünhagen	—
F 109	Borsalino	F. Lefebvre	D	G 65	Dorle II	Heinz Rautenberg	D
F 110		T. de la Villehuchet	D	G 66	Vineta	Hamburger Segel Club	D
G – GERMANY WEST				G 67	Crevette	Klaus Jürgen Lindstedt	D
Total of Soling numbers: 128, Solings certificated: 62				G 68	Iberis II	Rüdiger Henschker	D
LBs: D 50, F 6 – G 17 – H 1 – I 1 – K 19 – N 10 – Z 6. Not issued: 3				G 69	Mops	G. Wohlbe	D
LBs unknown for 14				G 70	Cutty Sark	Karsten Lund	N
Address: German Soling Association				F 71	Comet	Herbert Aichem	Z
(Deutsche Soling Klassenvereinigung)				G 72	Ulla	Hans Heitmann	D
Mr. Dietrich Howaldt (Chairman)				G 73		Dieter Walther	D
1 Berlin 33				G 74		Niels Wolter	Z
Am Erlenbusch 14				G 75	Cobra II	Anton Pflieggar	D
West Germany				G 76	Mäuseken	Günter Sick	—
				G 77	Dotter II	Bernd Müller	K
Sail No.	Name of Soling	Name of Owner	LB	G 78	Pantoffel X	Dieter Rümeli	D
G 1	Dory	Rudolf Fleck	N	G 79	Kycon	A. Vicon	D
G 2	Fairy Tale	Jörg Steglich	N	G 80	Clambambes	P. Adolf & D. Laubmann	D
G 3	Omega	Heinz Ölmeier	N	G 81	NN	Hagelstein Werft	G
G 4	Vineta	Hamburger Segel Verein	N	G 82		Gernot Persiehl	F
G 5	Sagitta Nigra	Josef Heun	K	G 83	NN	Hagelstein Werft	G
G 6	Argo V	Gerd Howar	D	G 84	Petrea	P. Hildebrandt	D
G 7	Chica	Dieter Mooier	N	G 85	Jokuho	Joachim Gädke	D
G 8	Humba	Stephan Polonyl	N	G 86		Schnell	—
G 9	Barracuda	Fritz Henschel	F	G 87	Quetzalcoatl	Herbert Reich	D
G 10		Nordd. Regatta Verein	F	G 88	Olper Diep	Ernst Schneider	D
G 11	Daisy	Hans Krazik	G	G 89		Harald Bornmann	D
G 12		Helmar Woppmann	G	G 90		Werner Stahl	Z
G 13	SYLVia	Gerhard Krüger	F	G 91	Hoppe Quax	Joachim Schulz-Heik	D
G 14		Reinicke Werft	N	G 92	Dalli-Dalli	Helmut Meyer	D
G 15	Speedy Gonzales	L. & S. Hornsteiner	G	G 93	Perfidea	Werner Wilke	D
G 16	Mink	Günter Klarholz	N	G 94		Wittmer & Diekmann	F
G 17	Fenn	Heiko Warczak	G	G 95		Heine Schneider	D
G 18	M.G.L.	Dieter Gerhards	D	G 96	Hai	Ernst Reinhold	D
G 19	Rabatz VI	Knuth Schnittger	G	G 97		Walter Fuchs	D
G 20	Lorbas	Walter Engels	G	G 98	Gaga	Peter Twelkmeyer	D
G 21	Lork	F. Lürssen	G	G 99	Dadadamara	Berndt Rahmacher	D
G 22	Frankenstein	Michael Opitz	G	G 100	Teufelchen IV	Walter Engelhardt	G
G 23		Sold into U.S.A.	—	G 101	Golde	Norbert Wagner	D
G 24	Pantoffel	Schlittenbauer	K	G 102		Georg Arndt	D
G 25		Udo Felderhoff	H	G 103	Wannsee	VSaW & Götz Trénel	D
G 26	Ambition	Gerd Henninghausen	G	G 104	Bijou	Hans Fassbänder	D
G 27		Heinz Prüntker	—	G 105	Binsenschnuffler	Karl Haist	D
G 28	Mistral	Eckardt Kobarg	F	G 106		Ristow	D
G 29	Binsenschnuffler	Max Schotter	Z	G 107	Indy	Reinhard Schulz	D
G 30	Olper Tiet	Horst Pflugstert	K	G 108		Henry Gaida	Z
G 31	Condor II	Franz Sill	G	G 109		Stettiner Yacht Club	D
G 32		H. Krebs	—	G 110	Gretl'	Hans Pospiech	G
G 33	Greif	Stettiner Y.C.	D	G 111	Christina	Günther Thiersmann	G
G 34	Neck	Hermann Engelhardt	D	G 112	Mauzi	Max Koch	D
G 35	Jokuho	Klaus Goor	G	G 113	ein-tonner	Willy Nolting	D
G 36		Anton Görke	N	G 114		Martin Brunn	D
G 37	Ghost	Gert Sezik	K	G 115		H. C. Müller	D
G 38	Kycen	Condemned 1972	G	G 116	Scampex	Achim Kadelbach	D

Sail Numbers in bold types indicate Solings certificated



👑 *The fastest sail comes from* 👑
ELVSTRØM

12 VED KLÄDEBO · DK-2970 HÖRSHOLM · DENMARK · TEL.01-86 75 75

ALSO · SYDNEY · AUSTRALIA · TORONTO · CANADA · CANNES · FRANCE · DURBAN · SOUTH AFRICA

ELVSTRØM SAILS
in The lead at:

USSA Midwinter Championship
MIAMI (First prize).

SKI-YACHTING, Cannes
FRANCE,
(FIRST and SECOND).

GENOA WEEK, ITALY
(FIRST and SECOND).

SPRING CUP, Skovshoved
Denmark
(FIRST-SECOND-THIRD).

Sail No.	Name of Soling	Name of Owner	LB
G 117		Niels Wolter	D
G 118		Klaus Schäfers	D
G 119	Mops IV	Klaus Petersen-Mahrt	D
G 120		G. Thoben	D
G 121	Via	Eckard Stegenwallner	D
G 122		Lothar Kasper	D
G 123		Deutscher Segler Verband	D
G 124		Deutscher Segler Verband	D
G 125		Int. Yacht Vertrieb Ristow	D
G 126		Klaus Unruh	D
G 128	Panphan	Dietrich Howaldt	I

GO – GERMANY EAST

Total of Soling numbers: 6, Solings certificated: 1
LBs: D 2

Address: Bund Deutscher Segler der Demokratischen Republik, 1
1055 Berlin/D.D.R., Storkower Strasse 118,
Deutsche Demokratische Republik.

Sail No.	Name of Soling	Name of Owner	LB
GO 1		Forschungs- und Entwicklungsstelle für Sportgeräte	D
GO 2		Not issued	—
GO 3		Not issued	—
GO 4		Not issued	—
GO 5		Not issued	—
GO 6		SC Berlin-Grünau	D

GR – GREECE

Total of Soling numbers: 23, Solings certificated: 16
LBs: D 11 – F 2 – K 7 – N 3.

Address: Hellenic Soling Association
Mr. George S. Andreadis
11 Odos Sofocleous
Athens 122
Greece
National Officers:
President S. Vraylas
Vice president A. Flokas
Secretary and Treasurer G. S. Andreadis

Sail No.	Name of Soling	Name of Owner	LB
GR 1	Alexis III	Sold in Australia	D
GR 2	Levandes	Piraeus Sailing Club	N
GR 3	Aquarius	Piraeus Sailing Club	N
GR 4	Apiliotis	Piraeus Sailing Club	N
GR 5		Nautical Club Old Phaleron	K
GR 6	Orion	George Andreadis	K
GR 7	Skiron	Hellenic Navy	F
GR 8	Okeanis	George Andreadis	D
GR 9	Zefiros	Hellenic Navy	F
GR 10	Aivos	R.H.Y.A.	K
GR 11	Voras	R.H.Y.A.	K
GR 12	Skiron	R.H.Y.A.	K
GR 13	Zefiros	R.H.Y.A.	K
GR 14	Lips	R.H.Y.A.	K
GR 15	Triaina	John Goulandris	D
GR 16		R.H.Y.A.	D
GR 17		R.H.Y.A.	D
GR 18	Okeanis	George Andreadis	D
GR 19		Nautical Club of Salonice	D
GR 20		Piraeus Sailing Club	D
GR 21		R.H.Y.A.	D
GR 22	A. Benakis 2	R.H.Y.A.	D
GR 23	Alexia	H.M. the King of Hellenes	D

H – HOLLAND

Total of Soling numbers: 12, Solings certificated: 9
LBs: D 4 – H 4 – N 3 – Z 1.

Address: Soling Club Nederland
v. Wassenaeheuveel 82
Oosterbeek
Holland

National Officers
Chairman G. A. Bakker
Secretary: E. Hoefnagels

Sail No.	Name of Soling	Name of Owner	LB
H 1		Sold into W. Germany	N
H 2		Sold in Holland	N

Sail No.	Name of Soling	Name of Owner	LB
H 3	Cadans	G.A. Bakker	D
H 4	Rorik	H. Brouwer	N
H 5	Duys ter Ghast	J. D. Schooneveldt	H
H 6	Mermeet	H.J.E. Böchen	H
H 7	Trojka	W.H. Maarse	H
H 8	Rising Hope	A. v. Wijk	Z
H 9	Glissade	W.C. Niemoeller	H
H 10	Brave Hendrik V	H.C. Blok	D
H 11	Sea Pearl	C. Rozendaal	D
H 12	Vasama	E. Hoefnagels	D

IR – EIRE

Total of Soling numbers: 3, Solings certificated: 0
LBs: Not issued: 3

Address: Irish Yachting Association
Miss Ursula Macuire (Secretary)
2 Roby Place, Crofton Road
Dun Laoghaire, Co Dublin
Ireland

Sail No.	Name of Soling	Name of Owner	LB
IR 1			
IR 2			
IR 3			

I – ITALY

Total of Soling numbers: 129, Solings certificated: 112
LBs: D 35 – F 2 – I 56 – IA 19 – K 1 – N 3 – Z 7.
LBs: Not issued: 6

Address: Italian Soling Association
(Associazione Italiana "Soling")
Via Cesare Rossi 4/3
Genova
Italy
National Officers:
Carlo Rolandi, Neapel (Southern Italy)
G. B. Capri-Cruciani, Roma (Central Italy)
Sergio Orlandi, Varese (Italian Lakes and Upper Adriatic)
Scaramucci Pietro, Genoa (Liguria and Tuscany)
Secretary: Mario Gallini, Genoa

Sail No.	Name of Soling	Name of Owner	LB
I 1	Kali	Odorisio Pietro	I
I 2	Lupa V	Taddei Carlo	I
I 3	Schiaffo XI	Bovolenta Oscar	I
I 4	Surriento	C. Costatino	I
I 5	Liaia III	Filippini G. & Mainetti G.	I
I 6	Serena	S. diLapigio Fabrizio	N
I 7	Alvin	C. Alfonso & B. Enzo	I
I 8	Cia III	Da Prá Giorgio	I
I 9	Alalunga	Fasoli Luigi	I
I 10	Mizar	Castiglioni Davide	I
I 11	Susy I	C. G. Pietro	I
I 12	Valpadana	C. G. Cesare & Colombo Cesare	I
I 13	Liana	Liana Lori Bonera	I
I 14	Pico	Novaro Cellino	Z
I 15	Ceol Mara II	M. G. Ajmone	F
I 16	Donatella III	G. Livio & D. Case S.	F
I 17	Onda	M. Gabriele	N
I 18	Harpo	Boffi Ettore	K
I 19	Gai-Dee	C. Andrea	N
I 20	Sirio	Orlandi Alessandro	I
I 21	Morbin	Sport Velico Marina Militare	I
I 22	Averla	Sport Velico Marina Militare	I
I 23	Riverbelle	Ferradini Franco	I
I 24	No	Carli Renzo	I
I 25	Nostromo	G. Giancarlo	I
I 26	Arys II	Lamberti Giuseppe	I
I 27	Magifra	Carraro Franco	I
I 28	Bagheera	Boschetti Giancarlo	I
I 29	Folaga	Gradnik Roberto	I
I 30	Cicca II	Gollini Stefano	Z
I 31	Finco	Sport Velico Marina Militare	Z
I 32	Contenero	Monetti G. & Alvisi P.	I
I 33	Sluck	Martellotta Vincenzo	I
I 34	Santa Rita	Tomani Mario	I
I 35	Gabbiano	Del Pezzo Rocco	I
I 36	Ciccio	Bertesa Donatello	I
I 37	Ghibli	Bonazzi Vincenzo	I
I 38	Samakimbili	Recchi Enrico	I

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB
K 23	Overdraft	J Hansford	K
K 24	Soliloquy	R N S A Clyde HMS Neptune	K
K 25	Solander	G J Fletcher	K
K 26	So Long	R B Young	K
K 27		G E N Vernon	K
K 28		Miss R. Whitaker	K
K 29		D. J. Taylor	K
K 30	Sjø Støvler	T. G. Wade	K
K 31	Orbit	Wm. Sutherland	K
K 32	Tamarak	E. G. Hudson	K
K 33	Stickleback	M. J. Wheatley	K
K 34	Uproar	E. D. Simonds	K
K 35	Scare	P. W. Cooke	K
K 36		John Tyler	K
K 37		John Tyler	K
K 38	Yeoman	R. Lean Vercoe	K
K 39	Soleil	J. Lee	F
K 40	Sophie	Miss R. Barge	K
K 41	Mockingbird II	M. W. Buckley	K
K 42	Frodo	A. L. Wolfe	K
K 43	Hare	T. Allen	K
K 44	Dry Fly	V. Stratton	K
K 45		Col. Nicolson	K
K 46	Streaky	H. A. Higham	K
K 47	Elusive	C. Wallace	K
K 48	Solsice	T. D. M. Hart	K
K 49	Searcher I	P. Knowles Fibreglass Ltd.	K
K 50	Searcher II	P. Knowles Fibreglass Ltd.	K
K 51	Hussoling	M. J. Curry	K
K 52	Insolent	A. B. B. Canning	K
K 53	Rooster	G. H. Laimbeer	K
K 54	Naima	D. E. Foster	K
K 55	Metaphor	R. Mackay	K
K 56	Solace	F. Newton	K
K 57	Rum Runner	J. Allen	K
K 58	Solemar	F. M. Kernball	K
K 59	Fly Fred	G. J. Fairmall	K
K 60	Gusto	J. D. Tattersall	K
K 61	Sting	Mrs. R. Allen	K
K 62	Breakaway	J. Miller	K
K 63	Ouzo	P. Jennings	K
K 64	Storm	S. Glithero	K
K 65		J. P. Crossley	K
K 66		Royal Windermere Yacht Club	K
K 67		Royal Windermere Yacht Club	K
K 68		Royal Windermere Yacht Club	K
K 69		Royal Windermere Yacht Club	K
K 70	Trykk	J. N. Cunningham	K
K 71	Nimrod	A. Stone	K
K 72	Trufflehunter	R. M. Hazeltine	K
K 73	Slo Gin	G. N. Lewis	K
K 74	Whire Bait	R. L. Warner	K
K 75	Polly	J. D. Hume	D
K 76	Stickleback II	W. Dawson	K
K 77	Tyla Tiga	C. C. Hobday	K
K 78		H. A. Kornelson	K
K 79	Scarlett	P. H. Chirholm	K
K 80	Mrs. Frequently	J. W. Hackman	K
K 81	Albona	A. D. Hindley	K
K 82	Clare	P. A. Wilkins	K
K 83		Sold in Ireland (N. Watson)	K
K 84		G. J. Fletcher	K
K 85	Chameleon	Robin Judah	D
K 86		L. Gee	K
K 87	Solitaire	J. C. B. Bennett	K
K 88		Sold in France	F
K 89	Emma	G. S. Bourne	K
K 90		Not issued	-
K 91	Athene	S. I. Simpson	K
K 92	Searcher III	Fibreglass Ltd.	K
K 93	Surprise	J. Fewster	D
K 94	Bullet	J. W. R. Watson	K
K 95	Aquabear	Sold to Australia	D
K 96	Supero	D. Thomas	D
K 97	Avalanche	T. Wade	D
K 98	Frequently Knot	J. Hackman	D
K 99	Pandemonium	E. D. Simonds	K
K 100		Not registered	-
K 101	Alphida	Miss Gwen Cairnie	?

Scottish International Solings

Chairman: Kenneth B. Miller
Hon. Sec: Timothy J. Henderson

The following of the above mentioned Solings are affiliated with the Scottish International Soling:
K 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 19, 24, 26, 31, 32, 40, 48, 55, 75, 91, 94 and 101, all told 22 Solings

KA – AUSTRALIA

Total of Soling numbers: 118, Solings certificated: 90
LBs: D 5 – F 1 – K 1 – KA 107. Not issued: 4

Address: Australian International Soling Association
Mr. A. Parker
P.O. Box 49 Regents Park
N.S.W. 2143
Australia

National Officers

National President: David Bebb
N.S.W.: Bob Terrett
Victorian: Peter Bryan
Western Australia: Mick Michael
National Secretary: Tony Parker

Sail No.	Name of Soling	Name of Owner	LB
KA 1	Flicka	J. H. Linacrae	KA
KA 2	Mirage	F. A. Phillips	KA
KA 3	Piranha	H. Sutton	KA
KA 4	Solitaire	H. Spencer	KA
KA 5	Skye	R. S. B. Hudson	KA
KA 6		Not issued	-
KA 7	Sonja	G. Lambie	KA
KA 8	Serendipity	J. Simonds	KA
KA 9	Solong	F. I. Ford	KA
KA 10	Carol A	L. Cooke	KA
KA 11	Peter Grimes	Barry E. Stephenson	KA
KA 12	Leander VII	R. R. Franklin	KA
KA 13	Julin	S. Spicer	KA
KA 14	Solrenning	J. M. McDonald	KA
KA 15	Buster	K. W. Payne	KA
KA 16	Jeata	J. Lidbury	KA
KA 17	Southern Cross	R. J. Tucker	KA
KA 18	Ffiona	P. Brownbill	KA
KA 19	Solano	A. Osborne	KA
KA 20	Solander	R. E. Powell	KA
KA 21	Aeolian V	J. Bagshaw	KA
KA 22	Solstice	G. S. Jones	KA
KA 23	Soliloquy	G. Peacock	KA
KA 24	Cobbler	A. Gregory	KA
KA 25		Not issued	-
KA 26	Charisma	L. Moore	KA
KA 27	Trio	K. Winterbottom	KA
KA 28	Solstraale	J. E. Sheehan	KA
KA 29	Fling	G. Walton	KA
KA 30	Thetis	P. R. Anderson	KA
KA 31	Yaraandoo	R. Case	KA
KA 32	Avanti	J. Mitchell	KA
KA 33	Karalee	R. & J. Ewen	KA
KA 34	Cynara III	J. Stuart-Duff	KA
KA 35	Anouk	A. J. Lucas	KA
KA 36	Kirsten	S. P. Sjoquist	KA
KA 37	Meltemi	P. R. Malone	KA
KA 38	Yandoo	J. Winning	KA
KA 39	Brolga	M. Anderson	KA
KA 40	Swift	R. D. Bebb	KA
KA 41	Eltanin	L. V. Hawkins & B. Mortlock	KA
KA 42	Rob Roy	M. T. Gregory	KA
KA 43	Mistress Kate II	H. House	KA
KA 44	Silver Mist	J. Morris	KA
KA 45	Skye Mist II	Bruce Thomas	KA
KA 46	Boomerang	W. R. Solomons	KA
KA 47	Tara	T. Savage	KA
KA 48	Yeromais	Elisabeth Drummond	KA
KA 49	Tiffany	D. M. Jones	KA
KA 50	Anyia	G. T. Palmer	KA
KA 51	Gunhilde	B. Scott	KA
KA 52	Nereus	R. A. Black	KA
KA 53	Stormy	Charles Curran	KA
KA 54	Kona	D. R. Taylor	KA

Sail Numbers in bold types indicate Solings certificated

BOATS WITH "STING" HAVE NAMES WITH "...LING"!

SOLING

KIEL
1972



MONTREAL
1976

Now being built in Norway by Soling's designer, Jan Herman Linge.

These Solings are of top quality and amongst them can be mentioned "Fram", winner of Kie-lerwoche 1972 and "Norling", which has done so well in U.S.A.

YNGLING

- 21 FT JUNIOR RACING BOAT -

Yngling is a smaller three-man keelboat which has achieved great popularity, and over 600 boats have been built at Borge Bringsværd's Yard in Norway. It was a great satisfaction both for the designer and for the yard that Yngling received The Norwegian Design Award.

The Yngling is also built on license in U.S.A. and Australia and an international class organization has been formed.



BRISLING

- 28 FT SENIOR RACING BOAT -

Two new one-design-boats from Linge/Bringsværd based on the same hull:

Brisling is a thorough-bred modern racing keel boat. A true "sit in boat" for the yachtsman, who prefers to use tactics rather than acrobatics. A well proportioned hull with clean lines, high freeboard ample beam, deep short fin keel and balanced separate rudder. Modern rigging with all trimming facilities. Self tacker jib and well proportioned moderate size spinnaker.

Smiling has the same speedy hull, but has a raised flush deck and selfbailing cockpit, and a cruising accomodation with four-berth-layout including toiletroom, hanging locker and galley.

SMILING

- 28 FT CRUISING/RACING BOAT -



LINGE-YACHTS A/S

Stortingsgt. 14 v, Oslo 1
Tlf. 02 41 19 27 - 41 50 31

BORGE BRINGSVÆRD'S VERFT A/S

1441 Drøbak
Tlf. 02 93 00 71

Sail No.	Name of Soling	Name of Owner	LB
KA 55	Bumblebee	J. D. Kahlebetzer	KA
KA 56	Aquarius	D. C. Brockhoff II	KA
KA 57		Not issued	-
KA 58	Viking	R. King	KA
KA 59	Zero	E. G. Bowen	KA
KA 60	Redhot	Alex A. Dunn	KA
KA 61	Sirocco II	Z. Stollznow	KA
KA 62	Aquavit	N. Kennard	KA
KA 63	Skirling	R. Scott	KA
KA 64	Nulka	D. Knapp	KA
KA 65	Aquillo	M. A. Michael	KA
KA 66	Roulette	J. Annand	KA
KA 67	Claire De Lune	E. J. Whitaker	KA
KA 68	Jill III	K. Halck	KA
KA 69		Not issued	-
KA 70	Bennelong	E. Morton	KA
KA 71	Kobbe	R. W. Gould	KA
KA 72	Freezing Hot VII	W. K. Kopsen	KA
KA 73	Seventy-Three	R. R. Dickson	KA
KA 74	Oranui	C. Hertz	KA
KA 75	Archival	B. Bovill	KA
KA 76	Gitana	W. Watson	KA
KA 77	Alexia	Sold Overseas	D
KA 78	Mary Ellen	A. D. Miledge	KA
KA 79	Vanora	F. E. S. Carnachan	K
KA 80	Achieve	M. Box	KA
KA 81	Athene	M. I. Cumming	KA
KA 82	Vogel	A. J. Balks	KA
KA 83	Telopea	L. Nordstrom	KA
KA 84	Good Intent	A. H. Meldrum	KA
KA 85	Sabra	N. A. Wilson	KA
KA 86	Sigrid	J. Brettingham-Moore	KA
KA 87	Pooh Bear	J. McDonald	KA
KA 88	Robin III	J. Joseph Casey	KA
KA 89	Siskabab	R. Grey	F
KA 90	Leo	John McL Taylor	KA
KA 91	Omega	J. A. Parker	KA
KA 92	Lorelei	E. Gamble	KA
KA 93	Patrice II	R. McDonald	KA
KA 94	Saga III	M. R. Wood	KA
KA 95	Taworri	N. Robins	KA
KA 96	Tooloomba	G. L. Bennett	KA
KA 97	Loke	F. D. Linacre	KA
KA 98	Trident	J. Backwell & Gardiner & Pizer	KA
KA 99	Terror	R. Terrett	KA
KA 100	Fine Wine	C. J. Hutton	KA
KA 101	Chance	J. W. Rice	KA
KA 102	Syntax	R. Phillips	KA
KA 103	Carol Ann	W. J. Hollis	KA
KA 104	Polaris	I. Brackenridge	KA
KA 105	Black Hat	Harry Pickett	KA
KA 106	Scarlet Pimpernel	I. Jack	KA
KA 107	Anity	A. Spring	KA
KA 108	Revenge	A. J. Dunn	KA
KA 109	Silver Mist II	L. Allsop	D
KA 110	Nefertari	P. Ralph	KA
KA 111	Yaki Da	D. J. Mejk	KA
KA 112	Papillon	M. Ahern	KA
KA 113	Vitesse	L. R. Conell	KA
KA 114	Eve	P. K. Bryan	D
KA 115	Query	C. S. Rylie	D
KA 116	Atalanta	S. Lodge	KA
KA 117	Battle Axe VI	W. K. Kopsen	KA
KA 118	Alexia	K. Berkeley	D

KB - BERMUDA

Total of Soling numbers: 21, Solings certificated: 18
 LBs: K 15 - KC 4 - N 1 - Not issued: 1
 Address: Bermuda International Soling Association
 Post Office Box 1171
 Hamilton
 Bermuda
 National Officers
 President E. Kirkland Cooper
 Secretary Richard D. Butterfield

Sail No.	Name of Soling	Name of Owner	LB
KB 1	Yup Too	R. Mucklow	N
KB 2	Aloma	T. F. Cooper	K
KB 3	Winmil	D. Miller & N. Lewin	K
KB 4	Bimbo	C. Tinson	K
KB 5	Coquette II	N. B. Dill	K
KB 6	Elusive	B. O'Neill	K
KB 7	Alphida II	N. Troot (Ex K 12)	K
KB 8	War Baby IV	Warren Brown	K
KB 9	Dawntreader	R. D. Butterfield	K
KB 10	Meteor	N. Maconochie	K
KB 11	Tiger	D. Backeberg & D. Summers	K
KB 12	Obsession	Karl von Bieren	K
KB 13		Not issued	-
KB 14	Bin Gon	Sold in Canada 1971	K
KB 15	Zodiac	M. D. Miller	K
KB 16		Sold in Canada 1971	K
KB 17	Chuckleberry	C. Berry	KC
KB 18	Gladiator	Sold in US 1972	K
KB 19	Chinese Gybe	J. C. Leseur	KC
KB 20	Alphida III	E. K. Cooper	KC
KB 21	Superstar	R. C. Cooper	KC

KC - CANADA

Total of Soling numbers: 113, Solings certificated: 79
 LBs: D 2 - KC 107 - Not issued: 4

Address: Canadian International Soling Association
 Mrs. Rhoda Rosen
 12 Sandfield Road
 Willowdale, Ontario
 Canada

National Officers

President C. H. Steinbach
 Treasurer D. J. Harris
 Secretary Mrs. Rhoda Rosen

Sail No.	Name of Soling	Name of Owner	LB
KC 1	ODDS'N	W. Abbott	KC
KC 2		in stock - Abbott's	KC
KC 3		David R. Smith	KC
KC 4		Paul C. Birnie	KC
KC 5		US Registry	KC
KC 6	Quest	G. A. Guptill	KC
KC 7		in stock - Abbott's	KC
KC 8		Harry Jones	KC
KC 9		Frank W. Callaghan	KC
KC 10		M. A. Taylor	KC
KC 11	Iles Of Bute	E. Orr	KC
KC 12	Dolly	D. L. Roy	KC
KC 13	Karetia	Edmark & Broks & Kravis	KC
KC 14	Typhoon	C. Baldwin	KC
KC 15		P. Evans	KC
KC 16	Cock Of The North	D. J. Morrison	KC
KC 17	Coranna	K. V. Gow	KC
KC 18	Chesga	John Vines	KC
KC 19		W. Spencer	KC
KC 20	Whistler	D. Booher	KC
KC 21		J. Essery	KC
KC 22	Harpoon	Douglas Currie	KC
KC 23	Ceol Na Mara	A. Y. McLean & R. Gilkie	KC
KC 24	Pied Piper	Robert Palmberg	KC
KC 25	Panacea	John Morch	KC
KC 26	Windhooker	C. H. Steinbach	KC
KC 27	Menis	John Munro	KC
KC 28		F. Ashworth	KC
KC 29		M. Simmonds	KC
KC 30		K. MacCulloch	KC
KC 31	Maverick	Bruce Addison	KC
KC 32	Solong	Miles Kingan	KC
KC 33		Jack Balmer	KC
KC 34	Chicanery	W. G. Burgess & A. Harrison	KC
KC 35	Roadrunner	Dave Miller	KC
KC 36		R. Rathbun	KC
KC 37		C. W. Jones	KC
KC 38	Force Eleven	Ivan Lavine	KC
KC 39	Ides et March	Jerome Conway	KC
KC 40	Bugaboo	H. Robins	KC
KC 41	Joss	A. Woolnough	KC
KC 42		D. L. Wilson	KC
KC 43		G. Lokash	KC

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB
KC 44		V. Warren Solomon	KC
KC 45	Alegrias	Fr. Brodie	KC
KC 46		sold in U.S.A. (Ed. Henry)	KC
KC 47	Longbow	Peter J. Barber	KC
KC 48		sold in U.S.A.	KC
KC 49	Leprechon	F. M. Murphy	KC
KC 50	Soul	Mrs. Syd Rosen (Rhoda)	KC
KC 51	Andiamo	John Purdy & Yuill & Thompson	KC
KC 52	Trickson VII	N. W. Gooderham	KC
KC 53		Peter Cochrane	KC
KC 54		C. Skillen	KC
KC 55	Adroit	Roger Wilson & Cheney	KC
KC 56		J. R. Massey	KC
KC 57	Chance	Wm. Dickson & C. Maurice	KC
KC 58		C. G. Hickman	KC
KC 59		N. Fawcett	KC
KC 60	Grayling	Jamie Dickson	KC
KC 61	Indecision	David V. Harris	KC
KC 62		Guy	KC
KC 63	Rainbow	R. G. Brodie	KC
KC 64		John Tinker	KC
KC 65		R. Herzig	KC
KC 66		sold in Bermuda	KC
KC 67		John L. Holmes	KC
KC 68	Agnete	E. Poulson	KC
KC 69		John Bates	KC
KC 70	Lady Meg	J. E. Balmer	KC
KC 71	Solan	Ronald V. Maitland	KC
KC 72	HiJacker	Gerald Doris	KC
KC 73	Gray Ghost	V. P. Mellon	KC
KC 74	Skye	Mc Lorie	KC
KC 75		Don Barnes	KC
KC 76		James Gardner	KC
KC 77	Sine	H. L. Walker	D
KC 78	Blandine	Wally Walsh	KC
KC 79	Papillon	M. Letourneau	KC
KC 80		James Hevey	KC
KC 81		C. E. Van Winckel, jr.	KC
KC 82		Not issued	-
KC 83	Jinn	F. H. Wells	KC
KC 84	Duck Soup	Dakin	KC
KC 85	Pisky	D. Nancarrow	KC
KC 86		Derek Crain	KC
KC 87		Donald Barnes	KC
KC 88	Elle Va	Paul Reeves	KC
KC 89		David Etlin	KC
KC 90		Andy & Meray Horwath	KC
KC 91	White Gold	Harry Roman	KC
KC 92	Esprit	Paul G. Vien	KC
KC 93	Vamp III	L. H. B. Hatherell	KC
KC 94		Gunter Busse	KC
KC 95		John Norton	KC
KC 96	Justus III	Tim Nelson	KC
KC 97	Terrestrial New World Cuckoo Two	Dave Miller	KC
KC 98	Spook	Ken Giles & Peter Nyga	KC
KC 99		Harry Jones	KC
KC 100	Bits'n Pieces	Abbott Boats	KC
KC 101	One O-One	J. Snell	KC
KC 102		G. R. Letourneau	KC
KC 103	Shadow	John Smart	KC
KC 104		Peter Mosher	KC
KC 105		D. L. Wilson	KC
KC 106	Quax	O.B. Wahl & Axel Letzin	KC
KC 107		L'Ecole De Voile Du Club	KC
KC 108		De Yacht De Quebec Inc.	KC
KC 109			
KC 110		Not issued	-
KC 111		Not issued	-
KC 112		Not issued	-
KC 113	Emigrant	Hans Fogh	D

Associate Members.
Peter Christensen,
Zig DeGaloscy,
Wayne Lash,
Dang Nelson

KJ - JAMAICA

Total of Soling numbers: 3. Solings certificated: 0
LBs: N 3

Address: Jamaica Yachting Association
Mr. J. A. Blackwood
Springfield on Sea
Kingston 2
Jamaica - West Indies

Sail No.	Name of Soling	Name of Owner	LB
KJ 1		Ray Muchlow	N
KJ 2		G. Ward Young	N
KJ 3		S. J. Burton	N

KR - RHODESIA

Total of Soling numbers: 1, Solings certificated: 1
LBs: D 1

Address: Yachting Association of Rhodesia
P. O. Box 8523 Causeway
Rhodesia

Sail No.	Name of Soling	Name of Owner	LB
KR 1	Skungwa	W. A. Burdett Coutts	D

KZ - NEW ZEALAND

Total of Soling numbers: 9, Solings certificated: 9
LBs: KA 1 - KZ 8

Address: New Zealand Soling Association
Mr. Jack Scholes
P. O. Box 3707
New Zealand

Sail No.	Name of Soling	Name of Owner	LB
KZ 1	Solveig	L. Gillingham	KA
KZ 2	Solitaire	Hugh Poole	KZ
KZ 3	Donnybrook	D. Colebrook	KZ
KZ 4	Snark II	I. Gibbs	KZ
KZ 5	Solway Steamer	A. Ballintine	KZ
KZ 6	Vibrant	W. Moyes	KZ
KZ 7	Zeus	J. E. Scholes	KZ
KZ 8	Joojum	I. Gibbs	KZ
KZ 9		Not issued	KZ

L - FINLAND

Total of Soling numbers: 30, Solings certificated: 23
LBs: D 9 - K 1 - L 13 - N 2. Not issued: 5

Address: Finnish Soling Association
Mr. Leif Haglund (Chairman)
Sörnäs Strandväg 5 A 20
00530 Helsingfors 53
Finland

Sail No.	Name of Soling	Name of Owner	LB
L 1	Anitra	Björn Sandelin	N
L 2		Sold in Sweden	L
L 3		Seppo Oksanen	N
L 4	Syling	Arne Blässar	L
L 5	Carmen	Sold into Denmark	D
L 6	Zorbas	V. P. Marttinen	L
L 7	Ar-Lii	W. Neovius & L. Svahn	L
L 8	Nina	Pauli Riihã	L
L 9		Not issued	-
L 10	Red Booster	T. & C. Gahmberg	L
L 11	Stress	Johan Carpelan	L
L 12		Not issued	-
L 13	Juanita	Kari Holma	L
L 14	Mattiwatti	Yrjö Wiherheimo	L
L 15	Twill IV	K. Reinecke & K. Wrede	L
L 16	Lokka	Mikko Tuominen	D
L 17	Me	Kari Hukkataival	D
L 18	Selma Sofie	Hans Groop	D
L 19		Not issued	-
L 20	Bahia	Sold into Denmark	D
L 21	Sol-Ingã	Ulf Kyntzell	K
L 22	Ariana IV	Leif & Stig Haglund	L
L 23	Stress	Antti Jalava	L
L 24	Ca-Ro VIII	Robert Jansson	D
L 25	Bahia	Herman Thelen	D

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
L 26		Kari Holma	D	N 27	Eiskling		N
L 27		Sam Hartikainen	L	N 28	Spem III	L. M. Hesselberg	N
L 28		Not issued	-	N 29	Askeladden IV	Gun. Pettersen	N
L 29		Not issued	-	N 30	Finness	Erik Flinder	N
L 30		Kurt Nyman	D	N 31		A. Finn Hansen	N
M - HUNGARIA				N 32	Amigo II	Gerh. Runshaug	N
Total of Soling numbers: 2, Solings certificated: 0				N 33	Era II	Erling S. Lorentzen	N
LBs: M 2				N 34	Mosquito VIII	Peder Anker	N
Address: Hungarian Yachting Association				N 35	Maraya	Helge Myrvold	N
Rosenberg, H. Utca 1				N 36	Balder	Frederik Horn	N
Budapest V				N 37	Albertine III	J. & O. Vaagsnes	N
Hungary				N 38		Brdr. Høydahl	N
Sail No.	Name of Soling	Name of Owner	LB	N 39	Fram V	Sold into USA (Jim Davis)	N
M 1		Hungarian Shipyard & Crane	M	N 40	Bliss	Peter J. Sørensen	N
M 2		Hungarian Shipyard & Crane	M	N 41	Ischias	Carsten Andersen jr.	KA
MX - MEXICO				N 42	Queeny	Ellingsen	N
Total of Soling numbers: 6, Solings certificated: 4				N 43		G. Høstmark	N
LBs: D 1 - K 3 - US 1, LBs unknown 1				N 44		R. P. Fritzvold	N
Address: Association Soling de Mexico				N 45	Pimpernell	S. & L. Holst	N
Av. De la Aguada 9				N 46		Nordahl Wallem	N
Apartado 58				N 47	Virru	V. Sten Edvardsen	N
Acapulco, GRO				N 48	Old Smuggler	Ivar Tandberg	N
Mexico				N 49		Not issued	-
President José de la Vega LI.				N 50	Sønnavind	Rudolf Ugelstad	K
Sail No.	Name of Soling	Name of Owner	LB	N 51		Teddy Sommerschild	K
MX 1	Carajá	José de la Vega	K	N 52	Balooba	Rolf Hellenud	N
MX 2	Manuia	Guillermo Hudson & E. Lavander	K	N 53	Langfoed jr.	Koefoed & Lange	D
MX 3	Otapan	Jorge Escalante	K	N 54	Vivo XI	Ole Hartner	D
MX 4	Barquita	Enrique Baun	US	N 55	Skrulling	Sold into USA	D
MX 5		Not issued	-	N 56	Crazy VII	John Johnsen	D
MX 6	Otapan II	George Escalante	D	N 57		Ola Johannessen	D
N - NORWAY				N 58	Aprilis	Gundesen & Mathiesen & Berg	N
Total of Soling numbers: 82, Solings certificated: 36				N 59		Ørnulf Christensen	N
LBs: D 8 - K 2 - KA 1 - N 70, Not issued: 1				N 60	Svanen	Ole S. Christensen	N
Address: Norwegian Soling Association				N 61		Ole Dahl	N
Mr. Thor Føyen				N 62		Bjørn Tønnevold	N
Kongjungeveien 34				N 63		Christen Toft	N
1392 - Vette				N 64		Jens Marcussen	N
Norway				N 65	Sidsel	Leif Gromstad	N
National Officers				N 66	Sexy	Kjell Haslev	N
Chairman Rudolf Ugelstad				N 67		Jan Eilertsen	N
Treasurer & Secretary Thor Føyen				N 68		Elling Jorksen	N
Members: Kalle Neergaard				N 69	Krill IV	Odd M. Jacobsen	D
Jan H. Linge				N 70		Jacob Kjølland	N
Gerhard Høstmark, Ålesund				N 71		Endre Røsjø	N
N 1	Darling	Jan H. Linge	N	N 72		Wilh. Wexels nr.	N
N 2		Aif Kvamsæ	N	N 73		Svein Ivarsson	N
N 3	Consoling	Thor Berger	N	N 74		Nils O. Holmen	N
N 4		Sold into Sweden (S 17)	N	N 75	Norling	Sold into USA (Colius)	N
N 5		Bjørn Øvrebø	N	N 76	Fram VI	H. R. H. Crownprince Harald	N
N 6	Tedden	Johan Troye	N	N 77		Jan Wexels	N
N 7		Sold in U.S.A.	N	N 78		Roy Hjerte	N
N 8		Jens C. Hagen	N	N 79	Skrulling	Kalle Neergaard	D
N 9	Apres Vous III	N. Øhre Nilsen	N	N 80	Mosquito	Christian Anker	D
N 10	Chatzy	Morten Helsing	N	N 81		J. Riiser	N
N 11	Aquarius	B. Gran Jensen	N	N 82	Caroline	Brdr. Grimsgaard	N
N 12		Leon Vogels	N	OE - AUSTRIA			
N 13	Skaal	Hans Strelin	N	Total of Soling numbers: 30, Solings certificated: 16			
N 14		J. O. Johnson	N	LBs: D 9 - G 1 - K 2 - N 3 - Z 15.			
N 15		Not issued	-	LBs unknown: 6			
N 16		H. T. Evensen	N	Address: Austrian Soling Association			
N 17	Gregar	Gregard Heje	N	Mr. Peter Denzel			
N 18	Toy II	Sold into Austria	N	A 1060 Vienna			
N 19	Krill III	Odd M. Jacobsen	N	Gumpendorferstrasse 19			
N 20	Patrio	Jens Dietrichson	N	Austria			
N 21	Tjueett	T. P. Ambjørnsen	N	Sail No.	Name of Soling	Name of Owner	LB
N 22	Tobo	Tor Löken	N	OE 1	Flipper	Segelschule Steininger Nussdorf	N
N 23		S. Sieger	N	OE 2	Baladin	Fred Schaschl	Z
N 24	Einar Riis	Einar Riis	N	OE 3	Ops	Rupert Engl	Z
N 25		Lasse Pihl Johansen	N	OE 4	Bramhosen	Walter Hofwimmer	Z
N 26	Duet	Jens Kuhnt	N	OE 5	Playboy II	Anton Hutterer	Z
				OE 6	Jutta II	Georg Aueried	K
				OE 7	Evita	F. G. Friedrichsberg	K
				OE 8	Mandarin	Christian Beurle	Z
				OE 9	Hexl	Ernst Frauscher	Z
				OE 10	Shangri-lá	Helmut Reischer	Z
				OE 11	Ginger	Ernst Hutterer	Z

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB
OE 12	Ilse II	Ilse Steinwald	Z
OE 13	Orion	Hans Tod	Z
OE 14		Ernst Piech	G
OE 15	Mascotte	Friedl Haas	Z
OE 16	Hermes	Leopold Amort	Z
OE 17	Unda	Johann Kapsamer	Z
OE 18	Baladin	Ulrich Strohschneider	D
OE 19		Hermann Moser	N
OE 20		Helmut Lehner	F
OE 21		Josef Sintschnig	D
OE 22		Karl Stangl	N
OE 23		Ernst Frauscher	D
OE 24		Vitalis Schreiber	D
OE 25		Kurt Perwolf	Z
OE 26	Forelle	Ewald Schmidberger	D
OE 27		Andreas Hofer	D
OE 28	Evita	Carl Auteried	D
OE 29		Robert Trimmel	D
OE 30		Ernst Frauscher	D

P – PORTUGAL

Total of Soling numbers: 2, Solings certificated: 0
LBs: K 2

Address: Federacão Portuguesa de Vela
Rua do Arce de Cego 90-58
Lisboa
Portugal

Sail No.	Name of Soling	Name of Owner	LB
P 1		Bernardo Espirito Santo	K
P 2		Nautica Bello & Filho S.A.R.L.	K

PH – PHILIPPINES

Total of Soling numbers: 1, Solings certificated: 0
LB: D 1

Address: Luis Ma. Guerrero, Secretary, Philippine
Yachting Association,
P. O. Box 327, Commercial Center
Post Office, Makati,
Philippines

Sail No.	Name of Soling	Name of Owner	LB
PH 1	Diwata	Mario Almaria	D

PK – PAKISTAN

Total of Soling numbers: 2, Solings certificated: 2
LBs: N 2

Address: Pakistan Yachting Association
P. N. Dockyard
Fleet Mail Office
Karachi
Pakistan

Sail No.	Name of Soling	Name of Owner	LB
PK 1	Nilofar	Pakistan Navy	N
PK 2	Feroza	Pakistan Navy	N

PR – PUERTO RICO

Total of Soling numbers: 1, Solings certificated: 1
LBs: K 1

Address: Mr. Donald R. Meyers DMD
Suite 309, 1st Federal Bldg.
Ponce de Leon Ave.
Santurce, P.R. 00909
Puerto Rico

Sail No.	Name of Soling	Name of Owner	LB
PR 1	Brahmin	Donald R. Meyers DMD	K

This SOLING is transferred to US Virgin Islands
under new Sail Number: VI 7. The ISA has not
received new certification as per May 1973.

PZ – POLAND

Total of Soling numbers: 1, Solings certificated: 1

LB: N 1

Address: Polski Związek Żeglarski
Warszawa
Chocimska 14
Polen

Sail No.	Name of Soling	Name of Owner	LB
PZ 1	Pampero	Polish Yachting Association	N

S – SWEDEN

Total of Soling numbers: 102, Solings certificated: 69

LBs: D 16 – F 12 – K 10 – L 9 – N 52 – Z 1. Not issued: 1
LB unknown: 1

Address: Swedish Soling Association
Box 22114
104 22 Stockholm
Sweden

National Officers

Chairman Tom Nyström
Vice Chairman J. E. Johnson
Treasurer Karl Falk
Secretary Lars Swahn
Member Bengt Sjösten

Sail No.	Name of Soling	Name of Owner	LB
S 1	Essett	H.R.H. Crownprince Carl-Gustav	N
S 2		Anders Jarborn	N
S 4	Utopi	Lennart Hellman	N
S 4		Jan Erik Berglöv	N
S 5	Charade	Jan Tillman	N
S 6		Not issued	–
S 7	Julita IV	Rutgersson & G. Borg	N
S 8		Stig Larsson	N
S 9	Madeleine	Stig von Bahr	N
S 10	Nike	Ossi Helen	N
S 11		P. G. Axdal	–
S 12	Farouche	Maria Andersson	N
S 13		Ulla Ahrenberg	N
S 14	Linda	Lennart Eriksson	N
S 15	Osten	Anders Nyström	N
S 16	Bertha III	Berth Höjer	N
S 17		Herbert Reinhold	N
S 18	Julie	K. A. Sherman	F
S 19	Miona	Sven Englund	K
S 20	Bjommy	Lars Anders Molin	N
S 21	Janett	Lennart Jacobsson	N
S 22	Cumling	Nils Skaar	N
S 23		Leif Ullström	N
S 24		Sven Hjort	N
S 25		Torkel Fuhré	N
S 26	Söling	Björn Lundberg	N
S 27	Solita	Mats Gustavsson	N
S 28		Lars Andersson	N
S 29	Barbe-Bleue	Bernt Olsson	N
S 30	Vita Nova	Curt Arremark	N
S 31	Scandal Beauty	Lars Gösta Gärrenstad	N
S 32	Reginette	Arne Wanneberg	K
S 33	Hast II	Almquist & Ambrusson	N
S 34	Spunk	Per Seldén	N
S 35	Kärlek III	Peter Samuelsson	N
S 36		Jan Wallenberg	N
S 37	Sixpence	Rune Nilsson	N
S 38	Kuling	Roger Streling	N
S 39	Amulette	Karl R. Ameln	F
S 40		Torbjörn Wällgren	N
S 41	Amorina	Christer Salén	F
S 42	Salut	Sven Hampus Salén	F
S 43		Peter Lindeberg	N
S 44	Amoress	Knut Beckman	N
S 45		Tage Lindqvist	F
S 46		Sold into U.S.A.	F
S 47		Lennart Larsson	F
S 48		Esbjörn Bruske	F
S 49	Smiling	Erik Nyström	N
S 50	Fantast	Tor Albertsson	F

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB
S 51	Wasa	Brdr. Sundelin	L
S 52		Returned to LB	-
S 53	Lill-Yra	Sture Åqvist	L
S 54	Aabrendland	Fred Rosenthal	N
S 55	Aquarius	Anders Jaeger	Z
S 56	Solsting	Fredrik Winberg	L
S 57	Finnteam	Sold into U.S.A.	L
S 58	Chris	Kristoffer Andersz	K
S 59		Lars Peter Wählin	K
S 60	Lorna	Göran Hallgren	K
S 61	Fantasi	Sold into Switzerland	K
S 62	Splice	Sven Olsson	N
S 63	Glam III	Kent Andersson	N
S 64	Sha-Sha	Bengt Sjosten	D
S 65	Blott XII	Sold into U.S.A.	D
S 66	Humbug IX	Sold into Norway	K
S 67	Nemphis	Rolf Thörnqvist	L
S 68	Zeke Varg	B. - G. Karlsson	K
S 69	Red Baron	John Svalander	N
S 70	Snorkfröken	Björn & Staffan Eklund	L
S 71	Aurora	Erik Fromell	L
S 72	La Bamba	Per Westlund	N
S 73		Sigvard Jarvin	N
S 74	Philipin	Stefan Hellberg	F
S 75	Sjafemman	Mats Nyström	L
S 76	Lotte	Bertil Antonsson	N
S 77	Chapman	P. & M. Davidsson	D
S 78	Molin-Gee	Ralph Molin	N
S 79	Blue Shark	Per Lindberg	N
S 80	Piebb IV	Thomas Wrande	N
S 81	Rakel	Ola Frederiksson	F
S 82	Amigo	Claes Göran Borg	N
S 83	Aquavit	Olle Kinch	D
S 84	Salting III	Anders Gunnarsson	L
S 85	Sundance	Lars Swahn	D
S 86		Niels Gäbel	N
S 87	Niese	Anders Westerberg	N
S 88	Jo Jo XI	Tom Nyström	D
S 89		Ingvar Jönsson	K
S 90	Solong	Carl Gustav Piehl	D
S 91	Humbug	Sold into U.S.A.	D
S 92	Ingela	Jaan Suurkõla	K
S 93	N N	Jan-Olov Olsson	N
S 94	Kim IV	Kurt Blomgren	D
S 95	Mitzi	Lars Strömberg	N
S 96	Solita	Håkan Kellner	D
S 97	Accua Perla	Berndt Prähl	D
S 98	Fantast	Magnus Ahmé	D
S 99	Humbug	Sold into West India	D
S 100	Blott XIV	Stig Wennerström	D
S 101	OH I Calcutta I	Arved von Gruenewaldt	D
S 102	Fox	Claes Kellgren	D

SA - SOUTH AFRICA

Total of Soling numbers: 16, Solings certificated: 16
LBs: K 9 - SA 6 - D 1.

Address: South African Soling Association
Post Office Box 2224
Durban
Republic of South Africa

Secretary and Treasurer D. J. Haliburton

Sail No.	Name of Soling	Name of Owner	LB
SA 1	Solitaire	C. B. McCurrach	K
SA 2	Apollo	G. J. Neill	K
SA 3	Jade	G. L. Reynolds	K
SA 4	Solution	R. C. Walker	K
SA 5	Salamander	Michael Johnson	K
SA 6	Solace	M. J. Carrick	K
SA 7	Solenta	W. L. Hancock	K
SA 8	Solitude	John W. Gray	K
SA 9	Solan	D. J. Haliburton	K
SA 10	Merlemaid	G. Hegie	SA
SA 11	Sol	D. N. Stuart	SA
SA 12	Aquila	D. N. J. Walton	SA
SA 13	Solecism	H. A. Campbell	SA
SA 14	Argonaut	I. Haggie	SA
SA 15		J. Van Nimwegen	SA
SA 16	Skungwa	D. Ord	D

SR - U.S.S.R.

Total of Soling numbers: 5, Solings certificated: 5
LBs: D 3 - N 2

Address: U.S.S.R. Yacht Racing Federation
Mr. I. Lavrov
Moscow 69
Skaternyi, Pereulok 4
U.S.S.R.

Sail No.	Name of Soling	Name of Owner	LB
SR 1	Aikhal	USSR Yacht Racing Association	N
SR 2		USSR Yacht Racing Association	N
SR 3	Makumba	Yacht Club Kalev	D
SR 4	Variag	Yacht Club CVSK	D
SR 5	Admiral	Yacht Club Zenith	D

TH - THAILAND

Total of Soling numbers: 2, Solings certificated: 2
LBs: D 2

Address: Yacht Racing Association of Thailand
11/1 Soi 30 Sukumvit Road
Bangkok
Thailand

Sail No.	Name of Soling	Name of Owner	LB
TH 1		H.M. King Bhumibol Adulyadej	D
TH 2		Dawee Chullasapya	D

US - U.S.A.

Total of Soling numbers: 604, Solings certificated: 376
LBs: D 17 - F 27 - K 16 - KA 10 - KC 227 - L 1 - N 57 - US 191 -
USA 26 - USB 22 - USC 5 - Z 2. Not issued: 2.

Address: United States Soling Association
Mr. Terry Bischoff
P.O. Box 185
Hartland, Wisconsin 53029
U.S.A.
President Bruce Lee
Vice President George Francisco, III
Technical Chairman Maurice Rattary, Jr.
Secretary Wally Springstead
Treasurer John Wright
Administrative Secretary Terrance G. Bischoff
Past President Ben Mitchell

U.S. Soling Association

Regional Vice Presidents	Northwest
Atlantic Coast - Samuel N. Merrick 401 North Street, Southwest Washington, D. C. 20024	Dr. Maurice Rattary, Jr., V.P. 1315 Lexington Way, East Seattle, Washington 98102
Midwest Charles O. Kamps 780 North Water Street Milwaukee, Wisconsin 53202	Southwest Geo. C. Francisco, III Capital National Bank Building 21st Floor Houston, Texas 77002
West Coast Roger Welsh 1101 Marion Lane Newport Beach, California 92660	Southeast John M. Pettit c/o L. C. Judd & Co. of Plantation 6991 West Broward Boulevard Plantation, Florida 33314

1972 U.S. SOLING FLEET CAPTAINS

Fleet	Fleet
1 George Francisco, III Capital National Bank Building 21st Floor Houston, Texas 77002	6 John Danic, III 6013 Benjamin Street New Orleans, Louisiana 70118
3 W. S. Beane P. O. Box 6 Wilmington, North Carolina 28401	7 George B. McMeans, Jr. 836 Sybert Court Lafayette, California 94549
4 Laon McIntyre 2374 Yale Avenue, South Seattle, Washington 98102	8 Charles Blank 1109 North Meadow Road Cedarburg, Wisconsin 53012
5 Bob McNeil P.O. Box 4368 Irvine, California 92664	9 John C. Meleny 30 Brace Terrace Dobbs Ferry, New York 10522

Sail Numbers in bold types indicate Solings certificated

**JAN HERMAN LINGE'S
34 FT OCEAN RACER**

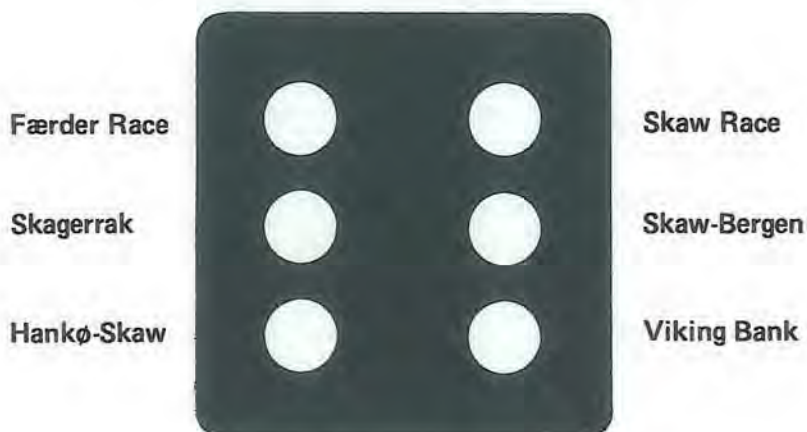
GAMBLING

PRINCIPAL DIMENSIONS:

Loa.....	10,45 m ~ 34'	Keel	2,40 ton
Beam.....	3,10 m ~ 10'-2"	Sail area	44m ² ~ 473sq.ft.
Draft	1,80 m ~ 5'-11"	Engine	Volvo 15 HP
Displacement	5,00 ton	IOR-rating... (approx.)	7,48 m ~ 24,5 ft.

She is a racing type hull and rig with family accomodation.

The GAMBLING has succeeded with
SIX firsts in SIX races, she is a TOP SIX:



**All gambling-eyes to the
GAMBLING !**

SALES:

LINGE-YACHTS A/S

**TELF. 41 19 27 – (02) 41 50 31
STORTINGSGATEN 14, OSLO 1.**

PRODUCTION:



P.O. Box 472 –
4601 Kristiansand – Norway
Telephone: 042/29 520
Telex: 11816 KMV N
Telegrams: «KMV»

KRISTIANSANDS MEK. VERKSTED A/S

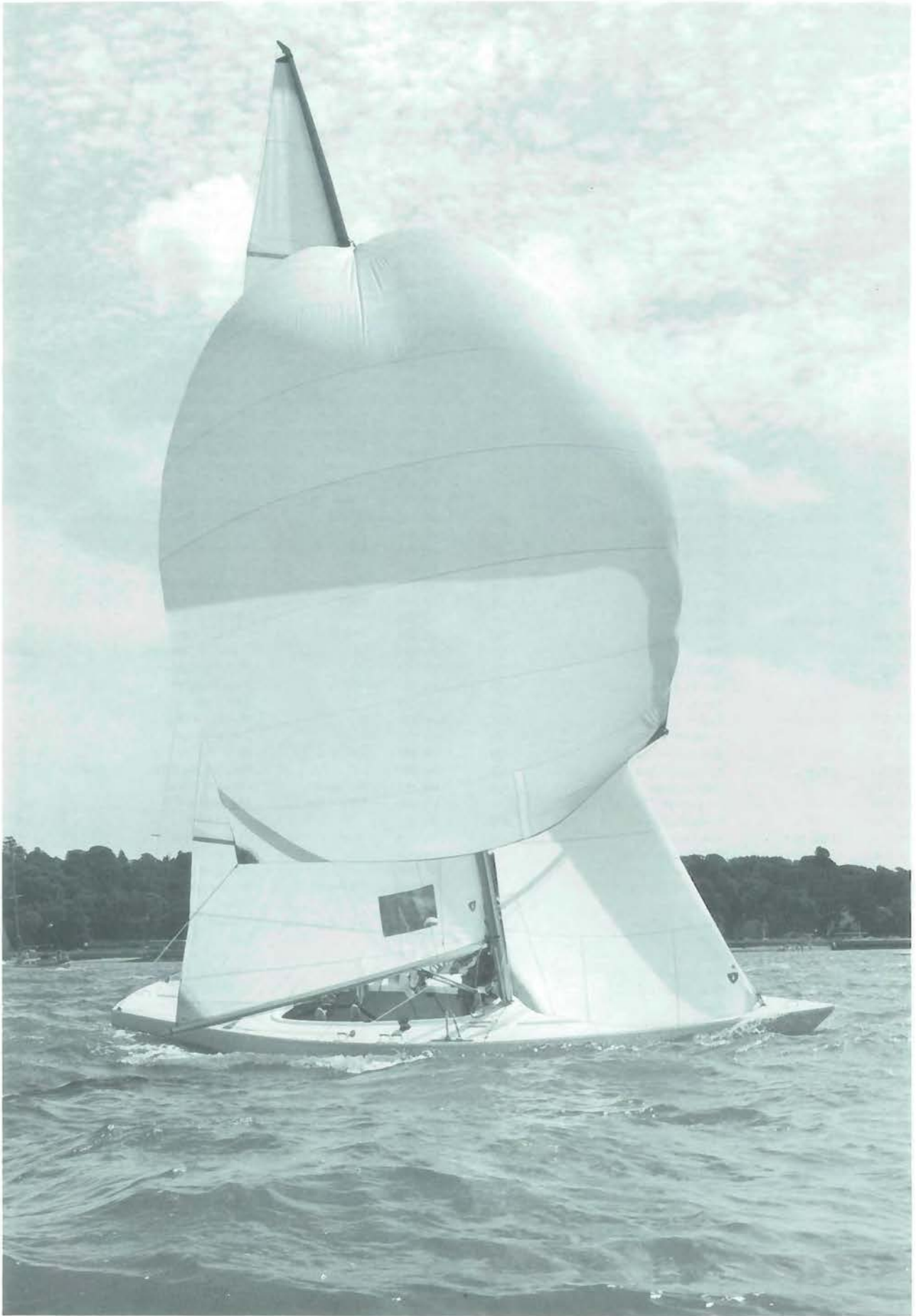
1972 U.S. SOLING FLEET CAPTAINS

Fleet	Name of Soling	Name of Owner	LB
10	William D. Shay, Jr. 2 Putnam Hills Apartments Greenwich, Connecticut 06830	23 Donald Cohan 7002 Wissahickon Philadelphia, Pennsylvania 19119	US 32
11	Morton Bromfield 76 Rolling Lane Weston, Massachusetts 02193	24 John G. Schneberger, Jr. 2800 Lake Shore Drive Chicago, Illinois 60657	US 33
12	Andy Zimbaldi P. O. Box 843 Corona Del Mar, California 92825	25 Julien Sayers 1133 - 37th Avenue Seattle, Washington 98122	US 34
13	David Klein, 707 South Broadway, Suite 521 Los Angeles, California 90014	26 Don Genitempo 1901 Preston Avenue Houston, Texas 77002	US 35
14	John Haigney 37 Larchmont Avenue Larchmont, New York 10538	27 Christopher Finlay 16212 Southwest 98th Avenue Miami, Florida 33157	US 36
15	James Ostheimer 187 Westway Road Southport, Connecticut 06400	28 William Woolford 1925 Cedar Spring Dallas, Texas 75201	US 37
16	Perry Neff 20 Pine Street New York, New York 10015	29 Arthur Sanson, Jr. P. O. Box 3668 Bahai Mar Station Fort Lauderdale, Florida 33316	US 38
17	Elton Ballas 3035 Milan Street San Diego, California 92107	30 Robert Pothemus 13 Pasture Lane Darien, Connecticut 06820	US 39
18	Samuel N. Merrick 401 North Street, Southwest Washington, D. C. 20024	31 Richard Norstrom 2164 Kalia Road Honolulu, Hawaii 96815	US 40
19	Ed. B. Henry, Jr. 961 South Brys Drive Grosse Point Woods, Michigan 48236	32 Walter E. Blum 21 Brook Lane Great Neck, New York 11023	US 41
20	Gordon Murphy P. O. Box 119 Fairport, New York 14450	33 Mark Hullings 622 Cape Cod Corpus Christi, Texas 78412	US 42
21	Elmer Walsh 2225 Kenilworth Avenue Wilmette, Illinois 60091	34 Abbott L. Reeve Deep Cove Mount Desert, Maine 04660	US 43
22	Narragansett Bay		US 44
			US 45
			US 46
			US 47
			US 48
			US 49
			US 50
			US 51
			US 52
			US 53
			US 54
			US 55
			US 56
			US 57
			US 58
			US 59
			US 60
			US 61
			US 62
			US 63
			US 64
			US 65
			US 66
			US 67
			US 68
			US 69
			US 70
			US 71
			US 72
			US 73
			US 74
			US 75
			US 76
			US 77
			US 78
			US 79
			US 80
			US 81
			US 82
			US 83
			US 84
			US 85
			US 86
			US 87
			US 88
			US 89
			US 90
			US 91
			US 92
			US 93
			US 94
			US 95
			US 96
			US 97
			US 98
			US 99
			US 100
			US 101
			US 102
			US 103
			US 104
			US 105
			US 106
			US 107
			US 108
			US 109
US 1		Sigmond A. Bear	KC
US 2	Harlequin	Don Gogin	N
US 3	Wirrinda	Douglas Arrol	N
US 4	Maitresse	William Murray	N
US 5		Offshore Sailing School	N
US 6		Offshore Sailing School	N
US 7		Robert J. Powell	N
US 8		W. S. R. Beane	N
US 9	Cloud IX	Ron White	N
US 10		Knowles Bittman	N
US 11		Read Ruggles	N
US 12	Pupdog	Williard Standiford	N
US 13		Sailing Symposium	N
US 14	Chip	Fred Munk	N
US 15		Sailing Symposium	N
US 16	Promesas	Sue Ann Shay	N
US 17	Shadowfax	Jerry Derryberry	US
US 18		P. A. Gaechter	US
US 19	Next Year	Gilbert McKenzie	US
US 20	Streak	George C. Francisco III	N
US 21		B. H. Dirman	US
US 22		Thomas H. Wright	US
US 23		Jorge Mantilla	US
US 24	Twist O'Lemon	John Wright	US
US 25	Moonlighter	William Fields	US
US 26	Poch	Gil Bartell	US
US 27		Bill Wingard	US
US 28	Flare	Bill Booth	US
US 29		Jack Friedman	US
US 30		Martin Blutworth	US
US 31	Sea Train	Mark Hullings	N
			US 32
			US 33
			US 34
			US 35
			US 36
			US 37
			US 38
			US 39
			US 40
			US 41
			US 42
			US 43
			US 44
			US 45
			US 46
			US 47
			US 48
			US 49
			US 50
			US 51
			US 52
			US 53
			US 54
			US 55
			US 56
			US 57
			US 58
			US 59
			US 60
			US 61
			US 62
			US 63
			US 64
			US 65
			US 66
			US 67
			US 68
			US 69
			US 70
			US 71
			US 72
			US 73
			US 74
			US 75
			US 76
			US 77
			US 78
			US 79
			US 80
			US 81
			US 82
			US 83
			US 84
			US 85
			US 86
			US 87
			US 88
			US 89
			US 90
			US 91
			US 92
			US 93
			US 94
			US 95
			US 96
			US 97
			US 98
			US 99
			US 100
			US 101
			US 102
			US 103
			US 104
			US 105
			US 106
			US 107
			US 108
			US 109

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
US 110	Julie	Tom Finegan	KC	US 188		Allen Meril	US
US 111		William Schoendorf	KC	US 189	Louisa	Charles Kamps	US
US 112	Etizanne III	John E. Jacobs	KC	US 190	Dark Horse	Tom Olson	US
US 113		Kenneth Lloyds	KC	US 191	Kaija	Vincent Berzins	KC
US 114		Morehead Stack	KC	US 192	Eagle	Jerry Chambers	KC
US 115		C. J. Butler	KC	US 193	Bontoc III	Charles Packer	KC
US 116	Si	Per Lorentzen	N	US 194	Gigi	R. G. Haysson	KC
US 117		George Storrs	KC	US 195	Moly B	Charles Strassman	KC
US 118		Arthur M. Sanson	KC	US 196	Aquarius	Charles Watts	KC
US 119		Richard Brown	KC	US 197	Tonic	Christopher Malloch	US
US 120		Mark Maurer	KC	US 198	Sassafras	Northam Warren	US
US 121		Robert Woolsey	KC	US 199	Queen Mab	John A. Grehan	US
US 122		Reed Bryant III	KC	US 200	Brigadoon	Sea Scouts of America	US
US 123	Go	Jay Pettit	KC	US 201		Michael Mairvella	US
US 124		John Payne	KC	US 202	Blitz Krieg	William Pattison	US
US 125		Fred Guardabassi	KC	US 203	Asylum	John Odenbach	US
US 126		Peter Grimm	KC	US 204	Fred	John Heinrich	US
US 127		David MacLachlan	KC	US 205	MK II	Elliott Woodhull	US
US 128	Checkmate	Mead Montgomery	KC	US 206	Impulse	James K. Wright	US
US 129	Shegafeja	Jack Vilas	KC	US 207	Dueling	Mrs. Helen Ingerson	US
US 130	Domino	Lanny Coon	KC	US 208	Clutches	Peter Seiffert	US
US 131	Dictynna	Henry Muller	KC	US 209		William Garapick	KC
US 132	Incredible	Robert T. Stine	US	US 210	Xiphias	George M. Brown	KC
US 133	Calhalot	Dennis Dixon	US	US 211	American Beagle	T. P. Dougan	KC
US 134	Varnos	Emily Clark	US	US 212	Leo	T. D. Ward	KC
US 135	Missile	J. R. Whittemore	US	US 213	Sunshine	Richard Bewley	US
US 136	Rumor	John Hersey	US	US 214		Dion's Boat Yard	US
US 137	VA t elle	Peter R. Brock	US	US 215		Arthur A. Tanner	US
US 138	Sirenuse	Wm. G. Luke, jr.	US	US 216	Hiltrud	Frank B. Aubert	US
US 139	New Moon	Franklin D. Roosevelt	US	US 217	Gosling	Ole Skaarup	US
US 140		Dielle Fleichman	US	US 218	Tiger III	Mark Powley	US
US 141	Machette	Frank Elliot	US	US 219		Peter Kinechek	US
US 142	Tasmanian Douil	Graham Griffiths	US	US 220	Nike	J. M. Thornbery	KC
US 143	Fling	Cortland Ames	US	US 221	Good Question	Frank McCarthy	KC
US 144	Kjøle Bad	John C. Kelley III	US	US 222		Ralph de Loach	US
US 145	Cutlass	Martha's Vineyard S/Y	US	US 223	Warlock	John J. Swigart	KC
US 146	Gaucho	Wm. Burnett	KC	US 224	Fram	Norm Walker	KC
US 147	Woomera	Ken Young	US	US 225	Pandora	T. Roche-Douglas Bowring	KC
US 148	Hari Kari	W. H. Slaght	KC	US 226		William Moore, Jr	KC
US 149	Orion	James Krebs	KC	US 227	Dolphin	Bruce Lee	KC
US 150	Feather	William Caldwell, Jr.	KC	US 228	Callisto	Lindsey Hewitt	KC
US 151	Fancy Free	Lowell Smith	KC	US 229		Island Yachts	KC
US 152	Puma	H. Brown Baldwin	KC	US 230	Ump	David Sharpnack	KC
US 153	Fast Buck	Tom Vance	US	US 231		John C. Berry Co.	KC
US 154		Robert T. Jones	US	US 232	Surmanbula	James Coggan	KC
US 155	Ante Mame	F. Dike Mason	KC	US 233		Tom Allen	KC
US 156	Ghoster	Hal Drake	KC	US 234		Allen Boat Co.	KC
US 157		Henry Bonnar	US	US 235	Nice'n Easy	Forbes Wilson	US
US 158		Garrett P. Smith	KC	US 236	San Francisco	Gene Kirushkin	US
US 159	Hai Karati	William Jbs. jr.	KC	US 237	Maitou	James A. Hayes	US
US 160	Teal	Reichert Kahle	KC	US 238	Beowolf	Julian Sayers	US
US 161	Wuicksilver	T. Schenidau	KC	US 239		Marsh Boat Sales	US
US 162		Robert Coe	US	US 240	Checkmate	Warren A. Swanson	US
US 163	Aidebarch	Richard Enerson	US	US 241		Mrs. Paul Vignos Jr.	K
US 164	Rosemary's Baby	Dave Nielsen	US	US 242		J. B. Richey	K
US 165	Número Uno	Elton Ballas	US	US 243	Ohm	Walter E. Blum	K
US 166	Amor	Douglas Giddings	KC	US 244	Theme	Edward Adler	K
US 167	Dingo	James Schoonmaker	N	US 245		David Patterson	K
US 168	Nooner	Gerald Rumsey	US	US 246	Fancy Free	Edward T. Krumeich	K
US 169	Ripped Again	Howard Canfield	US	US 247	Raggedy Ann	Stephen DeGot	K
US 170	Shah Mate	Merton Haynes	US	US 248	Wind Witch	Alan Cassingham	K
US 171	Grey Fox	James Peachey	KC	US 249	Goldilocks	Al Castle	K
US 172	lojo	Don R. Stewart	KC	US 250	Mischief	Robert V. George	US
US 173	Blackhawk	John Schneberger	US	US 251	Good News	John Kolius	N
US 174		Thaddeus Kostrubala	US	US 252	Egology Now	John Moyers	US
US 175	O Sole Mio	Terry Cecero	KC	US 253	Cimarron	Norm Olson	US
US 176		Robert Searles	US	US 254	Kings Crown	Andrew Van Hirsch	US
US 177	Peregrine	Charles M. Huguley	US	US 255		Arnold C. Gay Boatyard	US
US 178		Milford Boat Works	US	US 256		Arnold C. Gay Boatyard	US
US 179	Blue Skies	Gordon Lindemann	US	US 257	Little Girl	Arnold C. Gay Boatyard	US
US 180	Whim	Richard Dobroth	KC	US 258	Omega	John A. Kennedy	US
US 181	Hudris	Craig Rowley	US	US 259	Aquarius	Robert Larsen	US
US 182	Alan II	William Maul	US	US 260	Traveller	Samuel Warrior	KC
US 183	Buttercup	Stephen Sobotka	US	US 261		John Greene	US
US 184		Roger Hefferan	US	US 262	Jackpot	Stan Van Vliet	US
US 185	Red Baron	Don Asher	US	US 263		Jury Savycky	US
US 186	Lilly Legs	Arthur A. Briggs	US	US 264	Chances Are	W. McComb Dunwoody	US
US 187	Spirit	Bruce Breiding	US	US 265	Red Eye	Tim Hogan	US

Sail Numbers in bold types indicate Solings certified



Wonderful reaching with spinnaker in "Unknown Soling" infringing racing rule 25, — but she is a beautiful sight.

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
US 266	Plastrend	Arthur Knox	US	US 344	NewPort Yacht Sails		US
US 267	Quickdraw	Duncan McIntosh	US	US 345	Glen Stokdyk		US
US 268		Marina Sailboats	US	US 346	Eastern Shore Yacht Sales		US
US 269		E. G. Wilcox, jr.	US	US 347	P. James Roosevelt		US
US 270		Northport Boatyard	US	US 348	Louc & Co.		US
US 271		Stanley Darrow	KC	US 349	Aries	John Wolcott	US
US 272	Helyne III	Horace Marwin jr.	KC	US 350	Runaway	Larry Glenn	US
US 273	Marigold	Edward A. Jennings	KC	US 351	Den "Hurtige"	Sigmund Derron	US
US 274	Abby Pat	Harry Walker	KC	US 352		Tom Wheeler Yacht Sales	US
US 275	Gurnet	William Croughwell	KC	US 353		Walt Sherman	US
US 276	Resistance	William Kueffner	KC	US 354		Stan Miller Sailboats	KC
US 277	Viva Crash	Timothy Clark	KC	US 355	Gentle Ben	Ben Gage	KC
US 278	Auslese	Robert Scherr	KC	US 356		Wm. Freudenstein III	N
US 279	Elysium	Christopher Meleney	KC	US 357	Forty Niner	Ernest Gooding	KC
US 280	Harlequin	Robert Logan jr.	KC	US 358	Rub a Dub Dub	Edward Klein	KC
US 281		Stan Miller Sailboats	KC	US 359		Steve Colgate	KC
US 282	Saki	Marice Ringenbach	KC	US 360		Lawrence D. True	US
US 283		Sailing Dynamics	F	US 361		Burr Brothers Boats	KC
US 284		Jack Wood	US	US 362		Louv & Co.	KC
US 285		Thomas Hardware	US	US 363		John C. Meleney	KC
US 286		Jack Denis	US	US 364	Whimsey	Donald S. Cohan	US
US 287		Thomas Hardware	US	US 365		A. H. Denis	US
US 288		Martha's Vineyard Shipyard	KC	US 366	Vamonos	Barton Jahncke	US
US 289	Avanti	John B. O'Toole III	KC	US 367	Sea Gull	M. W. McKenzie	US
US 290	Ding-A-Ling	Sailboat Headquarters	KC	US 368	Chickenship	Earl Elms	US
US 291	Sunny	George Davis	KC	US 369	Nomad	Malcolm McKay	KC
US 292	Climax	Andrew Kennedy	KC	US 370	Tootsie	Lloyd Mahone	KC
US 293		Butte Yacht Sails	US	US 371	Yellow	Val P. Farrell	US
US 294	Jubilee	Ed Ulrich	KC	US 372	Norsk Oske	Carl Eichtenaub jr.	US
US 295	Blue Bird	Gordon Burgess	KC	US 373	Viking	Bernh. R. Wahl-Gordon Murphy	US
US 296	Turnadot	Maurice Rattray, jr.	KC	US 374	Scrimshaw	Eugene J. Faust	US
US 297	Ragamuffin	Bill Polly	KC	US 375	White Wings	Wilmot V. Castle jr.	US
US 298		John J. Freiberger	US	US 376	Agnes	James L. Robfogel	US
US 299		David Hooks	US	US 377	Sun	A.B. & J.B. Potter	US
US 300	Bea	Rush Creek Educational Fund	US	US 378	Argo	C. R. Walters jr.	KC
US 301	Manannan	Albert J. Fay	N	US 379		Jerome T. Coe	US
US 302		Justin McCarthy	US	US 380	Viva	Wm. L. Hughes	US
US 303		William Frates	US	US 381		Robert Ryskiewicz	KC
US 304	Sundance Ltd.	Edwin Meserve	US	US 382		R. A. Sandsmark	KC
US 305		Robert A. Mosbacher	N	US 383	Abacus	Mike Minietta	Z
US 306		James G. Ulmer	N	US 384		Jack Kelly	KA
US 307	Yankee III	Taylor Grant	N	US 385		Holiday Harbor	KA
US 308		Christopher Finlay	N	US 386		Loring Roach	KA
US 309	Stat	James McMurray	N	US 387	Puffin	M. H. Harvey	Z
US 310	Julius	W. Oscar Neuhaus	N	US 388		Wm. Smoak & Wm. Anderson	N
US 311		Don Furness	US	US 389	Sea Duce	David A. Klein	N
US 312		Fred Hood	K	US 390	Wind Wench II	Wm. Walters	KC
US 313		Richard Dowling	US	US 391		Mike Lewin	KA
US 314	Black Jack	Jack Cannon	US	US 392	Mystere	Thayer Crispin	F
US 315	Quicksilver	Walter Jørgensen	US	US 393		Dealer	USB
US 316	Winsome	Louis Dehmlow	US	US 394		George B. McMeans	USB
US 317	TNT	Dayton Titsworth	N	US 395	Caliente	Wallace Springstead	USB
US 318	Commotion	Denis Doyle	KC	US 396		Dealer	USB
US 319	Grass	John Murdoch	KC	US 397	Incredible Hulk	Rudolph Daniel	USB
US 320	Thunder	Charles Blank	KC	US 398		Gemico Marlow	USB
US 321		Mark Ploch	US	US 399		Joseph Stout jr.	USB
US 322	Jude	Carroll Beek	N	US 400	Bacalao	George D. O'Day	USB
US 323	Sunflower	Chas. Smythe jr.	US	US 401		G. Daniel & G. K. Perry	USB
US 324		Paul Miller	KA	US 402	Grimmet	Stephan L. Baldwin	KC
US 325	Schuss	Bruce Armstrong	KA	US 403	Testa Rosa	LLoyd F. Benson	KC
US 326	Jalapeno	A. Vennema	K	US 404	Tri-Umph	James M. Urice	KC
US 327		Harry Sindle	F	US 405		Philip Drescher	KC
US 328		Walter Crump	F	US 406	Wotan	Frederick Ludwig, Jr.	D
US 329	Day Tripper	Mike Feldman	F	US 407	Chalala II	David McHold	D
US 330		Sailboats Inc.	F	US 408	Fong	Douglas Buchholz	KC
US 331		Selim Rahme	F	US 409	Eclipse	Manning Grinnan	USA
US 332		Sailboats Inc.	F	US 410	Macho	Kevin Keogh	USA
US 333	Coleen	Mrs. Arthur McCashin	US	US 411	Ambush	David Mac Kay	USA
US 334		University of S. Calif. Sailing Team	F	US 412	Looseel	Abbott Reeve	KC
US 335		Walet Yacht Sales	F	US 413	Avenger	H. O. H. Frelingshuysen	D
US 336		Walet Yacht Sales	F	US 414		William Allmon	USA
US 337		Walet Yacht Sales	F	US 415	Interloper	Wm. Solari	USA
US 338		Eugene Walet	F	US 416	Goldbricker	Bruce Chandler	USA
US 339		Bud Olsen	F	US 417		J. C. Berry Co.	USA
US 340		V. I. Maitland	F	US 418	Gold Digger	Roger A. Welsh	USA
US 341		George Sumner	F	US 419		W. P. Clements jr.	USA
US 342	Teal	Perry Neff	F	US 420		Rick Tears, III	USA
US 343	Melide III	Paul Fink	KC	US 421	Marlurugo	Ronald Gould	KC

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
US 422		Offshore Yachts	KC	US 500	Shadow	J. H. Van Dyke	KC
US 423		Offshore Yachts	KC	US 501	Schroeder	Bruce Goldsmith	D
US 424	Hard Times	Peter A. Prins	KC	US 502		Plastrend	USB
US 425	Noss	S. Van R. Ulman	KC	US 503	Cumbac	Harry Spitz	N
US 426	Carpe Diem	Kevin Garvey	D	US 504		Robert Mosbacher	KC
US 427		George Hemmeter	N	US 505	Hoppe Quax	J. Schultz-Heik	D
US 428	Bird House	Ed B. Henry	KC	US 506	Hot Pants	Herman Whiton	KC
US 429	Nixe	Weems Estelle	KC	US 507		William J. Meyer	KC
US 430	Complex	John W. Lane	F	US 508		Walter W. Nielsen	KC
US 431	Snooty Fox	G. Vandenburg	F	US 509	Caveat	Robert Mullaney	KC
US 432	Su-Su	Wm. Wente	F	US 510	Elusive	Elliott B. Oldak	KC
US 433		Robert Taylor	KC	US 511	Valhalla	Lawrence Jolma, Jr.	K
US 434		John Tucker	KC	US 512	Pat	Robert B. Polhemos	KC
US 435	Slingshot	John Welch	KC	US 513		Wm. Fuller	KC
US 436	Rampage	John B. Tucker	KC	US 514	Frepon	Ed Clark	KC
US 437	Wingsong	Winifred and Spencer	KC	US 515	Godmother	Don Genitempo	KC
US 438		L. H. Coffin	KC	US 516	Option	Tor Arneberg	KC
US 439		Arnold C. Gay Boatyard	USA	US 517		Richard Hokin	KC
US 440	High Voltage	Goerge Kellogg	KC	US 518	Patriot	Robert Fry	USB
US 441		Condemned 1970 (CORK)	F	US 519	Strings	Gordon Britton	KC
US 442	Challenge	Morton Bromfield	K	US 520	Brise	R. A. Bennett	KC
US 443	Esprit	William Wyckoff	F	US 521		Ed Powers	KC
US 444	Nosteal	Frank Rollins	F	US 522	Snaps	Hans Albertsen	D
US 445		Thomas Gresinger	KC	US 523	Plewacket	Lloyd Nelson	KC
US 446	Mandan	P. James Roosevelt	D	US 524	Home Brew	Jack Dollahite	N
US 447	Apollo	Leon I. Block	KC	US 525	Crackerjack	Alfred Jaretzki III	KC
US 448	Sisu	Ronald Palm	KC	US 526		O. J. Young	KC
US 449	Apogee	Albert Cook	D	US 527		Ronald Spainhour	KC
US 450	Phantom	Bruce McPherson & E. Ridder	D	US 528		Mark Hulings	USA
US 451		M. Taylor Dawson jr.	USA	US 529		Shumway Marine	KC
US 452		James Comfort	USA	US 530	Seaweeb	Fred Miller	N
US 453		John Albriton	USA	US 531	Cirrus	Richard A. Percoco	N
US 454		Charles Klein	USA	US 532	Black Bean	Larry Brownback	N
US 455		Sail & Sun	USA	US 533		Ben Breining	KA
US 456		Walter Cockerham	USA	US 534		Charlie Robertson	KC
US 457		Lars Peter Bang	D	US 535		Mac Bargeron	F
US 458		Sailing Symposium	KC	US 536		Wayne Bearsley	KC
US 459		Richard J. Hockert	N	US 537		Jim Craig	USA
US 460		Thomas Keneflick	D	US 538		Mrs. Richard Treacy	USA
US 461		Sailing Symposium	KC	US 539		Offshore Sailing School	USA
US 462	Grimmet	James Osteimer	US	US 540		Offshore Sailing School	USA
US 463		Sailing Symposium	KC	US 541	Rub-A-Dub-Dub	Dick Stearns	D
US 464		Sailing Symposium	KC	US 542		Plastrand	USA
US 465		Steve Colgate	KC	US 543		Albert Fay	KC
US 466		Ken Sprunt	KC	US 544	Filet	Martin Gleich	KC
US 467		Jon Colucci	KC	US 545	Challenge	Jack Louv	KC
US 468		Sailing Symposium	KC	US 546		A. B. Starratt	KC
US 469		Sailing Symposium	KC	US 547		Jerome Sullivan	KC
US 470		Sailing Symposium	KC	US 548		Dwane Kime	KC
US 471		Sailing Symposium	KC	US 549	Die Kluge	William Wente	D
US 472		W. S. R. Beane	KC	US 550	Cumulus	Ancors Thompson	KC
US 473	Humming Bird	Marion Mecklenburg	KC	US 551		Robert Stengle	N
US 474		Irwin Dom Meyers	KA	US 552		Northeast Harbor Fleet	KC
US 475	Miss Carriage	Ph. Baumgarten	F	US 553	Velvet Hammer	Edward Madara	KC
US 476	Belle	Donald Newhall	KC	US 554		Northeast Harbor Fleet	KC
US 477		R. Aranyosi	KC	US 555		Tord Carmel	D
US 478		Gemico-Marlowe	USB	US 556		Northeast Harbor Fleet	KC
US 479		Gemico-Marlowe	USB	US 557		Charles III	KC
US 480		Gemico-Marlowe	USB	US 558		Mrs. F. C. Zirkilton	KC
US 481		Gemico-Marlowe	USB	US 559		Robert Hinckley	KC
US 482		Gemico-Marlowe	USB	US 560		Palmer Sparkman	KC
US 483	Mim	Richard Conway	KC	US 561		Alan McIlhenny	KC
US 484		Gemico-Marlowe	USB	US 562		Mark Foster	N
US 485		Gemico-Marlowe	USB	US 563		Todd Craun	L
US 486		Lawrence Suter	USB	US 564		Hamilton Ford	D
US 487		Gemico-Marlowe	USB	US 565	Blott	William T. Moore, jr.	KC
US 488		Gemico-Marlowe	USB	US 566		John Ulbrich	D
US 489	Ultima	Norman Elliot	KC	US 567	Frank	Frank Chambers	KC
US 490		T. H. Truesdell	F	US 568	Freya	R. U. Nelson, jr.	KC
US 491	Proxy	Richard B. Nye	KC	US 569		Norman Kern	KC
US 492	Hardtack	Rob Alford	KC	US 570		Denis Kovach	KC
US 493		James J. Greed Jr.	F	US 571	Miss Mona	Webb Ray	KC
US 494		John Farmer	N	US 572	Light Brigade	Stuart Walker	KC
US 495		Richard Norstrom	N	US 573		Herman F. Whiton, Jr.	KC
US 496		Jack McKenzie	USA	US 574	Nefarious	Richard Walsch	KC
US 497	Freya II	Jeff Lyon	KC	US 575		David Curtis	KC
US 498		Gunnar Dalby	KC	US 576	Good News	John Kolius	USB
US 499		Gulfcoast Marine	USA	US 577		Robert Crane	KC

Sail Numbers in bold types indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB
US 578		J. Kenneth Baxter	KC
US 579	Scorpius	Jim Medley	USA
US 580	Terrestrial New World Cuckoo	Robert Mc Lean	KC
US 581		Charles Milby	KC
US 582	Wringer	Lowell North	USC
US 583	Butterscotch	Harry Adler	KC
US 584		Richard Bargren	KC
US 585	Salerosa	Tony Smythe	KC
US 586	King Fish	Carl M. Eichenlaub	USC
US 587		John Mueller	USC
US 588		George Hemmeter	N
US 589		Oivindh Lorentzen	KC
US 590		Charles Borkowski, jr.	KC
US 591		James R. Medley	KC
US 592		Malcolm Bourne, jr.	KC
US 593		Charles E. Morgan	KC
US 594		R. C. Ralls	D
US 595	Cocaracha	Wallace Springstead	USC
US 596		Jack Louv	KA
US 597		Manfred Rocker	KA
US 598		Bruce MacLedd	USC
US 599		Ronald Palm	KC
US 600	Teal	Bud Melges	KC
US 601	Shadow	Jack Van Dyke	KC
US 602		Not issued	—
US 603		Not issued	—
US 604	Complication	Sam Merrick	KC

V - VENEZUELA

Total of Soling numbers: 6, Solings certificated: 6
LBs: D 1 - KC 1 - N 4.

Address: Asociacion Venezolana de SOLING
Mr. Edmund Napp
Apartado 80199
Caracas 108
Venezuela

National Officers
Treasurer André A. Roche
Secretary Edmund Napp

Sail No.	Name of Soling	Name of Owner	LB
V 1	Rondine	Enzo Cassani	N
V 2	Chubasco	Walter Krefft	N
V 3	Tamanaco	Henrique Blohm	N
V 4	Rochela	Andres Roche	F
V 5	Kleine Brise	Edmundo Napp	KC
V 6	Cerulea	Henrique Blohm	D

VI - VIRGIN ISLANDS

Total of Soling numbers: 7, Solings certificated: 2
LBs: K 7 - Not registered: 1

Address: Yacht Racing Association of U.S. Virgin Islands
33 Raadets Gade
Sct. Thomas
Virgin Islands

Sail No.	Name of Soling	Name of Owner	LB
VI 1		Ken Klein	K
VI 2		Rudy Thompson	K
VI 3		Jean Braure	K
VI 4		Dick Holmberg	K
VI 5		Dick Johnson	K
VI 6		Not registered	K
VI 7		See SOLING PR 1	K

Y - YUGOSLAVIA

Total of Soling numbers: 1, Solings certificated: 0
LB: Not known

Address: Yachting Association of Yugoslavia
Titova Obala 2/11
Postanski Pretinac 231
Split - Yugoslavia

Sail No.	Name of Soling	Name of Owner	LB
Y 1		Split Yacht Club	

Z - SWITZERLAND

Total of Soling numbers: 162, Solings certificated: 105
LBs: D 20, F 1 - I 1 - K 15 - N 20 - Z 97. Not issued: 6
LBs unknown: 2

Address: Swiss Soling Association
ASPRO SOLING SUISSE
c/o Luigi Balestra
Sonneplatz
CH - 6430 Schwyz

National Officers:
President Luigi Balestra
Vice President Gerard Devaud
Secretary Roland Bucher
Treasurer Hugo Bohny
Honorary Members Xavier Salina
Jean Jacques Bolle

Members Rolf E. Büchler
Yves Couvreur
Jean Pierre Marmier

Fleet Captains:
Lake Zürich W. Toggweiler
Lake Geneva G. Devaud
Lake Thun R. E. Büchler
Lake Biel A. Wittwer
Lake Lucerne R. Birrer
Lakes of Jura R. Bourquin
Lakes of Ticino A. Ravelli

Sail No.	Name of Soling	Name of Owner	LB
Z 1	Tanit II	J. - J. Bolle	N
Z 2	Syrrah	Max Bonomo	N
Z 3	Tiburou	P. P. Vogel	N
Z 4	Ar-Men II	F. Vaudou	N
Z 5		M. M. Floquet	N
Z 6	Anchois-Prunier	M. Maillefer	N
Z 7		Leu	N
Z 8	Ricochet	A. Blanc	N
Z 9	Ariane III	Phonotex SA	N
Z 10	Firebird	R. F. Kuhn	N
Z 11	Pampero II	P. Martinson	N
Z 12	Frisson III	J. Geninazzi	N
Z 13	Borcaré	R. Gerster	N
Z 14	Saiph	Ch. Maillefer	N
Z 15	Alexandra	E. Iselin	N
Z 16	Vol au Vent	M. G. Mordasini	N
Z 17	Red Shirt	S. de Heinrich	N
Z 18	Amphytrite II	G. Peilleux	N
Z 19	Bubulino	M. Capecchi	N
Z 20	Gisele	P. Schneiter	K
Z 21	Firebird	B. Büchler	Z
Z 22	Koumari II	P. Teyseire	Z
Z 23	Nada	H. Dietschweiler	Z
Z 24	St. Elme II	A. Crivelli	Z
Z 25	Bunny	H. Hubmann	Z
Z 26	Anemone III	R. Cardis	Z
Z 27		Sold in France	Z
Z 28	Aiolos	P. Kamper	Z
Z 29	Asmasi	R. Birrer	K
Z 30	Ulysse	B. Luthy	Z
Z 31	Arrubaz	R. L. Genillard	Z
Z 32	Milliau	E. Kunzler	Z
Z 33	Red Flipper	Ed. Frossard	Z
Z 34	Delphin III	E. Bellwald	Z
Z 35	Filochard	P. Bergerat	Z
Z 36	Diomedee VII	J. Rosset	Z
Z 37	Pitaluge IV	A. Neeser	Z
Z 38	Monsoon V	R. G. Ruppli	Z
Z 39	Nerike II	H. Frei	Z
Z 40	Cheryl	P. Ravel	Z
Z 41		Damaged	Z
Z 42	St. Joran IV	J. A. Darrier	Z
Z 43	Viola II	D. Höllner	Z
Z 44	Eole VI	H. Fauchier-Magnan	Z
Z 45	Aramis	J. Amstutz	Z
Z 46	Passetoutgrain	G. Devaud	Z
Z 47	Petra	P. Gander	Z
Z 48	Marie-Galante V	R. Langer	Z

Sail Numbers in bold type indicate Solings certificated



Two British Solings at Cowes in a strong breeze, K 34 "Uproar", E. D. Simonds, K 56 "Solace", F. Newton.

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
Z 49	Light Blue Lady	F. Küenzi	Z	Z 106	Folle-Brise	R. Moret	Z
Z 50	Hope	R. Merkt	Z	Z 107	Antigua	P. R. Klemm	K
Z 51	Marihuana	R. Martin-du-Pan	Z	Z 108	Paris	Werner Pluss	Z
Z 52	Napadelis	Antoine Besson	Z	Z 109	Crazy Ann	M. Kurz	Z
Z 53	Black & White	P. Moser	K	Z 110	Sephyros	L. Gobet	Z
Z 54	Maverick	E.-J. Eisenring	K	Z 111	Dyade III	G. Addor	Z
Z 55	Fibrejet	K. Huber	K	Z 112	Skaeling	Hans Kallen	N
Z 56		R. Buchmann	Z	Z 113		P. Baaij	Z
Z 57	Kotick VI	P. H. Gallay	Z	Z 114	Love Bird IV	U. Caspar	Z
Z 58	Galiote	G. Bernhard	F	Z 115	Kukulkan	J.C. et M. Jacquet	Z
Z 59	Fortuna	R. Wieser	K	Z 116	Renaissance II	W. Burton	Z
Z 60	Pituitts III	E. Bosshard	Z	Z 117	Jomaran	A. Schläppi	Z
Z 61	Psi IX	J. André	Z	Z 118	Ultimus Ultimorum	A. Müller	Z
Z 62	Tegel III	Bernard Gay	Z	Z 119	Black and White	E. Isler/R. Bucher/P. Saager	D
Z 63	Marabu III	A. Raschle	Z	Z 120	Pabo	R. Bourquin	Z
Z 64	Santana	H.-U. Giger	Z	Z 121	Sayonara	P. Gerber	Z
Z 65	Eole	A. Mages	Z	Z 122	Meltemi	B. Zoelly	Z
Z 66	Bepe	E. de Rothschild	Z	Z 123	Flame	Oscar Meyer	D
Z 67	Flamingo	P. Labhart	Z	Z 124	Nike	W. Böhy-Erni	Z
Z 68	Imaglia	G. Foppa	Z	Z 125	Green-Go	J. Monnier	D
Z 69	Helios	H. J. Berger	Z	Z 126	Tai-Fun	W. Schlatter	D
Z 70	Carol	W. Siegenthaler	D	Z 127	Carinia	Rolf-M. Schmid	Z
Z 71	Suri	K. Spinnler	Z	Z 128		Not issued	Z
Z 72		Not issued	-	Z 129	Maluba II	L. Balestra	K
Z 73	Le Clou	H. Peter	K	Z 130	Coquelicot II	R. Fragniere	Z
Z 74	Rackham	E. Dubois	Z	Z 131	Bubulino II	M. Capecchi	D
Z 75		Sold in Germany W.	Z	Z 132	Salty Tiger	U. Colombi	Z
Z 76		Sold in Sweden	Z	Z 133	Doria II	S. Spreng	Z
Z 77	Eole	G. Pointet	Z	Z 134	Maverick II	H. Bohny	Z
Z 78	Vendaval	E. Stauffer	Z	Z 135	Amanite	J. Veuthey	Z
Z 79		Not issued	-	Z 136	Gavroche IV	P. Guignard	D
Z 80	Nickian	A. Graham	Z	Z 137	Ti-Quaka II	Chr. et J.Y. Rey-Millet	Z
Z 81	Nudia	A. Scheidegger	Z	Z 138	Sereina	J. de Tymowski	Z
Z 82		Not issued	-	Z 139	Jackie	F. Lanz	Z
Z 83		Sold in Austria	Z	Z 140		Sold in Australia	Z
Z 84	Tyton	E. Lauper	K	Z 141	Lida II	A. Ravelli	D
Z 85	Zetina	P. Vaney	Z	Z 142	Chamaille XIII	A. Marti/G. Charrot	D
Z 86	Olař	A. Wittwer	Z	Z 143	Froid'Aigue II	H.C. Viscolo	D
Z 87		E. Hauenstein	Z	Z 144		G. Dangel	D
Z 88	Oursin III	A. Ricci	Z	Z 145	Mistral	W. Knechti	D
Z 89	Revenge	R. Haffter	Z	Z 146	Indigo	J. Salin	D
Z 90	Grinoeffel	H.-P. Müller	Z	Z 147	Sayonara II	H. Fitting	Z
Z 91	Samourai	Marco Bonomo	Z	Z 148		H. Sandrini	-
Z 92	Don Qui-Flotte	B. Curchod	Z	Z 149	Thobar	C. Allenbach	-
Z 93	Dumbo	M. Heurteux	Z	Z 150	Maria-Christina III	R. E. Büchler	D
Z 94	L'Ours	A. Hoffmann	Z	Z 151	Flame	R. Pieper	D
Z 95	Hokai	F. Schürch	K	Z 152	Tyousps-One	M. Clerc	Z
Z 96	Pedro III	P. Carp	K	Z 153	Nadia	J. Christen	D
Z 97	Nocciolina	Th. Blumer	K	Z 154		Not issued	-
Z 98	Flossy	Fr. Egli	I	Z 155		E. de Rothschild	D
Z 99		W. Pfetsch	Z	Z 156		C. Künzi	D
Z 100	Fantasi	J. A. Itten	K	Z 157		A. Amherd	D
Z 101	Radisi	P. et P. Hess	Z	Z 158		A. Dolci	Z
Z 102	Whisky VIII	R. Hagenbucher	K	Z 159		E. Schenker	Z
Z 103	376	C. Pedrazzini	Z	Z 160		R. Blattmann	KC
Z 104	Friese Wind	J. Veuthey	Z	Z 161	Mistere	E. Bernet	D
Z 105	Jolly	E. Staib	Z	Z 162	St. Elme III	J. P. Marmier	Z

Sail Numbers in bold types indicate Solings certificated

MEASURERS ISA-RULE 7.8.



COUNTRY		MEASURERS, Names and addresses	Notes
Letter	Name		
A	Argentina	Yakim Palombo, Castro Barros 1344, Martinez	
B	Belgium	Simon Hermans, 334 Boulevard Louis Mettwie, 1080 Brussels	
BA	Bahama	See US – U.S.A. Measurers are used	
BL	Brazil	Jean Jacques Terrason, Avenida Pasteur, Rio de Janeiro, c/o late Clube do Brasil.	
D	Denmark	Mogens Nielsen, Elleorevej 17, Veddelev Strand, 4000 Roskilde	6
E	Spain		0
F	France	Michél Pessiot, 7 Rue de Normandie, 17 La Rochelle	6
G	Germany	Günter Kuhlmann, 24 Lübeck 14, Stolpstrasse 21.	6
GR	Greece		0
H	Holland	The Measuring Centre of the Royal Dutch Y. Ass., Van Eeghenstraat 94, Amsterdam	1
I	Italy	1. Lio Coccoloni, Mariperman, 19100 La Spezia	2
I	Italy	2. Angelo Cressi, Via O. Cancelliere 21, 16125 Genova	2
I	Italy	3. Bruno Dequal, P. le A. De Gasperi 3, 34139, Trieste	2
I	Italy	4. Ottavio Puleo, Via Piaggio 24/9, 16136 Genova	2
I	Italy	5. Tomaso Venturini, P. le Vittoria 12, 25100 Brescia	2
I	Italy	6. Raffaele Calzecchi, V. Casamari 25, 00144 Roma	2
I	Italy	7. Mario Eusepi, V. L. Capuana 135, 00137 Roma	2
I	Italy	8. Ernesto Rosso, V. Livorno 16, 04024 Gaeta	2
IR	Eire	J. Tyrell, M.R.I.N.A., South Quay Arklow Co., Wicklow	
J	Japan	Kensaku Nomoto, c/o Japan Yachting Association, Japan	
K	United Kingdom	1. T. J. Black, The Hillock, Sandbank, Argyll, Scotland	8
K	United Kingdom	2. E. J. Magee, Downpatrick Road, Grossgar, Belfast, North Ireland	8
K	United Kingdom	3. I. A. Williams, Northwoods, Ting Tong, Budleigh Salterton, Devon	8
K	United Kingdom	4. D. I. Fairbairn, Glentrae, Kilcreggan, Helensburg, Dumb.shire, Scotland	8
K	United Kingdom	5. R. P. Fisher, 7 Fieldgates, Dock, Waterside, Brightlingsea, Essex	8
K	United Kingdom	6. J. F. Pyman, 48 Winsford Gardens, Westcliff-on-Sea, Essex	8
K	United Kingdom	7. J. N. Howard-Williams (Sails only) Hunters Moon, Brook Ave., Warsash, Southampton	8
K	United Kingdom	8. W. R. Mathew, High Topps, Sandy Down, Boldre, Lymington, Hants	8
K	United Kingdom	9. C. E. Donne, Villa Rothsay, Cowes, Isle of Wight	8
K	United Kingdom	10. E. V. Bolton, c/o Pelican Boat Works, Commercial Road Strood, Rochester, Kent	8
K	United Kingdom	11. N. Myers, 10 Kensington Garden Square, London W.2.	8
K	United Kingdom	12. D. Bruin, 7 Wellesford Close, Banstead, Surrey	8
K	United Kingdom	13. J. E. King, 32 St. James's Road, Bridlington, Yorkshire	8
KA	Australia	P. B. Docher, 7 Iveny St. Lindfield 2070, N.S.W.	6
KB	Bermuda	W. Brownlow Gray, Grayridge, Paget	
KC	Canada	Peter Cochrane, 761 London Road, Sarnia, Ontario	6
KJ	Jamaica	S.M. Cough, 4 Kinsale Avenue, Kingston 6, Jamaica	
KR	Rhodesia		
KZ	New Zealand	W. Stevenson, R.N.Z.Y.S., 1 Parliament St., Auckland 1	6
L	Finland	1. Arndt Norrgård, c/o Firma Bagalo, Boulevarden 1, 00100 Helsingfors	
L	Finland	2. Hans Wagner, Brändö parkv. 48, 00570 Helsingfors 57	
L	Finland	3. Christian Sundman, c/o Teräskonttori Oy, Melkonkatu 15, 00210 Helsingfors 21	7
M	Hungary	Bela Bzvegyi and Bela Torjai, address for both: c/o Hungarian Yachting Association, see Register	
MX	Mexico	Sr. don Carlos Gutierrez Argudin, Apartado Postal 1038, Acapulco, Gro.	
N	Norway	1. Jan H. Linge, Tordenskioldsgate 1, Oslo 1	
N	Norway	2. Egil Normann Lej, Stortingsgate 14, Oslo 1	6
N	Norway	3. Kjell Haslev, c/o Erl. Hovdan A/S, Skippergate 5, Oslo 1	3
OE	Austria	1. H. H. Böcker, D-8000 München 60, Meyerbeerstrasse 47, bzw. A-9210 Pörschach/Wörthersee	
OE	Austria	2. W. Rihl, A-5020 Salzburg, Auerspergstrasse 42	
OE	Austria	3. Paul Römer, A-4810 Gmunden, Dr. Feursteinstrasse 14	
OE	Austria	4. H. Koller, A-5082 Gröden-Fürstenbrunn, Salzweg 14	
OE	Austria	5. A. Bannmüller, A-6900 Bregenz, Kennelbacherstrasse 28	
OE	Austria	6. O. Fleischmann, A-1080 Wien, Feldgasse 11/10	4
OE	Austria	7. H. Nölscher, A-1030 Wien, Hohlweggasse 2	4

P	Portugal		0
PK	Pakistan		
PR	Puerto Rico		
PZ	Poland		0
S	Sweden	1. Håkon Kellner, Björnvägen 9, 181 33 Lidingö	
S	Sweden	2. Leif Hedman, Huvudsgatan 12, 171 58 Solna	
S	Sweden	3. Åke Ludwigs, Pl. 433, 43081 Billdal	
SA	South Africa	1. C. V. Myburgh, "Hoveto", Morris Rd., Claremont, Cape	
SA	South Africa	2. C. J. Warne, 24 Beach Hurst, Marine Parade, Durban	
SR	U.S.S.R.	1. Lavrov, Moscow 69, Skatertnyi pereulok 4	
TH	Thailand		
US	U.S.A.	1. Robert Blumenstock, 117 Bald Hill Road, New Canaan, Connecticut 06840	5
US	U.S.A.	2. Martin Blutworth, Post Office B. 5246, Houston Texas 77012	5
US	U.S.A.	3. Tom Wilder, Post Office B. 706, Balboa, California 92661	5
US	U.S.A.	4. Maurice Rattray, Lexington Way, E. Seattle, Washington 98102	5
US	U.S.A.	5. Russell Beck, 26910 Russell Road, Bay Village, Ohio 44140	5
V	Venezuela		0
VI	US Virgin Islands		0
Y	Yugoslavia		
Z	Switzerland	Jean-Pierre Marmier, Chemin des Murets 12, 1814 La Tour-de-Peilz	6

FOOTNOTES.

Nos.

- 0 Reports not received (reminded several times, see ISA-Rule 7.8).
1. Names of Dutch Measurers: Pieter Mussert, Jan A. Van Berkel, Eduard P. Walter, Loek V. D. Berg.
2. All the measurers above mentioned measure sails. No. 2 is responsible for Solings from Biancchi & Cecchi (IA) No. 6 for Solings from C.I.M.A. (I). – Nos. 2 and 6 are also responsible for Solings imported and for control operations at championships and international races.
- 3 Sails only
- 4 Wien und Burgenland only
- 5 Measurer no. 1 East Region and Solings from Gemico (US), 2 Southwest Region and Solings from Plastrend (USA), 3 West Region and Solings from Eichenlaub (USC), 4 North West Region, 5 Central Region.
- 6 Responsible for Solings from the Licence Builder in the country mentioned.
- 7 Appointed by "Finlands Seglarförbund". (Finnish Authority).
- 8 Besides the 13 above mentioned the Royal Yachting Association employes more official appointed measurers. The R.Y.A. publication YR 6/71 refers. - Nos. 1 and 4 conduct measuring in Scotland, no 7 (sails only) and no. 8 Hampshire, all other measurers: The counties of their homeport. No. 10 is responsible for Solings from the Licence Builder Tyler (K).



Responsibility of Measurers

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

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

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

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

It is recommended that the measurer keeps a record of all the measurements that he takes including details of the

yacht's sail number, builder, mould number etc.

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

Responsibility of Owner

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

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

SOLING

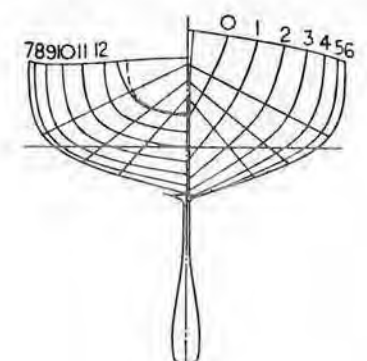
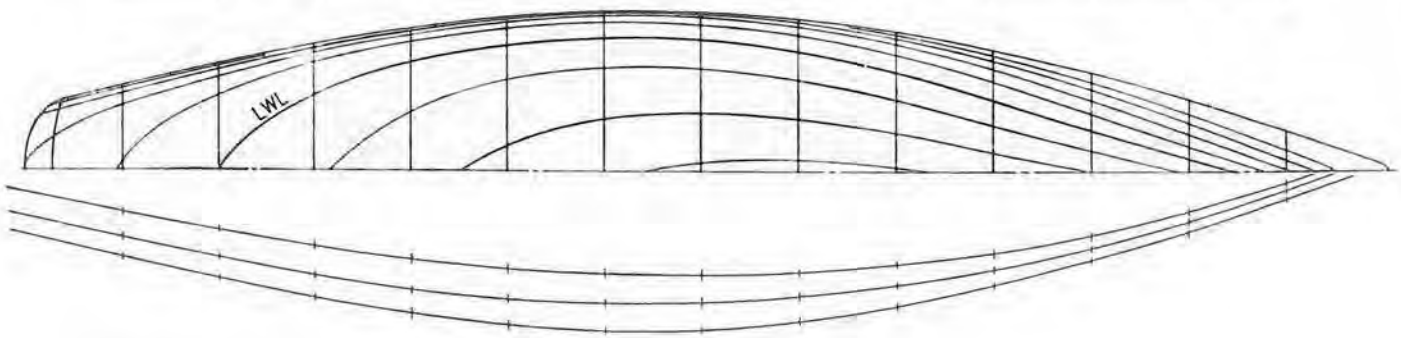
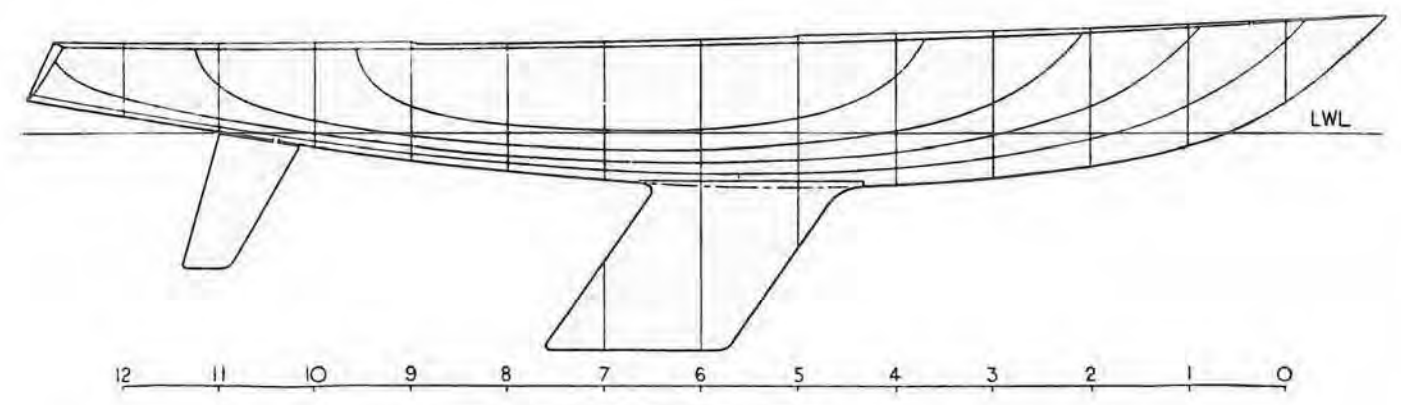
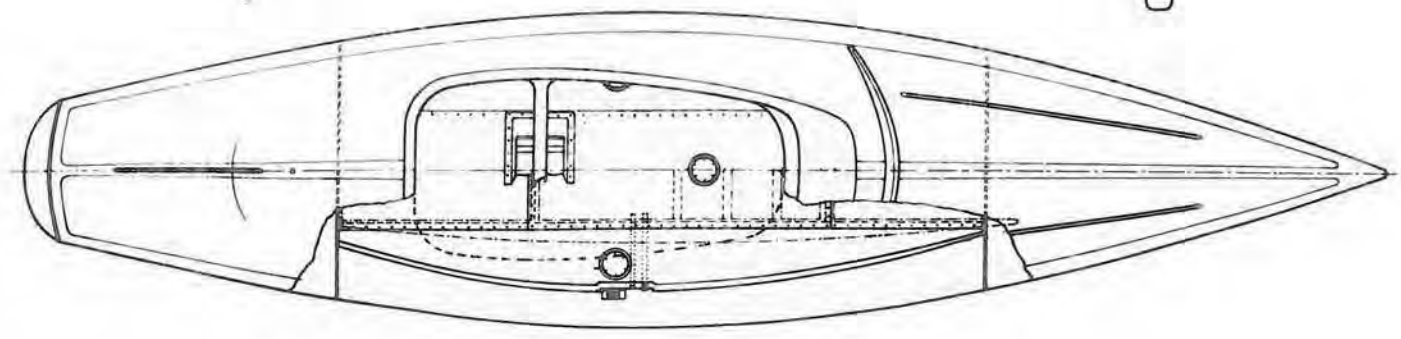
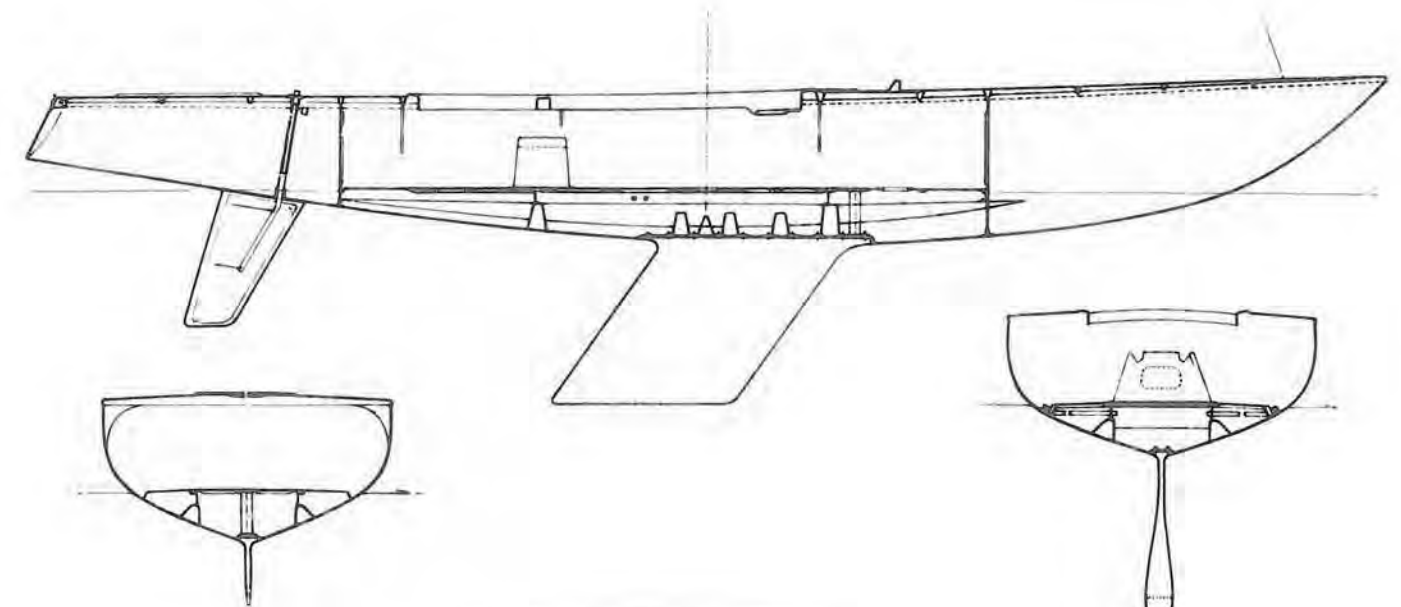


SPECIFICATION

Length - Overall	8.15 m	26' 9"
Length - Waterline	6.10 m	20' 0"
Beam - Max	1.90 m	6' 3"
Draft - Max	1.30 m	4' 3"
Av. Freeboard	0.54 m	1' 9"
Displacement	1,015 kg	2,233 lbs
Keel Weight	580 kg	1,276 lbs
Ballast Ratio	57%	57%
Mainsail Area	13.6 m ²	146 sq ft
Jib	8.1 m ²	87 sq ft
Spinnaker 1	approx.	356 sq ft
Spinnaker 2	approx.	290 sq ft
Height of Mast	9.3 m	30' 6"



DESIGN: JAN HERMAN LINGE



INTERNATIONAL SOLING CLASS REGISTRATION PROCEDURES

Abbreviations and Explanations

- AM** **Appointed Measurer.** Any NA or NSA shall appoint a measurer for each LB in the nation. The AM must live in as close an area as possible to the LB, and without warning he will appear at the builder's yard at any time but not less than three times a year, and at random, choosing a Soling and check it accordingly with the MF. The AM shall sign all Measurement Forms of the LB he is assigned to, as long as he is satisfied that the LB meets quality standards set by the IYRU and the ISA.
- CC** **Certificate.** See MR 2.5, 16.1 and 17.3 and further ISA-rules 3.8, 4.2, 4.4, 4.5, 4.7 and 6.1. The CC (with two copies) is shown on page 77. The CC and a vinyl-envelope is obtainable from ISA-office free of charge.
- CS** **Certificated Soling.** A Soling for which the owner holds a valid Certificate.
- DEM** **District and Event Measurer.** The NSA or NA can appoint District and Event Measurers as it deems necessary. The DEM's main function will be to check on minor details of the Solings that have already been certificated. This might include bands on spars, sail measurements, mast position, overall weights etc. For matters beyond routine, contact shall be made to the NSA.
- IYRU** **International Yacht Racing Union.** The IYRU assisted by its Keelboat Technical Committee has the sole right to interpret the Measurement Rules.
- LB** **Licensed Builder.** According to ISA-Rule 4.1 the Committee can upon an application from a builder recommend to the IYRU Holdings Ltd. that a licence be issued.
- MF** **Measurement Form.** This is the official Measurement Form and the principal document for the registration of a Soling. It shall be filled out before the Soling leaves the LB's yard according to the prescriptions on the form. For part assembled Solings see PAS.
- MR** **Measurement Rules.** The complete title is: International Soling Measurement and Class Rules, see page 35.
- NA** **The National Authority,** see ISA-Rule 3.3, in countries with no NSA.
- NSA** **The NSA is the National Soling Association** recognized by ISA according to ISA-Rule 3.4.
- PAS** **Part Assembled Solings.** In the case of part assembled Solings the ultimate finisher or the owner is responsible for having the MF completed by an AM according to the introduction and declarations on the MF.

- RF** **Register Form.** This is a form with a copy used by NAs or NSAs and the ISA for the registration of International Solings re: ISA-Rule 3.14. The RF is obtainable from ISA-office free of charge, see page 77.
- RS** **Registered Soling.** A Soling for which a completed MF as well as a sail letter and number of its country has been issued, and the Soling is registered with its NSA or NA and with ISA by a RF.
- SMF** **Sail Measurement Form.** This is a form regarding that part of the Measurement Rules concerning Soling sails. All sails must be checked against this form.

How to register an International Soling.

1. The LB orders a plaque from IYRU Holdings Ltd.
2. The LB pays for the plaque according to Measurement Rule 2.1.
3. The plaque shall be issued and placed on the boat according to the Measurement Rule 3.5.
4. The MF shall after it has been properly completed and signed be sent to the NSA or NA by the LB or the owner.
5. When the MF is checked and found properly completed and signed the Soling is assigned with the first free national sail number (MR-rule 15.1).
6. For any Soling built the Registration Form is filled in. The NSA or NA files this form under the assigned sail number. The RF-copy (yellow) is sent to the ISA for international registration.
7. When the owner has paid his due a Certificate can be issued. This is then valid for the current year, and must be renewed every following year by paying the annual dues to the NSA. The original of the CC (white) is for the owner, the yellow copy for ISA, and the green copy is for the NSA or NA.
8. The annual payment shall be recorded in the relevant column of the RF by the NSA or NA and by ISA. By this all recording of the Solings can be up to date.
9. **Transfer of Ownership inside the same country.**
 - 9.1 The former owner delivers the Soling to the new owner together with the CC.
 - 9.2 The new owner shall apply immediately to his NSA or NA for a new CC. With his application, he shall return the CC received from the former owner and pay the annual dues.

- 9.3 The NSA or NA forward a copy (yellow) of the new CC to the ISA. The transfer of ownership shall be recorded on the RF in the files of the NSA or NA and the ISA.
10. **Transfer of Ownership from one country to another**
The owner's procedures are the same as in item 9.1 and 9.2.
- 10.1 The former owner informs his NSA or NA of the country where the new owner is domiciled. He delivers the Soling to the new owner with the CC.
- 10.2 The new owner shall apply immediately to his NSA or NA for a new registration. The Soling is now assigned with the first free national sail number in the new country, and the above mentioned procedures (item 9.2 and 9.3) are followed.
11. All records at the ISA and the NSA or NA are based on sail letters and numbers.
12. **Lost CC.** The NSA, NA or the ISA can furnish the owner with a copy of any CC at a fee of \$ 5.—.

REGISTER FORM


REGISTER FORM. For any Soling built this form shall be used and duly filled in when a Soling Sail Number is allotted for the first time. The original is for the records of the National Authority or the National Association while the copy shall be forwarded to the ISA for international registration.

By transfer of ownership from one country to another a new Register Form shall be issued by the National Authority or National Soling Association in the new country.

For further details see Procedures.

When an owner pays his annual subscription it is recorded in the relevant column both by the NSA and the ISA. Remember please to state sailnumbers and names of all the owners when you forward your payment.

TYPE OR BLOCKLETTERS ONLY							ATTENTION: Carbonized NC-Paper																
REGISTER FORM																							
IYRU Plaque Serial Number:							Sail letter:		Sail Number:														
Builder's code:		Hull no.:		Mould no.:			Plug no.:		Built before March the 1st 1970			=											
Measurement Form dated:							From Date:		To Date:		Certificate issued Date:			Initials:									
Owner:																							
Owner:																							
Owner:																							
Owner:																							
Owner:																							
Owner:																							
Registration fee (Dues) paid:							Former Sail Number:																
1970		1971		1972		1973		1974		1975		1976		1977		1978		1979		1980		1981	
Remarks:							Issued by:																
*When a Soling is built before March 1970 and have no IYRU Plaque Number then tick off here.							Stamp:																
ISA 1 3 70-2500 int							Signature:																

CERTIFICATE INTERNATIONAL SOLING			
Name of Yacht: _____		Sail Number: _____	
Owner's name: _____			
Owner's Address: _____			
Owner's Club: _____			
Measurement Form dated: _____			
The SOLING with PLAQUE-numbers:			
IYRU Serial no.: _____*		Builder's Code: _____	
Hull no.: _____		Mould no.: _____	Plug no.: _____
has been built in accordance with the Measurement Rules issued by The International Yacht Racing Union in force at the time of hull moulding commences.			
Builder's name: _____			
Sails to be measured separately with the official Sail Measurement Form.			
Issued by:			
_____		_____	
Authority		Signature	
_____		_____	_____
Place		Date	Signature
Original Certificate issued by:			
_____		_____	_____
Authority		Date	Sail no.
*Only for Solings built on or after March the 1st 1970			
ISA-2 3-70-2500 int			

CERTIFICATE

SOLING CERTIFICATE: This form will be delivered from the ISA with two copies and a vinyl-envelope. It shall be duly filled in on the basis of either the official Measurement Form or the former Certificate of the Soling in question. The original (white) shall be delivered to the owner in the vinyl-envelope together with a receipt for dues paid. The Certificate is valid only when it is accompanied by a receipt of dues paid for the year the Soling is racing. The first copy (yellow) is for the records of ISA, the second (green) is kept by the NA or NSA for their records. By any transfer of ownership a new Certificate shall be issued. For further details see Procedures. This Certificate comply with the requirements of the IYRU Racing Rule 19 and shall be presented by the owner when the Soling is entered a race.

The Forms are printed in approximately half size.

HOW TO MEASURE SOLINGS AT EVENTS

A Measurement Programme

Through the latest championships the International Soling Association Executive Committee has approved the following programme for measuring Solings:

The five Measurement Stations

Five measurement stations will be practical, each equipped with a full team of measurers, consisting of: One competent charge hand, two assistants and one secretary.

Only the charge hand and one representative from each Soling can refer to the chief measurer, who again reports to the Jury.

The following items according to The International Soling Class Measurement Form will be checked at the following stations:

Station 1. Spar Measurements, item 57 to 86.

The following items will be properly controlled either by weighing or by measuring with appliance of pre-marked steel tapes: 65 to 68, 71, 74, 83 and 84. — The rest of items will be subject to scrutineering. — Items 63 and 64 will only come in force in cases where item 65 is not acceptable.

Station 2. Hull Measurement.

The following items will be measured: 9, 10, 11, 28, 31 and 36.

The following items will be scrutineered: 3, 6, 7, 29, 30, 31, 32, 35 and 37.

Station 3. Appliance of Templates.

Templates will be used for check of at least one Soling from each mould, and these Solings only will enter into the area of Section 3. — The following items will be checked: 12 to 22 incl.

Station 4. All up Weight of Hull.

The Solings will be weighed according to Measurement Rule 11, and item 87 on the Measurement Form from IYRU.

Station 5. Sail Measurement.

In accordance with Measurement Rule 10. Not more than two mainsails, two jibs, two large and two small spinnakers will be allowed for measuring. —

This procedures are corrected in accordance with the Measurement Form received from the IYRU, effective from 1 March 1973.

Instructions and Letter to Owners.

The Chief Measurer must instruct his teams in accordance with the above guidance for each station, and also supply each charge hand with the IYRU Measurement Forms in question (see page 00 — 00).

Further the organizer must inform all owners or representatives of entered Solings of the Measurement Procedures by letter mailed at the latest a fortnight before the first day of measuring the Solings. This letter should be included:

- (1) A plan showing the measuring area.
- (2) A Measurement Form (fig. 1) and
- (3) a Sail Measurement Form (fig. 2).

The contents of the letter could be as follows:

To SOLING-Owners entered for the

Concerning measurement for the Championship at: (place and dates).

Competitors are asked to assist the organizers by having their SOLINGS in the measurement area latest by ——— hours on date. Please call at the "Check-in Station" at the Harbour Master's office — (marked "O" in the enclosed plan).

By presenting your valid certificate and the enclosed Measurement Form filled in your SOLING will receive a measurement number.

From "O" you follow the route marked on plan to



The vertical centre of gravity (rule 3.3) is controlled at the builders yard. (Not more than 700 mm from sheerline to plumbline when the boat is at its point of balance). This test is not part of the Event Measurement Programme, but the responsibility of the appointed measurer in order to make sure that the glass reinforced plastics (GRP) are in accordance with construction plans and specifications before the Soling is further assembled. At this stage the hull weight shall be not less than 375 kg (rule 3.2).

Station 1. When you have got your check at this station please rig your SOLING immediately and then proceed to Station 2. From here follow the instructions given. Keep your sails out of the SOLING. When your SOLING is launched proceed to Station 5 where the measurers will take care of your sails.

your sails.
Moorings for the SOLINGS are marked with Sail No. on the Guest Quay (see plan).

Park your trailer or lorry at Station 6 (see plan). Having parked your trailer you can park your private car as shown on plan.

All the measurement will take place in the order you check in.

We have organized the measurement procedure carefully and we hope you will assist getting this part of the regatta running smooth.

Please observe the enclosed forms with care — your SOLING will not be allowed in the measurement area if the requirements are not fulfilled.

On behalf of the organizers

(signature)

Encl.: Plan
Measurement Form
Sail Measurement Form

SOLING MEASUREMENT No. **MF**

SOLING Sail Letter(s): **No.:**

Owner's name:

Home Address:

Staying at:

Date of enclosed certificate:

Measurement Marks. Are they visible on the hull and deck in accordance with the Measurement Diagram ?
State here please: YES or NO

Your Soling will not be allowed to enter the measurement area until the marks are OK.

The owner (or his representative) must have this form ready for check at each station.

Measurers Control Station	Date hour	Official initials
"O", Check-in		
1, Rig measurement		
2, Hull »		

Measurers Control Station	Date hour	Official initials
3, Templates		
4, Weighing etc.		
5, Sails		

Comments by measurer: _____

SAIL MEASUREMENT FORM FOR SOLING SMF

Sail letter(s) No.

Sails for measuring shall be delivered at Station 5. Not more than 2 mainsails, 2 jibs, 2 large and 2 small spinners are allowed for measurement at this event. All sailbags shall be marked with Sail No., and tied together with a rope. **One sail in each bag, please.**

The following sails are received:

Tick	Sail	Stamped OK	Not OK + SMF
	Mainsail "A"		
	Mainsail "B"		
	Jib "A"		
	Jib "B"		

Tick	Sail	Stamped OK	Not OK + SMF
	Large Spinnaker "A"		
	Large Spinnaker "B"		
	Small Spinnaker "A"		
	Small Spinnaker "B"		

Expected ready DATE _____ Hours: _____ appr. _____

Place _____ Date _____

(signature) _____ (Measurers signature) _____

Received back _____


(Owner's or representative's signature) _____

For sails not OK and not stamped see enclosed Measurement Form. In the columns for the item(s) not in accordance with the measurement rule(s) the actual Measure(s) is filled in.

When corrected deliver sail(s) for control together with the Sail Measurement Form (Station 5).

The organizers have effected an insurance of the sails while in the organizers possession.

FOR THE PACIFIC COAST SAILORS



ISHIHARA DOCKYARD COMPANY LTD.

TAKASAGO WORKS.

TEL. 07944(2)4191 1474-1 MUKOJIMA, TAKASAGO-CHO
TELEX. 5655-287 TAKASAGO-CITY-JAPAN

With compasses,
spinnaker boxes,
Elvström mast:
\$6580 (ex-sails)

POLYFORM-SOLING

Top Swiss quality in yacht racing

National championship:
Switzerland 1971: 1, 2, 3
Austria 1972: 1, 4
Switzerland 1972: 2, 3, 4



POLYFORM S.A.

CH-1462 Yvonand - (Switzerland)
Tel. 024/5 16 87-88-89

THE FATHER OF SPEED

MURPHY & NYE SAILDESIGNERS

2243 North Elston Avenue
Chicago, Ill. 60614
312/384-2828

216 Eastern Avenue
Annapolis, Md. 21403
301/263-3261



WINNERS GO NORTH

North-Sails make more sails
that win more races
than any other sailmaker
in the world

North-Sails Wagner
8132 Garatshausen
Traubinger Strasse 24
West-Germany

for U.S.A.
North-Sails
1255 Anchorage Lane
San Diego, CA 92 106
(714) 224 - 2424





Above left: "Wringer" US 582, Lowell North, under a beautiful, white spinnaker, which is beautified by the Californian sunshine and a real hard blow forcing all hands to hike out over the windward rail.

At Kiel 1972 every effort was done to make all perfect. Salt in sails could be rinsed away in fresh-water in the basin shown to the left, and hoisted to dry in one of the gollows placed over a clean wooden floor on the lawn. While the boats out racing basins were drained and cleaned. Magnificent service !

Buy RABBIT EARS

for "Hare-Racing" Speed!



Standing ready to serve
Bruce Moore of Maxinkuckee
Bill Allen of Cottagewood USA
Buddy Melges of Zenda

Call us: 414-248-6621

Photographers in the Guide.

Beken of Cowes: 12, 13, 25, 35, 75, 79.
Diane Beeston: 12, 13, 21, 29, 31, 37.
Castello: 11.
B. S. Johansen: 87.
Wilh. Darre Krause: 9, 22, 45.
Polking Horne, Sydney: 31.
Kurt Schubert: 6, 12, 13, 56, 57.
Eyvin Schjøttz: 91

SOLING GUIDE INDEX 1973



Names of persons are printed in italics - Names of Boats are placed inside quotation marks - Page-numbers in italics refer to illustrations.

Advertisers in the Guide	92	Germany East Register	63	"Niesse" (S 87)	35	Soling History in short	11
<i>Allen, William</i>	37	Germany West Register	61	Norway Register	69	Soling, Hiking	12
<i>Andersen, Ib Ussing-</i>	10	<i>Gleich, Martin</i>	21	North American Championship	23	Soling planing (K 41)	25
<i>André, J. J.-</i>	5	Gravity, Vertical centre of	87	Rules		Soling Register	57
Appointed Measurers	81	(rule 3.3.)		<i>Nyström, Tom -</i>	5	Soling Sail plan	83
Argentine Register	59	Greece Register	63	Official Measurers	81	Soling, Unknown -	75
Austria Register	69	"Gusto" (K 60)	4	Order Form	38	Solings at Genoa	11
Australia Register	65	<i>Harald, H.R.H. Crownprince</i>	6, 45	Original US Rules	23	Solings at San Francisco	7
Australian Course area	32	Holland Register	63	"Osprey" (BL 21)	22	Solings dancing round the mark	57
Badges	38	Hungaria Register	69	Ownership, Transfer of	85	South Africa Register	71
Bahama Register	69	Inquiries to the right Authority	56	Owner's Responsibility	82	Spain Register	60
<i>Bakker, Geert -</i>	5	Instructing Measurers	87	Pakistan Register	70	Spinnaker, hoisting	56
Belgium Register	59	International Racing in the Solent	35	Palm Beach (KA)	32	Spring Events 1973	7
Benzon, Eggert	5, 37	ISA Forms	38	Part Assembled Solings	85	Start of Solings at Kiel	45
<i>Bentsen, Bill</i>	5, 37	ISA Rules	15, 38	<i>Perlicki, Zygfyrd -</i>	45	Station Marks	55
Bermuda Register	67	Interpretations	55, 56	Phillipine Register	70	<i>Steinbach, Charles H. -</i>	5
<i>Bever, Don</i>	5	Italy History	9	<i>Pieper, Ronni</i>	45	Sweden Register	70
Blazer Badge	38	Italy Register	63	Pitt Water (KA)	32	Switzerland History	9
<i>Boneo, R. M.</i>	45	IYRU	85	Plans, Official (a list)	45	Switzerland Register	78
Bottom, Scrubbing -	22	IYRU Plaque	40	Plans, Soling -	38, 40	<i>Tallberg, Peter -</i>	45
Brazil Register	59	Jamaica Register	68	Plaque	70	"Teal" (US 600) at finishing line	30
<i>Bryan, Peter Kaye -</i>	5	Japan Register	64	Poland Register	70	"Teal" at Kiel	37
<i>Buckley, M. W. -</i>	25	Jib diagram	43	Portugal Register	70	"Teal" in the lead	9
Builders	39	<i>Judah, Robin -</i>	5	President's Preface	5	"Teal" with spinnaker	29
Canada Register	67	<i>Kjaerulff, Jan -</i>	5	Procedures for Measurement	87	Technical Committee	5
Certificate (CC)	38, 85, 86	Kolofon	4	at Events	85	Templates	38, 45
Champions	7	<i>Lee, Bruce</i>	5	Procedure of Registration -	58	Templates, Measurement using -	55
Championship Rules	19	Licensed Builders	39, 85	Progress, Soling Class -	58	Thailand Register	71
Committees, ISA -	5	Licensed Builder's Measurer	81	<i>Präh, Berndt -</i>	5	<i>Thomas, David</i>	4
Constitution	15, 38	<i>Lorentzen, Erling S. -</i>	5	Puerto Rico Register	70	Tie, Soling	38
Contacts (NSAs)	6	Lost Certificate	86	Race Report Form	89	Tip Weight Control	39
Copenhagen Spring Championship	8	<i>Marten, Stephen -</i>	45	Race Reports	7	Tooling, Supply of -	56
Country History	9	<i>Martinen, V.-P. -</i>	56	Race Results	89	Top Helmsmen	7
<i>Couvreu, Y. -</i>	5	Mast Tip Weighing	39	Race Log Form	89	Tough Racing, Genoa	11
Crystal Bay	31	Measurement diagram	48	Races Round the World	33	Transfer of Ownership	85
Cuff Links	38	Measurement Form (MF)	46, 85, 88	Receipt for Building Fees	40	United Kingdom Register	64
Denmark History	9	simplified		Records of Solings 1968-1973	58	Unknown Soling	75
Denmark Register	59	Measurement Rules	38, 85	Regatta Report	33, 38	"Uproar" (K 34)	35, 79
Diagram for measuring jibs	43	Measurement Rules	55	Regatta Report Form	89	USA Register	71
Diagram, Measurement -	48	ISA appendix		Register Form (RF)	38, 85, 86	USSA-Event Rules	23
Dispensations	55, 56	Measurement Rules (IYRU)	41	Register of Solings	57	USSA History	9
Drawings, Soling -	38	Measurements, Additional -	56	Registration Procedures	85	USSA Selection Rules	28
<i>Dyke, John H. Van -</i>	5	Measurement using Templates	55	<i>Reich, Herbert</i>	5	US-Solings at San Francisco	7
Eire Register	63	Measurers, Appointed -	85	Rhodesia Register	68	US Solings with spinnakers	27
Entry table (Europeans)	22	Measurers (ISA Rule 7.8)	81	<i>Romsey, Gerald -</i>	21	U.S.S.R. Register	71
Entry table (Worlds)	19	Measurer's Responsibility	82	Royal Prince Alfred Y.C.	31, 32	Venezuela Register	78
European Championship Rules	22	Measure Solings, How to -	86	Sail Labels	38	Vertical centre of gravity	87
Event Measuring	86	<i>Melges, Jr. Harry C. -</i>	29, 30, 37, 45	Sail Measurement Form (SMF) 53,	85	controlled (rule 3.3)	
Event procedure for measuring	87	<i>Miller, Kenneth B. -</i>	5	Sail Measurement Form (SMF)	88	Virgin Islands Register	78
Event Rules	19, 38	<i>Mitchell, E. B.</i>	5	simplified		Wash Basin for Sails	91
Executive Committee	5	"Mockingbird II" (K 41)	25	Sail Wash Basin, Kiel	91	<i>Westerberg, Anders -</i>	35
Finland Register	68	Modification to Hull Moulds	55	<i>Schiøttz, Eyvin</i>	5	Who's Who, Soling	37
Fixture Form	38	<i>Mueller, John -</i>	21	<i>Schiøttz, Nina</i>	4	<i>Winterbottom, K. S. -</i>	5
Fixtures	33	NAYRU	37	<i>Schmidt Brothers (BL)</i>	22	World Championship Rules	19
Forms, ISA -	38	<i>Newton, F.</i>	79	Secretariat	5	Yugoslavia Register	78
"FRAM VI" (N 76)	6	New Zealand Register	68	Secretary's Notes	89	"Zorbas" (L 6)	56
France Register	60			<i>Simonds, E. D. -</i>	35, 79		
				"Solace" (K 56)	79		
				Soling drawings (lines)	84		

TO OBTAIN SOLING CERTIFICATE

If you know of a Soling owner who wants to get his Soling certificated the form overleaf can be used. It is easy to take this part of the page out. When the form is filled in and mailed under the address of your NSA (see register) with the relevant papers enclosed the NSA will take care of the certification.

The new member will receive the certificate from his NSA, and then the Soling is allowed to race (ISA-rule 6.21).

On receipt of the certificate the Soling Guide 1973 will promptly be mailed to the new member.

Re Soling Guide

Register of International Soling Class Yachts

For my Soling: Sail Letter(s): Sail number:

please state the following (if not in the register fill in all columns in BLOCKLETTERS please):

Name of Soling	Name of Owner	LB Code

My Soling is certificated, insert date of certificate: _____

Other information: _____

Place: _____ Date: _____

Signature: _____

Above noted by NSA: Date: _____ Initials: _____

Informed ISA, Copenh.: Date: _____ Initials: _____

Re: Membership

The undersigned:

Name: _____

Address: _____

Owner of Soling with Sail Letter(s): No.:

Name of Soling:

want my Soling certificated in accordance with the rules of the International Soling Association and the rules of the National Soling Association.

I enclose:

Measurement Form dated: _____

or

Former Certificate, dated: _____

issued by: _____

and

The annual contribution: _____

(A membership issued in the fourth quarter of a year is also valid for the following year, ISA-rule 6.23).

Place: _____ Date: _____

Signature: _____

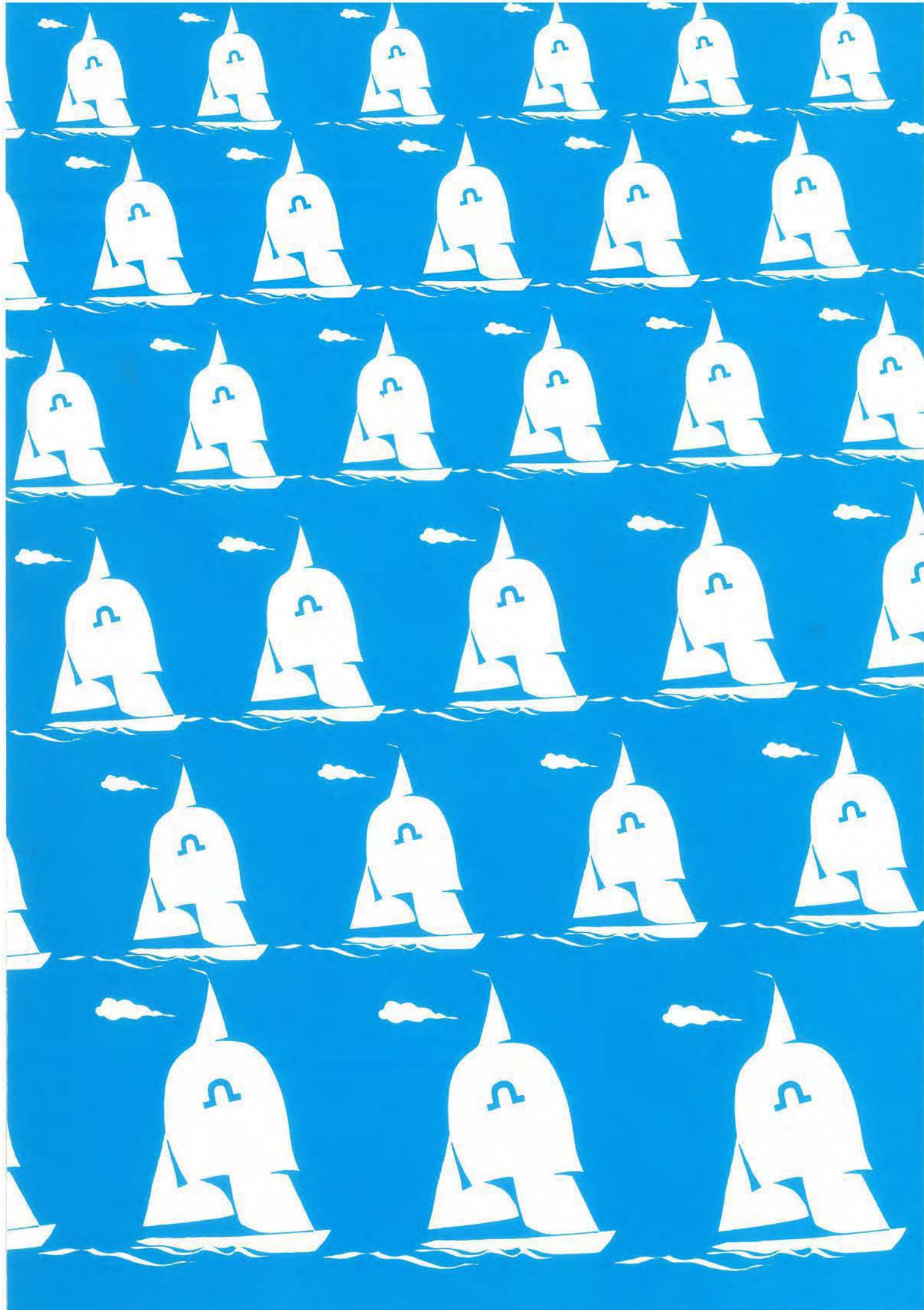
Stamp
here

To The National Soling Association:

Name: _____

Address: _____

Town: _____



Elvström Soling.



The fact that Elvström is selling and producing 2 complete Solings from scratch every single week is assisting us to obtain the knowledge and experience which is necessary to make the Fastest Soling in the World. You can have your Soling delivered in the colours you choose. Contact Elvström direct!



ELVSTRÖM A/S

12 VED KLÆDEBO · DK-2970 HÖRSHOLM · DENMARK · TEL 01-867575