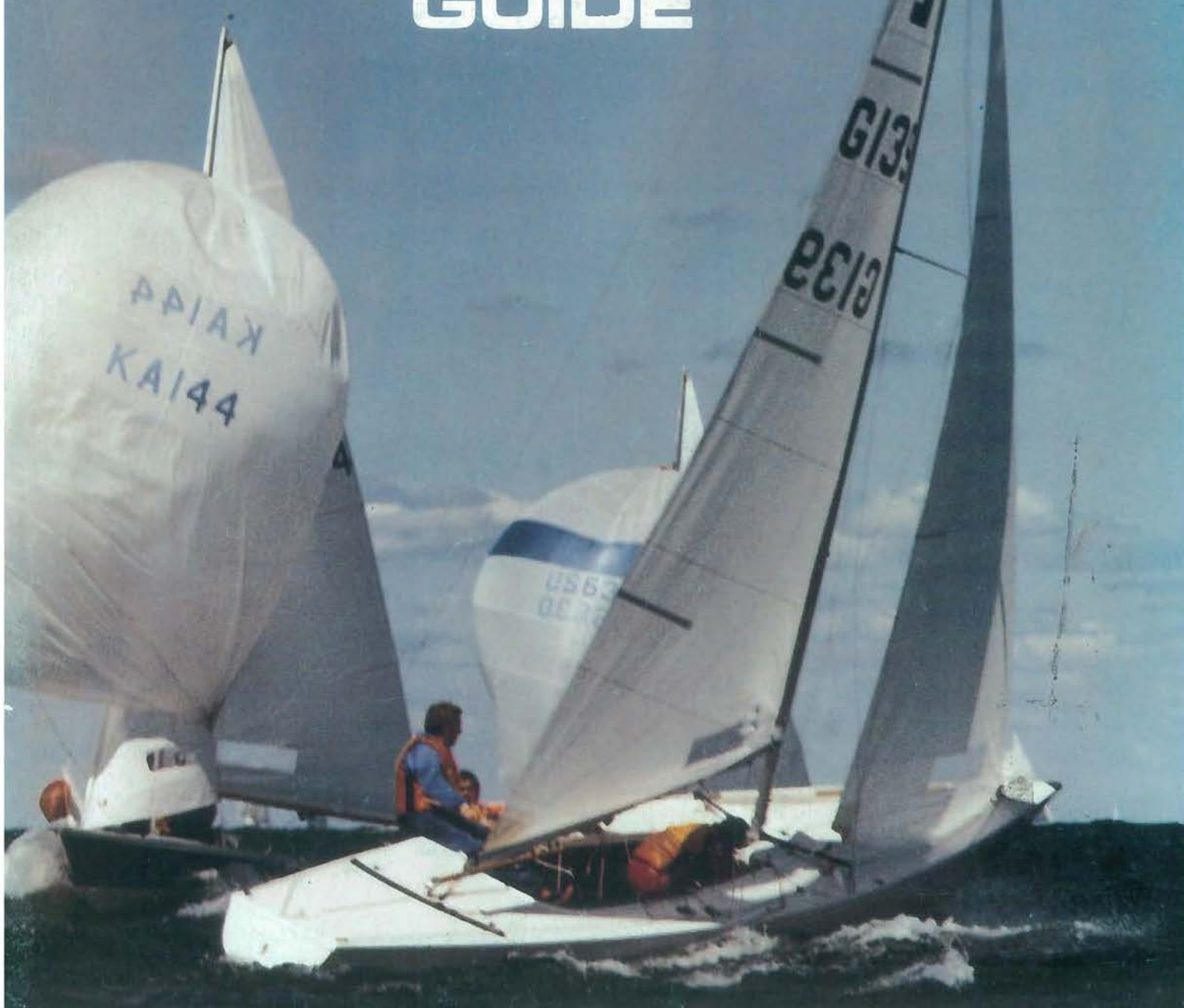


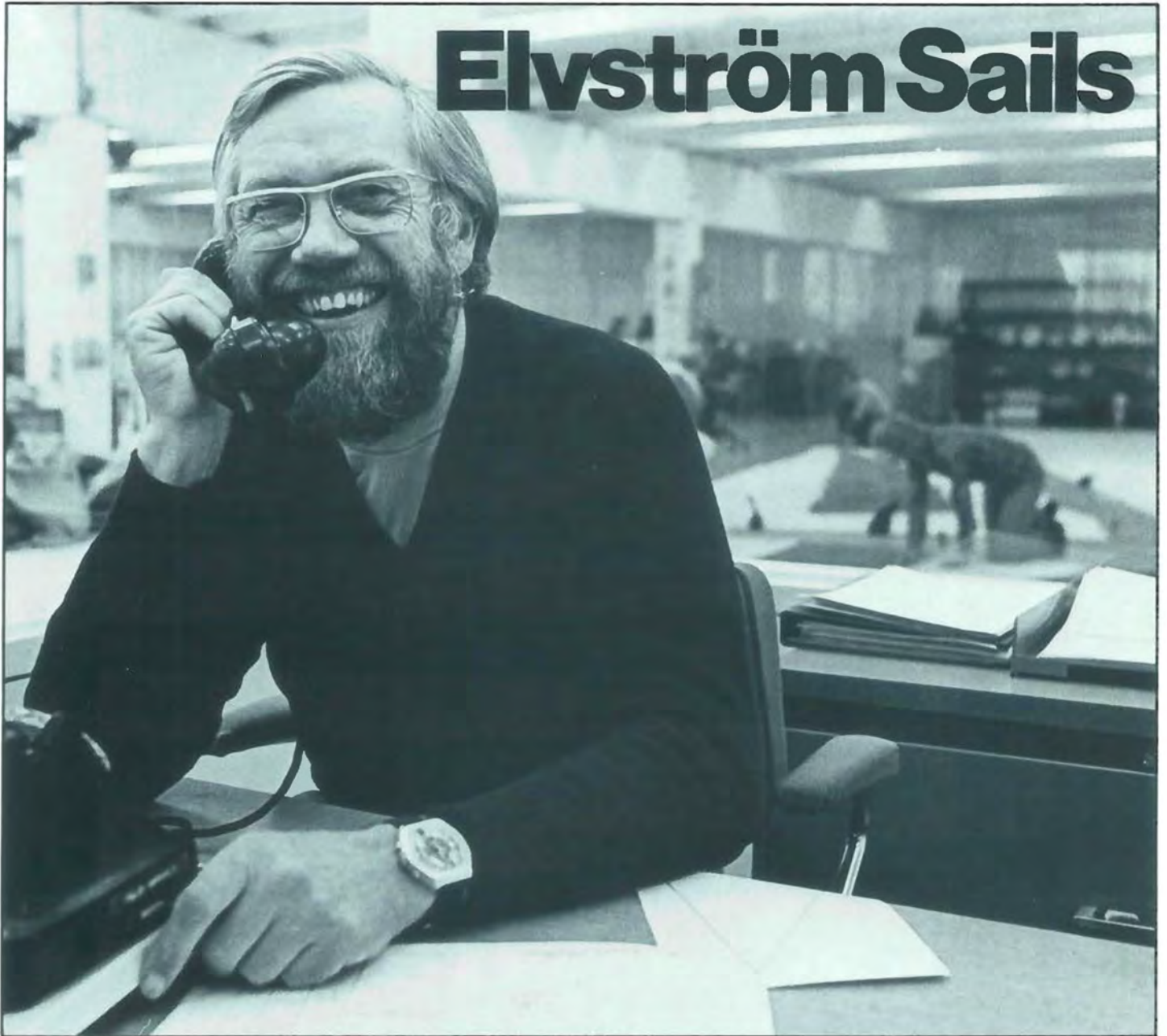
INTERNATIONAL SOLING ASSOCIATION



**SOLING
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SOLING GUIDE

1976



**THE SECOND SOLING
OLYMPIC YEAR**



Solings KA-144 and G-139.
James Hardy, Australia and Erich Hirt, Germany rounding a mark at the Worlds 1975 at Chicago.

The International Soling and Class Rules, the Diagram, the measurement forms and the Olympic Scoring System are printed by permission from the International Yacht Racing Union, London.

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| B | Belgium: | Walter Haverhals, Antwerp | M | Hungary: | Hungarian Yachting Association |
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For further information see Register of International Soling Class Yachts.

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



SOLING GUIDE 1976

THE SECOND SOLING OLYMPIC YEAR



Dear Soling Sailor,

In this report last year I stated we had established as one of our goals, the date of March 1st for mailing the Soling Guide. This year with a little luck this Seventh Edition should be on its way to you the latter part of February.

Although the changes made in the Class Rules, the Constitution, and the Championship Rules were summarized in Soling Sailing, it is recommended that the complete text be read as published herein. The ISA Committee will continue to review these Rules each year and will welcome suggestions from any member for further improvements from time to time.

Again in 1975 the Class experienced several noteworthy events . . .

We purchased our first movie film just prior to the 1975 London meetings. The ISA Committee considers this a positive step forward in the field of public relations and class promotion and expects to recover much of this substantial expenditure from the sale of copies to the NSA's. Based upon the enthusiastic reception this film was given in London, we are certain it will prove to be a good investment for the NSA's to have a copy.

The Villenia Cup competition and ranking system was tried for the first time and "Provisional Results" were published in the Winter Edition of Soling Sailing. We hope this competition will be continued because it encourages the "sanctioning" of certain important regattas; "sanctioning" in turn tends to improve the quality of race management and event organization. These factors combine to increase the attendance at these events and further enhance the popularity of the Class.

Hereforth, circumstances permitting, there will be a World Championship every year beginning 1977. The ISA Committee made this change in the Championship Rules last November because it recognized that in an Olympic year without a World Championship, a number of the very best helmsmen in the class are deprived of the opportunity to compete at the International level. It is hoped this change will be met with enthusiasm by the membership.

The Class is indeed fortunate to have an executive of the caliber of Geert Bakker to assume the office of President on January the 1st, 1976. It is with complete confidence that I turn over the reins to this gentleman who has already done so much for the Class. To Geert and his new team of Class officers, I extend my very best wishes for a most successful administration. To the officers and Committee members who served with me I extend my sincere thanks for their support and guidance during my years as President.

Respectfully submitted,

John H. Van Dyke
President



International SOLING Association Flag, white and light blue

MINDRE.

10 star for 10-års jubelår

THE INTERNATIONAL SOLING ASSOCIATION COMMITTEES 1976

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Life Members

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

The ISA-Committee

President (elected for 1976 and 1977)
Geert A. Bakker, Holland
Vice-President (elected for 1976)
Bruce Lee, U.S.A.

Elected Members:

Geert Bakker, Holland (1978)
Valdemar Bandolowski, Denmark (1978)
Augusto Luiz de Campos Barrozo, Brazil (1976)
Ken Berkeley, Australia (1976)
Bruce Lee, U.S.A. (1978)
Tom Nyström, Sweden (1977)
Sergio Orlandi, Italy (1976)
Herbert Reich, Germany West (1977)
Duncan Simonds, U.K. (1977)

Year in brackets after name: Last year of term

Members appointed for 1976:

Giovanni Battista Capri-Crusiani, Italy
Jürg Christen, Switzerland
George C. Francisco III, U.S.A.
Kenneth B. Miller, U.K.
Maurice Rattray, U.S.A.
Henri Samuel, France
Charles H. Steinbach, Canada
Norbert Wagner, Germany West
Max Whitnall, Australia

The Executive Committee (elected for 1976):

Geert Bakker, Holland, Chairman
Bruce Lee, U.S.A.
Maurice Rattray, U.S.A.
Henri Samuel, France
Herbert Reich, Germany West (alternate)

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Maurice Rattray, U.S.A., Chairman
William Bentsen, U.S.A.
Tony Clare, U.K.
Håkan Kellner, Sweden (alternate)
Jan H. Kjærulff, Denmark

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Augusto Luiz de Campos Barrozo,
Brazil – SOUTH AMERICA
Ken Berkeley, Australia,
– AFRICA AND AUSTRALIA
Georg C. Francisco III, U.S.A.
– NORTH AMERICA



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Bruce Lee, U.S.A. *Soling Sailing*
Duncan Simonds, U.K. *Soling Guide*

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United States Soling Association.
Australia, Japan, New Zealand, Thailand:
Australian International Soling Association.

International Soling Association Secretariat

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

Addresses, Telephone numbers etc.

Please turn to page 31

THE COMING OLYMPICS AND THE NEXT



The International Soling Association's new President, Mr. Geert Bakker, Holland took part in the Pre-Olympic in his Soling "Cadans". Here he explains what he thinks of courses, wind and weather etc.



Kingston 1976

"Kingston is known to travellers for its quaint charm and historic grace, and to yachtsmen for the best fresh-water sailing in the world". This statement in the publication of the Organizing Committee for the Games of the 21st Olympiad will certainly meet with enthusiastic agreement by the majority of the participants of C.O.R.K. 1975. This pre-Olympic Regatta was favoured by near-perfect weather conditions, giving competitors opportunity to race in wind velocities from 1 till 40 knots.

In the forenoon the wind direction was changing quite a bit and sometimes flukey but around noon the wind usually became more stable in direction – blowing from 210° – and increasing in force. With the start of the first class set at 1 p.m. (13.00 hrs) these conditions made it possible to have good races on the Olympic course, without the need to change the course by relocating the windward mark. So the fact that three classes were racing on course alpha – F.D., Tempest and Soling – did not create too many problems (at least not for the Solings, even though the Soling fleet usually overlapped the Tempest fleet towards the end of the race) except on the last day, when the races were started at 11.00 hrs. In light and very flukey air. When the wind started to blow the races were almost decided and a relocated windward mark did not provide a real beat on the last leg. So let us all hope that July 1976 will give the same favourable conditions to confirm the statement in the beginning of this article.



Geert Bakker in his former "Cadans" H 3. His new Soling sails under H 17.
A start at Palma, Easter 1975. F 122 "Padophi III": A. Hurtebize, G 113 "Eintonner": W. Nolting, I 154 "Piler": Fabio Albarelli, OE 48 "Baladin": Ulrich Strohschneider.

There can be no doubt, that the Soling fleet to be expected at the start will be one of the strongest ever to be seen in an Olympic regatta. In many countries the elimination races are going on or will be starting soon with more than one candidate of World-wide renown. Unlike the traditional elimination-system that was used in the past by almost all countries (one national ultimate elimination series between a number of candidates) quite some European countries have now adopted a system, in which the ultimate candidate is determined by the results in a number (3,4 or 5) international events. This development is stimulating to the racing scene in our Class, especially for those Recommended or Sanctioned European Events selected for this purpose by one or more countries.

But there is no doubt that a positive influence on this development was also given by the success of our system of these Recommended Events.

Let us all hope for many more Olympic years to follow this second Olympic year for our class; with many good races in the ever larger group of Soling sailing friends, in our class in the true Olympic spirit!

Geert Bakker



THE OLYMPICS 1980

From the Yacht Racing Federation of the U.S.S.R. we have received an article explaining many things about the Olympics at Tallinn 1980. Here we quote the most interesting parts of the information received.

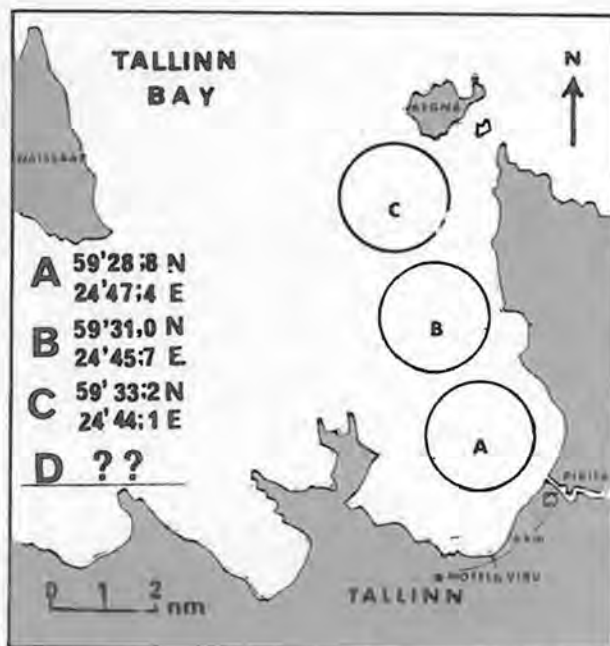
The Olympics 1980 will be held at Tallinn, the capital of the Estonian Soviet Republic. The Tallinn Bay is part of the Baltic. The water here is one of the favourites of the Soviet yachtsmen. In recent years this spot is traditional for participation of yachtsmen from many countries. For instance the *International Baltic Regatta* organized every year by the USSR Yachting Federation.

The depth in the bay varies from 26 to 57 metres. (See drawing). This leaves plenty of room to have four Olympic courses in close proximity of the moorings in the mouth of river Pirita. A new Yacht Club will be built there. The distances to the courses varies from two to seven miles.

The new Yacht Club will be located 5.5 km from the centre of Tallinn and connected by a highway along the shore of the bay through the picturesque park *Kadriorg*. It is surrounded by a large pine forest and has a long sand beach. After the construction of many facilities the Olympics 1980 will be held under the best possible conditions.

The Host Nation of the Olympics envisages a high degree of comfort for all participants.

A comfortable hotel of 22 stories, the *Viru*, in the heart of city can accommodate 1200 people. In addition the Estonian capital has the Tallinn Hotel for 500 visitors, and also a number of other hotels.



Tallinn Bay Courses. The fourth course mentioned in the article could be placed west of course "B", but the Soling Championship rule 9.3 states, "No mark shall be laid closer to the land than approximately ONE MILE if at all possible!"

A special pier in the Yacht Club harbour will be reserved for visiting yachts. For those wanting to camp and to park cars a place will be reserved close to the Yacht Club.

Many years of meteorological observations inform of an average temperature in August of 15.6°C. A steady wind, mostly from the SW, blows in a strength of 4-5 metres per second. The USSR Yachting Federation has the required number of highly-qualified judges and specialists of yachting. They will secure that the Olympic Regatta runs smoothly in conducting this work on a high level in full conformity with the IYRU demands.

Tallinn-historic.

Tallinn is the capital of the Soviet Republic *Estonia*. The town- and country-history is not without interest. In the 12th Century the Estonians were notoriously pirates. The Danish King, at that time *Valdemar Sejr*, armed several crusades and ordered them to Estonia to protect Danish interests. This was so well done that the whole country was captured, and it was under the Danish Crown from 1219 to 1346, when it was sold to the *German Order of Knights*. Sweden acquired Estonia in 1561, and the country was under the Swedish Crown until the peace of Nystad in 1721, when Estonia was allotted to Russia. In 1918 the country got its independence with own constitution and own president elected in 1920. This lasted until July 21, 1940 when Estonia was incorporated into the Soviet Union. And so it has been since, except for the German occupation from 1941 to 1944.

Tallinn was established by the Danes in 1219. The tradition says that during the battle of Tallinn the Danish Flag fell from the sky as a godsend. In fact the Danish National Arms are still in the coat of arms of Tallinn. This name translated means: "Town of Danes", and the name Tallinn was given by Valdemar Sejr (Valdemar the Victorious). Reval is of Russian origin (Revelj).

SOLING WHO'S WHO: BILL BUCHAN



by Julia W. Rattray

Sailing – A Family Affair

Sailing competitively has been a family affair for three generations of Buchans. Bill's interest in his foremost hobby became apparent at the age of 14 when his father helped him build his first Star. From that time on, his family has enthusiastically encouraged and participated in his sailing ventures, and all members of his family have crewed for him.

In 1954, young Bill first entered National regattas with his father as crew. He won one of the races in the North American Championship, although he only finished 15th in the series. He then proceeded to the North American Men's Sailing Championships (Mallory Cup) with his mother joining the crew, finishing 4th out of eight top American skippers. The next year, he went on to win the Mallory Cup. Also that year, he won the Corinthian Yacht Club Boat of the Year Award for the first time.

While at the University of Washington, Bill participated in intercollegiate racing. In 1974, he was elected to the Intercollegiate Yacht Racing Union of North America Hall of Fame.

Twice Star World Champion

For the next 20 years, Bill consistently finished among the top of the fleet in major Star boat regattas. He won the Star World Championship in 1961, and the Star North American Championships in 1962. In 1970 he won the Star Worlds in Sweden and placed 4th in the 1971 Worlds and 2nd in the 1973 Worlds. In a statistical study of the last dozen Star World Championships, Star Class President Bill Parks has rated Buchan as second in relative performance with a total of 1655 acquired points out of 1890 possible points.



"Caper's" crew after winning the Worlds. From left: Bill Buchan, Craig Thomas and Joe Goldberg.



Photo: Diane Beeston

1st.1975 WORLD CHAMPIONSHIP

2nd.1975 C.O.R.K.

1st.1975 PACIFIC COAST CHAMPIONSHIP

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It is interesting to note that Bill also has an outstanding record in larger boats. He took a stock fiberglass sloop designed by his father, outfitted it with sails and tuned it up. In this Buchan 37, Bill took 23 firsts and 7 seconds of the 36 big boat races he entered in 1967. He also won the Charles H. Briggs Memorial Trophy as the outstanding Pacific International Yachting Association Sailing Skipper of 1967 and won the Corinthian Yacht Club Boat of the Year award for the second time. In 1973, he won the Briggs Memorial Trophy again in a Ranger 37. Bill was also tactician and alternate helmsman on the 12-meter Intrepid during the selection trials for the 1974 America's Cup in which Courageous was determined the defender only after the final scheduled race.

Soling World Champion

Bill believes that any person who desires to achieve the ultimate in competition should race where the competition is the toughest. Although he continues to race Stars, he feels that the top competition is now in the Soling Class.

As a result, in March 1975, Soling US 593 carrying the name of "Caper" joined the Seattle fleet.

Since then, Buchan has maintained his high quality performance, consistently placing in the top positions

at the major regattas in North America. In April, "Caper" placed 2nd in the Alamitos Bay Olympic Classes Regatta in California. In spite of a broken mast in one race, Bill tied for 2nd in the Western Regionals, thus enabling him to proceed to the International Soling Class World Championships in Chicago. There, with his crew of Craig Thomas and Joe Golberg, Bill sailed such a consistently good series that without sailing the last race he won the series with 44.4 points, 28.3 points ahead of Bud Melges' second position.

The Crew

Bill feels that the crew worked well together, each adding their own expertise in making "Caper" move.

Craig Thomas proved to be a valuable middle man, having owned and skippered a Soling for a couple of years himself. He is also one of the top single-handed skippers in the United States. In 1970, he was the top U.S. sailor at the OK Worlds in New Zealand. He won the North American Single Handed Championship in 1972, and the Laser Invitational at Bermuda in 1973. He finished 6th at both the Finn European Championships in 1973 and the Finn Gold Cup in 1974. In 1975 he won the Pacific Northwest Laser Championship. At the time this article is being written, he is tuning up for the Finn Gold Cup in Australia and is preparing for the Olympic Trials.

Joe Golberg's constant adjustments in sail trim were essential to keeping "Caper" in the top of the fleet. After working for five years as Foreman at the Northwyn Sail Co., Joe is currently working at Buchan Sails and helps Bill to test and experiment with sails.

Joe has been sailing with his family since he was born in 1948 and was also active in Intercollegiate racing. His crewing ability was greatly developed in the six years he crewed on the 6-meter "Goose" which won the first Australian-American Challenge Cup in 1969 and in 1971 won every major regatta entered.

Joe was first introduced to Solings in 1970 when he crewed in the North American Championships. While at the Championships, he and two crewmembers from "Goose" bought a Soling and raced it locally in Seattle until Joe began to crew for Bill in 1975. Since Joe's first love is sailing, he now lives on an Alberg 35.

In speaking of Bill's crew, it seems pertinent to mention that Craig Thomas was a replacement for Earl Lasher who is one of "Caper's" regular crew heading for the Olympic Trials. Last summer, due to prior commitments, Earl was only able to crew at Association Island where "Caper" placed 4th. Earl has won several Pacific Coast Championships on the Lightning class and currently skippers his own 505.

Family Tradition Continued

Continuing the family tradition, Bill's son Carl joins his father on "Caper" when he is not in school or skippering himself. He was part of Caper's winning crew at the Pacific Coast Championships and won the World Youth Championships in Scotland this past year.

In contrast to many of the world's greatest sailors, Bill makes his living in a field totally divorced from boats or sails and runs his own business as a House Building Contractor. Building Stars and establishing Buchan Sails are merely the two hobbies which are most closely related to his first hobby of sailing competitively.



The World Champion leading the fleet at Chicago one of the days with a fairly good breeze. What a sight for Bill in "Caper" (US-593) to look at all the beautiful spinnakers — behind! The closest to windward (S-83) is Arved von Gruenewaldt. (Ratray).

Bill also finds time to perform services to the sailing world other than being an outstandingly fair and courteous competitor. In 1973, he acted as Junior Advisor for the Corinthian Yacht Club and is always willing to give of his time to assist newer sailors in tuning up their boats.



Making ready for the day's race. In Belmont Harbour Solings along the floating Club House of Chicago Yacht Club. In the background some of the tall Chicago Buildings (one of them is the tallest in the world!). (Schiøttz)

*Julia W. Ratray
Seattle, WA. U.S.A.
January 1976*



Many nations will take part in the Olympic Regatta at Kingston. This picture is from another lake-regatta, the Worlds 1975, Lake Michigan at Chicago. KC 122, Glen Dexter is on close hauled after the rounding; US 641 Richard J. Stearns IV ready to round, while K 113 Jaim Woolard is still running with the spinnaker in top ahead of many other Soling spinnakers.

(Laurie Thal)

1976 SOLING EUROPEAN CHAMPIONSHIP AT GENÈVE



From the Vice-President of the Organizing Committee, Mr. Alan Elmassian we have received the following details.

The Société Nautique de Genève which was founded in 1872 is a multiple water-sports club. There are presently 2200 members divided into four independent sections: rowing, motor boating, water skiing and sailing. Each section is responsible for organizing its own sporting events and it is for this reason that the Cercle de la Voile of the S.N.G. has been honored with the organization of the 1976 Soling European Championship.

The yachting section is definitely not making their first attempt at such an organization since they successfully organized the Soling Swiss Championship in 1972, the International 5.50 meters World Championship in 1972 and the Yngling World Cup in 1973. Furthermore, they organize each year the Lake Léman's most important regattas amongst which is the Whitsun 100 miles for racing cruisers, and the Gold Cup, an endurance race in which nearly 400 yachts compete each year.

The S.N.G. Clubhouse is located on the left bank of the lake just outside the City limits and enjoys an exceptional view of the city waterfront and Geneva's fountain.

Apart from the usual sporting facilities the Club has a very charming restaurant which lives well up to its reputation.

The harbour is conceived for more than 600 boats of all sorts of which about 100 are on dry land, and it can boast sheltering some of the most beautiful yachts of the lake.

Many eminent yachtmen have honored the C.V.S.N.G. of which, during the past decade, both Henri Copponnex and Louis Noverraz were Olympic Gold medalists.

The Société Nautique de Genève is proud of being, in 1976, the largest yacht club in Switzerland, and this should ensure that the 1976 European Championship will be a perfect success.

January 1976
Societe Nautique de Geneve



Lake Léman at Genève. Close racing for spinnakers. Z-160 "Teal" (ex US-600, gold medal) R.A.Blattmann. Z-154 "Camaro". (Balestra)



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1975

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C.O.R.K. '75, 1st, 3rd
North American Championship, 1st, 3rd
U.S.O.Y.C. Olympic Regatta, 1st
Western District Championships, 1st, 2nd
Pre-Trials, Assoc. Island, 2nd, 3rd
German Championships, 1st

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Toronto, Ontario, Canada
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SUNNY SOLING SAILING SEASON

A beautifull start at the World Championship on the Michigan at Chicago, August 1975. Warm weather, nice breeze and good competition.



*F-127: Henri Samuel with beautifull coulored Spinnaker.
To the right: That Gybing mark! US-610: John Colius, D-68: Paul Richard Høj Jensen, US-589: Öjvind Lorentzen.*



A "draft" of Solings from several countries at the gybing mark at the Worlds 1975. (All photos by Laurie Thal).





"Rumrunner" — John Allen at the mark. (L. Thal).

WINTER TRAINING IN UNITED KINGDOM



Frostbite Soling Training

From the past winter we have learned of a very efficient training programme in England and Scotland. The efforts made by British sailors should be known in other countries in order to produce faster Soling sailing all over the world. We have therefore asked one of the organisers, Mr. Duncan Simonds, to explain these frostbite-sailings.

Delegates to the ISA, meetings in London last November were surprised that no British members were present. They found it hard to believe the reason — that all were busy sailing in the winter training series. But this was true!

In August following CORK and the World Championship, the BSA-Committee reviewed our results at these events, which were frankly disappointing. It was clear that we had no helmsman of world class, or any who could automatically qualify for the European Championship in 1976. Furthermore, the Olympic team coach had asked us to nominate our best crews for his training squad — due to start work in January — and we had no means of deciding who these should be. Our problem was made more difficult because our two main soling centres are nearly 400 miles apart, and neither is quite suitable for simulating proper Olympic conditions.

OTIS SPONSORS OTIS

At this point we had the very good fortune of finding a sponsor — the Otis Elevator Company — who offered most generously to pay all the entry fees for a properly organised event which henceforth become known as **Olympic Training In Solings (OTIS)** in their honour. We decided on strenuous action, to include the following:

1. A long series of races in which all leading helmsmen must compete together.
2. The races to be held, as far as possible, in open sea, with full Olympic courses over two mile legs.
3. The results of this series to be the sole qualification for joining the Olympic training squad, and for the European Championship etc. This simple rule obliged all leading helmsmen to attend.

We were exceedingly fortunate in finding a club which could provide the facilities which we wanted, namely the Royal Northumberland Yacht Club at Blyth, on the North-East coast of England — normally an unfriendly sea area in winter. The start of the series was delayed to as late a date as possible, to allow any late-comers to the class to enter, and to give time for individual tuning, crewtraining, and sail evaluation following the return of our boats from N.America and for the West German championships at Kiel Winter Series.

We started racing at Blyth at the week-end of October 24/25, and had six races there spread over three week-ends. Contrary to widespread expectations, sailing conditions were almost perfect; we were not blown away, but winds were almost too light. These six races drew an average of 28 starters.

As the days began to shorten, we moved South to Hamble on Southampton Water, where our hosts were, **Hamble River Sailing Club** who have much experience in these matters. Winds here were even lighter, and we did not complete our ten-race series until December 14, which meant that very few Soling sailors had time for Christmas shopping in 1975. Many wise men said afterwards that the difficulty about winter sailing in England is that there is always either too-much-wind or no-wind-at-all. Wise men always say this sort of things after the event, have you noticed this?

The first ten helmsmen will join the Olympic Training Squad (the first four of them being the elite with a longer programme). The were as follows: 1. *John Oakeley*, 2. *Ian Macdonald Smith*, 3. *Guy Gurney*, 4. *John Watson*, 5. *Charles Ingham*, 6. *Michael Price*, 7. *Ted Fort*, 8. *David Young* 9. *Colin Simonds* and 10. *Roger Lean-Vercoe*. The series produced 6 separate racewinners, and attracted 34 entries in all.

HIGH SUCCESS — VERY EXHAUSTING

John Oakeley, sailing a Soling for the first time since Kiel 1972, taught most helmsmen a lesson, but he would agree that he did not have everything his own way. His presence was, however, a principal factor in uplifting the standard of the fleet as a whole, and the series must be regarded as highly successful, — but very exhausting. At the time of writing, Soling sailors are enjoying a brief rest, but the lucky ones will start again as members of the Olympic coach's squad on January 17, with a full programme of lectures, physical training, and racing which will take place at week-ends until the end of March.

The final selection of the British Soling team for Kingston will take place (together with all the other Olympic classes) at Weymouth over 7 races from May 15 to 23. We very much look forward to entries from Europe at this event, but they will be limited to two per country. We believe that — as a result of this long and strenuous winter training programme) we will provide very much keener competition to our friends from the rest of the world that we did in 1975.

Duncan Simonds
British Soling Association

SUMMER AND WINTER SOLING SAILING

Top middle of the Soling Sign:

Gybing on to port proves more difficult for the front runners at the UK Winter Training series. (OTIS)

The left leg from top:

US-547, Charles Kamps at the Worlds. (Schiøttz)

A-10: Pedro Ferrero at the line. The mark boat of the port side starting line moving into position. (Schiøttz)

A nice dead run in December, UK Winter Soling training in the North Sea. (OTIS)

The relaxed crew of K-85, "Hilarity", on the beat at Northumberland, skipper Norman Cunningham. (OTIS)

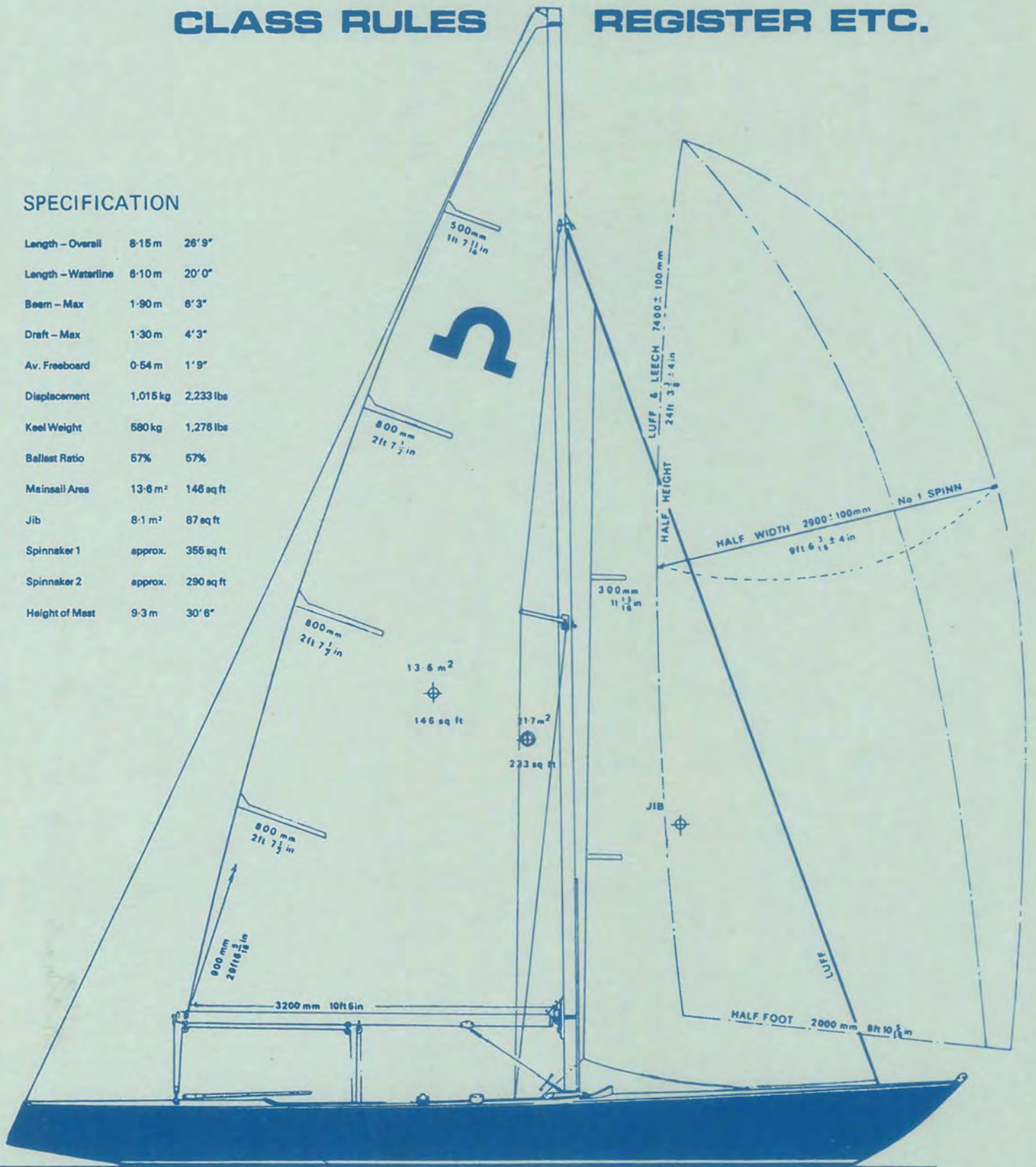


SOLING GUIDE APPENDIX 1976

CLASS RULES REGISTER ETC.

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 | 1,278 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. | 355 sq ft |
| Spinnaker 2 | approx. | 290 sq ft |
| Height of Mast | 9.3 m | 30' 6" |



DESIGN: JAN HERMAN LINGE

INTERNATIONAL SOLING ASSOCIATION

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INTERNATIONAL SOLING ASSOCIATION CONSTITUTION



Marginal lines indicate changes made november 1975.

1. **Title.**
The full title of the Association shall be the International Soling Association, ISA.
2. **Object.**
The object of the ISA is to promote and coordinate International Soling competition throughout the world under uniform rules in cooperation with the International Yacht Racing Union ("IYRU") and the National Soling Associations.
3. **Terms and Definitions.**
Throughout these rules the following defined terms will be used:
 - 3.1 The ISA shall mean the International Soling Association.
 - 3.2 The ISA-Committee shall mean the governing Committee of the ISA.
 - 3.3 The National Authority shall mean the organization recognized by the IYRU to control and organize yachting on a national basis in any country.
 - 3.4 The NSA shall mean the National Soling Association organized inside individual countries and officially recognized by the ISA.
 - 3.5 The Class shall mean the class of sailing yachts designed by Jan H. Linge and built in accordance with his drawings and specifications amended as may be by the IYRU and known under the name International Soling.
 - 3.6 The Measurement Rules shall mean the rules relating to measurement, construction and racing conditions of a Soling. Effective 1st March 1975 the Measurement Rules as published by the IYRU are entitled "International Soling Class Rules and Measurement Diagram".
 - 3.7 ISA Procedures shall mean the procedures if issued as guidance to Licensed Builders, Yacht Owners, National Authorities and NSAs.
 - 3.8 The IYRU shall mean the International Yacht Racing Union.
 - 3.9 The Copyright Holder shall mean IYRU Holdings Limited.
 - 3.10 The Certificate shall mean a certificate to be issued, ratified and endorsed as hereinafter provided, recording builder's name and code, the IYRU-plaque number, sail number and ownership.
 - 3.11 The Measurement Form shall mean the official Measurement Form.
 - 3.12 The Sail Measurement Form shall mean the official Sail Measurement Form.
 - 3.13 The Hull Numbers shall mean: (1): The Serial no. issued by IYRU on the Plaque, (2): The Licensed Builder's Code and Hull number, Mould and Plug numbers issued by the Licensed Builder on the same plaque.
 - 3.14 The Sail Numbers shall mean the National Letters and Distinguishing Numbers allocated by the National Authority or the NSA.
 - 3.15 The ISA Class Register shall mean the Register of International Solings and their owners and associated members to be kept as hereinafter provided.
 - 3.16 Paid-up Yacht shall mean a yacht whose owner has complied with all the requirements of Rule 4 and dues for which have been received by the ISA.
 - 3.17 Licensed Builder shall mean the person, persons or corporation holding a license to build the International Soling.
4. **Protection of One-Design and Issue of Certificates.**
 - 4.1 The One-Design character of the International Soling throughout the world and the quality of the yachts shall be controlled by limiting building rights to selected builders in each country. All applications for building licenses shall be sent direct to the ISA. The Technical Committee shall investigate said proposed builder's premises and production facility either directly or through a classification society or the National Authority or the NSA. If these inspections are satisfactory and if evidence of adequate financial capability is furnished, the ISA-Committee can recommend to the Copyright Holder that a license be issued.
 - 4.2 No yacht shall be entered in the ISA Class Register as an International Soling or be eligible for a Certificate as an International Soling unless the hull and the other component mouldings are produced by a Licensed Builder in accordance with the Measurement Rules.
 - 4.3 The ISA shall keep a Class Register, a NSA Register and a Register of Licensed Builders.
 - 4.4 The NSAs shall in co-operation with the National Authorities be responsible for the appointment of official class measurers and for the distribution of Measurement Forms obtainable from the IYRU provided that no responsibility shall rest with the NSAs or the National Authorities in respect of errors made by measurers. Names and addresses of such appointed measurers shall be reported to the ISA annually.
 - 4.5 A Certificate shall be obtainable from the NSA or National Authority upon production of the official Measurement Form properly completed by the officially appointed measurer showing the yacht to be within the requirements of the Measurement Rules and building fee paid. A copy of the Certificate shall in each case be forwarded to the ISA.
 - 4.6 Certificates shall remain valid only as long as the yacht complies with the Measurement Rules and the annual dues are paid by the owner to his NSA, or if there is none for the member's country, to the ISA.
 - 4.7 The Copyright Holder shall hold the Licensed Builder responsible for delivering yachts within the Measurement Rules and specifications. The Licensed Builder must correct any yacht not approved for a certificate by a measurer at the Licensed Builder's expense. Failure to do so shall be valid cause for cancellation of his licence. The responsibility for ensuring the continued validity of the yacht after it has been first certified shall rest with the current owner.
 - 4.8 Change of ownership of a yacht shall invalidate the Certificate. It shall be the responsibility of the new owner to obtain a new Certificate from his NSA or National Authority.
 - 4.9 Acceptance of a Certificate by an owner or joint owner shall ipso facto render him or them subject to the jurisdiction of the ISA or the ISA-Committee in any matter pertaining to the ISA Constitution or Rules.
5. **Membership and Voting Rights.**
 - 5.1 The following type of membership shall be recognized:
 - 5.11 Full membership.
 - 5.12 Associate membership.
 - 5.13 Honorary membership.
 - 5.2 Full Membership shall, upon payment of the prescribed dues of a NSA, be open to any Full Member of a NSA or NA who is the owner of an International Soling, or in the case of joint owners, to any one of them, or in case of an International Soling owned by a corporation or organization, to a nominated representative. If there is no NSA or NA for the owner's country, payment shall be made by the owner directly to the ISA.

- 5.3 Associate Membership shall, upon payment of the prescribed dues, be open to all individuals or clubs interested in the International Soling Class.
- 5.4 Honorary Membership can be awarded by the ISA-Committee
- 5.5 **Life Membership.** The ISA-Committee can elect to Life Membership any present or former Full Member or Associate Member who in the sole opinion of the Committee has contributed especially praiseworthy effort to the betterment of the Class. Election to Life Membership requires a 3/4 favorable vote of the ISA-Committee. A Life Member shall pay no dues and shall receive gratis whatever mailings are sent to Full Members.
- 5.6 Each Full Member shall be entitled to attend and speak at a General Meeting of the ISA, to vote in a postal ballot on questions submitted to Full Members, and to serve in any ISA office. Associate or Honorary Members shall be entitled to attend and speak at any General Meeting but not to vote nor to serve as a member of the ISA-Committee.
6. **Annual Contributions from NSA and Fees.**
- 6.1 The ISA shall be financed by annual dues from Full and Associate Members. These dues shall be determined annually by the ISA-Committee. Dues shall be paid annually to the NSA or NA, or, if there is none for the members country, to the ISA. Membership cards shall be issued to all eligible members by the NSAs or NAs as a receipt of dues for that year.
- 6.21 Dues for each calendar year are due on January 1st. Any yacht for which dues have not been paid in the current year cannot be entered for racing until such dues are paid.
- 6.22 Conclusion dates for count of Paid-up Yachts for the purpose of:
- NSAs appointment of appointed ISA-Members shall be eight weeks before the date of the AGM.
 - Votes by NSAs at the AGM and by postal ballot shall be eight weeks before the date of the AGM or postal ballot.
- 6.23 A membership card issued after the 1st of October in any calendar year shall also be valid for the following year.
- 6.3 Any NSA which has not remitted to ISA all ISA dues collected during the previous two months may cease to be officially recognized by the ISA 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.
7. **Management of ISA.**
- 7.11 Subject to the provisions of this Constitution, the affairs of the ISA shall be managed by the ISA-Committee. The ISA-Committee shall be the only body in the ISA with power to recommend changes in the Measurement Rules and in the ISA Constitution. Any such changes shall be promptly submitted to the IYRU for its approval and notice of the changes shall be promptly provided to the NSAs. The ISA-Committee is empowered without recourse to any other authority to make whatever changes it may consider advisable from time to time in the Championship Rules of the Class. The ISA-Committee shall have power to appoint any person to assist it, whether a Full Member of the ISA or not, but such member shall have no vote on the ISA-Committee.
- 7.12 The ISA-Committee is responsible for selection and establishing the dates for the World and European Championships each year.
- 7.2 **Elected and Appointed Members of the ISA-Committee.**
- 7.21 The ISA-Committee shall consist of Elected Members and Appointed Members.
- 7.22 **Elected Members.** There shall be nine Elected Members, three of whom are elected each year for terms of three years. An Elected Member may be re-elected twice; after the third term he shall retire but shall be eligible for re-election after an interval of one year. Only one Elected Member may be elected from any one country.
- 7.23 **Appointed Members.** Each NSA with 50 or more Paid-up Yachts at the date specified in Rule 6.22 (a) shall be entitled to appoint one Appointed Member for a term of one year beginning the next January 1st. An Appointed Member may be re-appointed each year. Each NSA with more than 200 Paid-up Yachts shall be entitled to appoint a second Appointed Member. Appointed Members shall have the same authority and responsibility as Elected Members.
- 7.24 In the case of the retirement of an Elected or Appointed Member, or a vacancy in such office for any reason the NSA of the former Elected or Appointed Member may appoint a substitute to complete his term. If the substitute Elected or Appointed Member is not appointed by the NSA within 60 days of the retirement or vacancy, the ISA-Committee may appoint a substitute to complete the term. The ISA-Committee need not fill any such vacancy among the Appointed Members, but in the case of Elected Members must do so when the total number of Elected Members falls below six.
- 7.25 If an Elected or Appointed Member of the ISA-Committee should be unable to attend a meeting of the ISA-Committee or a General Meeting, his NSA may appoint a substitute for that meeting only. Designation of such substitute shall be in writing and received by the ISA Secretary at least one week prior to the date of the meeting. If the NSA cannot or does not designate a substitute, the ISA-Committee member should give a written power of attorney to one of the ISA-Committee members to vote on his behalf.
- 7.3 **Nomination and Election of Elected Members of ISA-Committee**
- 7.31 At Annual General Meetings the Elected Members shall be elected by NSA's under the following procedures:
- 7.32 Nominations of candidates can be made by NSA's and the ISA-Committee only. Nominations shall be filed with the Secretary not later than eight weeks prior to the date of the Annual General Meeting. The Secretary shall not later than six weeks prior to the date of the Annual General Meeting mail to all NSAs a ballot listing all nominations received.
- 7.33 Each NSA having at least one Paid-up Yacht at the date specified in Rule 6.22 (b) shall have one vote plus one additional vote for every complete multiple of 20 Paid-up Yachts. (Examples: 1 yacht = 1 vote; 19 yachts = 1 vote; 20 yachts = 2 votes; 39 yachts = 2 votes; 40 yachts = 3 votes, etc.) No nation shall, including any powers of attorney from other NSAs, cast more than one less than half of the total number of votes to be cast by all nations represented at the meeting, fractions being reduced to the preceding lower number.
- 7.34 The proposed candidates shall be elected in one ballot in which a NSA can vote for one person with all its votes, or the NSA can split its total number of votes for two or more candidates.
- 7.35 The candidates with the highest number of votes shall be elected. In case of a tie between two or more candidates a new poll shall take place between these candidates.
- 7.36 The Secretary shall certify at the Annual General Meeting the count by NSA of Paid-up Yachts under Rule 6.22.
- 7.37 A NSA which is not present at The Annual General Meeting shall be entitled to give a written power of attorney to any NSA present at the Annual General Meeting to vote on its behalf.
- 7.4 **Terms of Office.**
- 7.41 The terms of office for all ISA-Committee Members, elected and appointed officers and officials, shall begin January 1st of the year following their election or appointment; terms of office of one or more years shall mean the calendar year, January 1st to December 31st. The President can be re-elected once for one further term of two

years. After the second term the President shall retire and shall not be eligible for re-election to any office for a period of two years. Any other elected or appointed officer may be re-elected to the same office for a maximum of 3 consecutive terms of one year. Thereafter he shall not be eligible for re-election to the same office for a period of one year.

7.5 Officers and Committees.

At its annual meeting, to be held immediately after the Annual General Meeting, the ISA-Committee shall:

- 7.51 In odd numbered years, elect one of its members as President of the ISA for a term of two years, the first term to begin January 1st, 1974.
 - 7.52 Elect one of its members as Vice President of the ISA for a term of one year.
 - 7.53 Appoint a Secretary who shall keep correct minutes and records of all ISA-Committee and General Meetings, together with the ISA Class Register and all NSAs. The compensation of the Secretary who shall not be a member of the ISA-Committee, shall be determined from time to time by the ISA-Committee.
 - 7.54 Appoint a Treasurer who shall have charge of the funds of the ISA, make such disbursements as the ISA-Committee shall direct, keep an accurate record of the financial affairs of the ISA, and present a financial statement at each Annual General Meeting. The Secretary may also be appointed Treasurer. The making of payment and receipt of money shall be validly evidenced only by signature of the Treasurer or his deputy as appointed by the ISA-Committee and payment or receipts of money exceeding the sum of US \$ 750 require the signature of the President or the Vice-President.
 - 7.55 Appoint an independent, qualified auditor who shall examine the correctness of the accounts and certify the annual financial statement of ISA.
 - 7.561 Elect one of its members as Chairman of the Technical Committee for a term of one year. The Technical Committee shall be responsible for making recommendations to the ISA-Committee regarding the Measurement Rules, including suggested amendments or additions and requests for interpretations.
 - 7.562 Elect one of its members as Chairman of the Events Committee for a term of one year.
 - 7.563 Elect one of its members as Editor for a term of one year.
 - 7.57 Elect three or more of its members as an Executive Committee for a term of one year. The President shall always be one of the three or more members of this Committee. The Executive Committee shall be responsible for making decisions on urgent matters arising between meetings of the ISA-Committee. Decisions made by the Executive Committee will be reported to the ISA-Committee at its next meeting and to the members at the next General Meeting.
 - 7.58 Decide the time and place for the next meeting of the Committee and cause the Secretary to ensure that notice of this Meeting be sent to all members of the Committee.
- #### 7.6 Vacancies
- 7.61 The ISA-Committee shall fill vacancies in the office of President, Vice President, Secretary, Treasurer, Chairman of the Technical Committee, Events Committee, the Editor, or member of the Executive Committee. A person elected to fill a vacancy shall serve until January 1st of the year following the next Annual General Meeting, except that a person elected to fill a vacancy in the office of President, Vice President or Chairman of the Technical Committee shall complete the term of his predecessor.

8. Notices, quorums, other procedures and functions.

- 8.1 At least six weeks notice shall be given for any ISA-Committee meeting. The Secretary shall send written notice of the date and place of such meeting and the agenda therefor to each ISA-Committee member. The Secretary shall circulate with the notice copies of relevant correspondence.
 - 8.2 Any ISA-Committee Member not answering a resolution communicated to him in writing by the ISA Secretary within four weeks from the date of sending shall be deemed to have agreed to such resolution being passed. All communications to countries outside that of the Secretary shall be sent by airmail.
 - 8.3 At meetings of the ISA-Committee five members present in person shall form a quorum.
 - 8.4 Motions for any General Meeting properly proposed and seconded must be in the hands of the Secretary at the latest eight weeks before the date of the General Meeting in question.
- #### 9. Annual General Meeting of the ISA.
- 9.1 The purpose of the Annual General Meeting shall be the election of three members of the ISA-Committee; the vote by NSAs on questions submitted to them; for a report on any postal ballot submitted to Full Members; for the reports of the officers, and for recommendations to the ISA-Committee from NSAs and Full Members, including recommendations on any of the Rules or procedures and on matters to be submitted on postal ballot to Full Members.
 - 9.2 The meeting shall be held each year separate and apart from any major Championship, the precise date, time and place being at the discretion of the ISA-Committee.
 - 9.3 At least twelve weeks notice of any Annual General Meeting shall be given in writing.
 - 9.4 NSAs may vote by authorized representatives. Five NSAs present by authorized representatives shall constitute a quorum.
 - 9.5 Decisions shall be carried by a majority vote. All postal ballots shall be returned to the Secretary within four weeks of the date of posting the ballot paper.
- #### 10. Meetings of Members.
- 10.1 In conjunction with the World and the European Championship, whenever possible the ISA-Committee will arrange with the organizers of the event a meeting of members. At these meetings one or more of the ISA officers will be present to answer questions of members present, to receive suggestions for guidance of the ISA-Committee and to report any developments of interest to the membership.

The ISA-Committee will assist the organizers of any Continental Championship if requested to do so, in arranging and/or participating in a similar meeting of members.
- #### 11. Accounts.
- 11.1 The ISA-Committee shall cause true accounts to be kept giving full particulars of:
 - 11.11 All amounts of money, assets and liabilities of the ISA.
 - 11.12 All amounts of money received and expended by the ISA and of the matters in respect of which such receipts and expenditures arise.
 - 11.13 All sales and purchases of goods by the ISA.
 - 11.2 A financial statement shall be presented at every Annual General Meeting.
 - 11.3 Any copy of the annual financial statement, duly audited, which is to be laid before the members at the Annual General Meetings shall be included with the minutes of the meetings sent to every NSA and NA of whose address the Secretary is aware.

INTERNATIONAL SOLING CHAMPIONS

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

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: Ib Ussing Andersen (D 50)
 1974: Sydney, Australia: Paul Elvstrøm, (D 61).
 1975: Lake Michigan, U.S.A.: Bill Buchan (US 593)
 1976: No World Championship in the Olympic year.
 1977: Hankö, Norway: _____

European Champions:

- 1968: Skovshoved, Denmark: Per Spilling (N 7)
 1969: Sandhamn, Sweden: A.von Gruenewaldt (S21)
 1970: Hankö, Norway: Paul Elvstrøm (D 34)

- 1971: Travemünde, Germany W.: Paul Elvstrøm (D 42)
 1972: Skovshoved, Denmark: C. Schwarz (GO 6)
 1973: Medemblik, Holland: D. Below (GO 8)
 1974: Clyde, Scotland: Willi Kuhweide (G 135)
 1975: Alassio, Italy: Stig Wennerström (S 111)
 1976: Switzerland: _____
 1977: Greece: _____

North American Champions:

- 1969: John Dane III, New Orleans (US 95)
 1970: David Curtis, Marblehead, Mass. (US 437)
 1971: R. Mosbacher, Texas (UD 504)
 1972: David Curtis, Marblehead, Mass. (UD 575)
 1973: Sid Dakin, Ontario (KC 84)
 1974: John Kolius, Houston (US 576)
 1975: Dave Forbes, Rochester (KA 128)

South American Champions:

- 1971: Horacio A. Campi, Buenos Aires (A 16)
 1972: Gastão Brun, Rio de Janeiro (BL 15)
 1973: Richardo Boneo, Buenos Aires (A 15)
 1974: Gastão Brun, Rio de Janeiro (BL 15)
 1975: Richardo Boneo, Mar del Plata (A 15)

African Champion:

- 1973: D. Ord. Durban (SA 16)
 1974: _____
 1975: _____

INTERNATIONAL CUP-RULES

Rules for the Finnish Soling Cup:

1. This Cup is donated for competition every year.
2. The competition is individual and open to all paid-up Solings.
3. All competition shall be arranged in accordance with the IYRU Racing Rules and the Olympic Scoring System shall be used.
4. This Cup shall be awarded every year to the best Soling in the ISA-series of Recommended International European Events. The Soling with the lowest total score of the above mentioned events will be the winner.
5. The helmsman of the winning boat shall hold the Cup for one year. If the same helmsman has won the Cup three times the Cup shall be awarded as the property of such winner.
6. The winner of any year shall engrave the Cup: Year, Name of Soling and Name of Winner.
7. If necessary the International Soling Association can alter these rules at any time.

Events 1976. Competition for the Finnish Cup will take place as stated next page: Notes 1-4. For the Alpen Cup the events will be: March 26-28 at Riva del Garda, Italy; April 17-19 at Ascona, Largo Maggiore, Switzerland; April 30 - May 2, Omega Cup at Prien am Chimsee, W. Germany and June 4-7 at St. Gilgen, Wolfgang See, Austria. Paid-up Solings from any country can enter all events.

Rules for the International Alpen Cup (Alpenpokal)

1. This cup is donated by Mr. Carl Auteried for competition to be arranged every year at regattas in countries surrounding the Alps.
2. The competition is individual and open to all ISA paid-up Solings.
3. All competition shall be arranged in accordance with the IYRU Racing Rules, and the Olympic Scoring System with the amendments stated in rule 5-7 below.
4. Every year four series of racing shall be arranged in West Germany, Italy, Switzerland and Austria.
5. The cup will be awarded only when at least two series of the four arranged are completed.
6. When four series are completed the best three shall be counted.
7. In any series at least three races must be completed. When more than three races are completed in the same series three shall be counted.
8. The winner of any year shall engrave the Cup: Year, Name of Soling and Name of Winner.
9. If necessary the International Soling Association can in concert with the NSAs of the countries stated in rule 4 above alter these rules at any time.

RULES FOR THE EVENTS COMMITTEE

First edition approved by the Executive Committee 1974.



1. Purpose

Purpose of the Events Committee is the stimulation of international participation and competition in regattas of the Class.

For this purpose the Events Committee will:

- Each year make a list of 'Recommended International Events' for every Continent where this is feasible, in which list both the annual World Championship as well as the annual European Championship will be included.
- Investigate the facilities and capabilities of Host Clubs proposing to organise these Championships and Recommended International Events in order to ensure as far as possible that these events will be well-organised.
- Assist the organising Host Clubs with guidelines and recommendations for the organisation of these events.

2. Composition

The Events Committee will be composed of one member for every continent for which the activities described above can serve a practical goal. For 1974:

- one member for North America
- one member for South America
- one member for Australia
- one member for Europe

In future members for Africa and Asia may be added.

The members of the Events Committee will be appointed by the Executive Committee; one of the members will act as Chairman and will be appointed in this position yearly for a term for one year by the ISA-Committee.

3. Authority

The Events Committee will make recommendations to the ISA-Committee with regard to the dates and locations of Worlds' and European Championships; the final decisions for these events will be taken by the ISA-Committee at least one year in advance of the dates for these events.

The Events Committee will have authority to recommend a change of dates and/or location for other Continental Championships and Recommended International Events to provide that the calendar for these events will not create a conflict of interests with both Championships mentioned above.

4. Communications

The Events Committee will report regularly to the Secretary of the ISA and through him will keep the members of the ISA-Committee informed about their activities. Moreover the Chairman of the Events Committee will keep in touch with members of the Executive Committee in order to ensure a practical collaboration. The members of the Events Committee will communicate

direct with NSAs and host clubs about possible future international events and will inform both NSAs and host clubs about the decisions made by the Events Committee directly after this decision has been made. Copies of all written communications of a decisive nature will be sent to the ISA Secretary.

All further correspondence about Worlds and European Championships will be channeled through the ISA Secretariat; for other events the responsibility for communications in writing and oral will be left either with the ISA Secretary or with one of the members of the Events Committee. This will be decided by the Events Committee in consultation with the ISA Secretary. In both cases copies of all correspondence shall be sent to each other.

Communications of the Events Committee with ISA members will be made only by means of the ISA news letter SOLING SAILING. The Events Committee will send information concerning their decisions about future events direct to the Editor of this newsletter and will also ensure that the results of each event with a report will be sent to the Editor for publication.

ISA-Office Notes.

Re item 1 above the European Recommended Events 1976 are:

1. 26-28 March: Regatta at Riva del Garda.
2. 17-23 April: Pre-Olympic at Hyeres, F.
3. 16-24 July: Travemünde regatta, G.
4. 14-20 September: Open Dutch Championship at Medemblik, H.

For these events the Finnish Soling Association has presented a Trophy, see the rules on page 6. Results from these events will be reported in the Soling Sailing.

Re item 2. Mr. Henri Samuel, F, was appointed chairman of this committee from 1. January 1976 with Mr. Jürg Christen, Z, as vice chairman.

Re item 3. There will be no World Championship in the olympic year, 1977: Hankø, Norway with the Royal Norwegian Yacht Club as host. 1978: ISA has received an application from Brazil, and for 1979: in the Baltic (Sweden) 1980: there will be a World Championship, but the place is not decided. The European Championship will be held: 1976, at Geneve, Z, in May, 1977: Greece, Hellenic Yachting Federation, 1978: Application from Spain, 1979: the same from France and for 1980 from Finland.

Rules for the Finnish- and Alpen Cup see page 6.

CHAMPIONSHIP RULES



INTRODUCTION

In this chapter we will deal with the event rules as revised November 1975. 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.

These variations concern the following rules: 1.1*, 4.1*, 4.3* and 13.1* last sentence only*. In the World Championship Rules these rule-numbers are marked with an asterisk as shown above.

With reference to IYRU-Racing Rule 25.1(d)(iii) and (iv) it is decided that national letters and distinguishing numbers shall be placed on spinnakers at all racing events.

The ISA-Sticker for dues paid shall be placed on the centreline deck between rudder-head and aft end of cockpit. This informs competitors and Race Committees that the annual subscription is paid. A SOLING showing this ISA-Sticker is allowed to race.

Marginal lines indicate changes made november 1975.

WORLD CHAMPIONSHIP RULES

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

Definitions of Terms and Abbreviations.

The abbreviation IYRU shall mean the International Yacht Racing Union.

The abbreviation ISA shall mean the International Soling Association.

The abbreviation N.A. shall mean the National Authority of the country concerned which is affiliated to the IYRU.

The abbreviation NSA shall mean the National Soling Association of the country concerned. When the abbreviation NSA is followed by "(or N.A.)" the National Authority shall be substituted for the NSA in countries without a NSA.

The term Host Club shall mean a Yacht Club or other organization affiliated to and recognized by its N.A. It may also mean any organization, or association of two or more yacht clubs which may have been designated by the NSA (or N.A.) of the Host Country as the body responsible for the execution of the Championship.

Basic Quota shall mean the number of final entries to which a country is entitled on the basis of 60-65 total applications (see table in rule 4.22).

1.0 Trophy and Prizes.

1.1* The World Championship Perpetual Trophy is the property of the ISA who upon its satisfaction that the event has been completed in accordance with the following rules will award it to the winner of the World Championship.

1.2 The winning yacht's helmsman and crew members shall receive replicas of the trophy which shall be donated by the Host Club. These replicas shall be purchased through the ISA.

1.3 In addition the Host Club shall present prizes to the helmsman and crew members of the first five boats in the Championship and to the helmsman and crew members of the first boat in each individual race.

Any perpetual trophy other than that which is described in rule 1.1 of the Worlds – and the Continental Championship rules are prohibited.

No other prizes may be presented.

1.4 In case of non-completion of the Championship the prizes referred to in Rule 1.2 shall not be presented. The prizes referred to in Rule 1.3 may, however, be presented at the discretion of the Host Club.

2.0 General Rules for the Trophy.

2.1 The trophy shall be insured by the ISA.

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

2.3 The trophy shall be retained by the winner until two months before the next Championship takes place. The winner shall then return the trophy to the ISA which will retain the trophy until it is awarded to the next winner of the Championship.

2.4 In case of no Championship being completed, the trophy shall be retained by the ISA.

3.0 Location

3.1 Applications for holding the following Championship must be received by the ISA not later than four months before the start of the Championship for the current year.

3.2 Before awarding the site of the Championship the ISA shall

3.21 ensure that the Host Club has a copy of the current ISA rules governing the Championship.

3.22 require the Host Club to state in writing that it will comply with all the provisions therein;

3.23 ascertain that the Host Club has suitable shore and water facilities at the proposed location of the Championship including

3.231 two hoists,

3.232 dry storage, rigging, measuring and parking areas

3.233 adjacent docking or mooring for at least 60 Solings,

3.234 clubhouse and attendant facilities,

3.235 sufficient and suitable boats to perform all race functions including committee boat, mark boats, patrol, towing and spectator boats,

3.236 sufficient open water to lay a two mile circle no point on which is closer than one mile to any substantial body of land if possible;

3.24 ascertain that the Host Club has the written approval of the NSA and NA of its country to apply for the Championship, and to hold it at the intended location.

- 3.25 approve the dates proposed by the Host Club.
- 3.31 The ISA shall not later than the end of the Championship series announce the location and dates of the next Championship.
- 3.32 At the same time the ISA shall advise the Host Club the name(s) who will serve as liaison between the Host Club and the ISA in all matters relating to the organization of the Championship.
- 4.0 Eligibility.
- 4.1 Entries for the Championship shall be on a per-country basis and the number of entries to which each country shall be entitled shall be determined by the number of its paid-up yachts (as defined in ISA Constitution Rule 3.16) in that Country.
- 4.2 Notwithstanding the provisions of Rule 4.1., the ISA shall limit the total number of entries to approximately 60 boats.
- 4.21 If the total valid applications for entries, as laid down in Rule 6.1 are less than 60, the Executive Committee may allow entries in excess of their **Basic Quota** to those NSAs or NAs who have so requested. Such extra entries will be allocated to each country in proportion to its **Basic Quota**, except that no country's extra entries shall exceed 20% of the difference between the total number of valid applications and 60.
- 4.22 If the total applications for entries received — as laid down in rule 6.1 — exceed 59, the final entries allowed to each nation shall be in accordance with the following table:

Number of Entries Allowed per Country for
WORLD Championship and for EUROPEAN Championship

| Nos. of Paid-up Yachts WORLDS | Basic Quota | | Entry entitlement per country when more applications than 65 are received as indicated in column headings | | | | | | Nos. of Paid-up Yachts EUROPEANS |
|----------------------------------|-------------|-------------|---|-------------|-------------|-------------|--------------|----|-------------------------------------|
| | 60-65 appl. | 66-70 appl. | 71-75 appl. | 76-80 appl. | 81-85 appl. | 86-90 appl. | 91-100 appl. | | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 2 - 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8 |
| 8 - 26 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 15 |
| 27 - 49 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 24 |
| 50 - 63 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 35 |
| 64 - 99 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 48 |
| 100 - 124 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 63 |
| 125 - 149 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 80 |
| 150 - 199 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 99 |
| 200 - 215 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 120 |
| 216 - 249 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 143 |
| 250 - 299 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 168 |
| 300 - 342 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 195 |
| 343 - 349 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 224 |
| 350 - 399 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 255 |
| 400 - 449 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 288 |
| 450 - 499 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 323 |
| 500 - 511 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 360 |
| 512 - 549 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 399 |
| 550 - 599 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 440 |
| 600 - 649 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 483 |
| 650 - 699 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 528 |
| 700 - 728 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 575 |

- 4.3* Notwithstanding the provisions of Rules 4.1 and 4.2 the current Champion shall always have the right to defend his title without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter. In the first World Championship following an Olympic event, the Olympic Gold Medallist shall also be allowed to enter without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.
- 4.4 Every helmsman so indicated on the entry form must have been a resident of the country under whose quota he enters for the six months preceding the first race. He must also be a full member of the ISA and if he competes in a chartered Soling this shall be a paid-up yacht. In this case

the helmsman must present two valid certificates, (a) that of his own Soling and (b) that of the chartered Soling. His sail number shall be that of his own Soling.

5.0 Advance Notice.

- 5.1 The Host Club not later than six months before the first race shall submit a draft of the Advance Notice to the ISA-Secretariat for its approval and printing. It shall include:
- 5.11 A statement as to the locations and all-inclusive dates of the Championship.
- 5.12 Brief description of the city or area and marine and weather conditions to be anticipated; storage, launching, and mooring facilities; types, approximate prices, and proximity of accommodation available, and
- 5.13 Schedule of events, listing:
- 5.131 The dates for measurement and the latest date by which all yachts shall be available for measurement.
- 5.132 The dates of the spare days scheduled pursuant to Rule 8.3, special attention being drawn to the fact that if necessary these days will be used for racing in accordance with the provisions of Rules 8.3 and 8.5.
- 5.133 The date and scheduled starting time of each race.
- 5.134 Details of any social activities prior to or during the Championship.
- 5.135 A statement specifying which year's Soling Guide contains the Championships Rules that the ISA has determined to be effective.
- 5.2 The ISA-Secretariat shall not later than 4 months before the first race in the series send via airmail an appropriate number of Advance Notices in English to every NSA (or NA). It shall at the same time send to every NSA (or NA) one ISA "Application for Entries" form in duplicate for use as specified in Rule 6.1.
- 5.3 A summary of the pertinent facts set forth in the Advance Notice shall be published by the ISA in an appropriate manner.
- 5.4 The entry fee per boat shall be at the discretion of the Host Club, but shall not exceed US \$ 75. — Out of the entry fee US \$ 10 will be retained by the ISA.
- 6.0 Entries
- 6.1 Each NSA (or NA) wishing to enter boats for Championship shall complete in the manner prescribed, the "Application for Entries" form referenced in rule 5.2. This form accompanied by the entry fees for these applications shall be sent airmail to the ISA-Secretariat postmarked no later than ten weeks before the first race of the series. Applications for entries not accompanied by entry fees or mailed later than prescribed shall not count as valid applications.
- 6.21 Not later than 8 weeks before the first race in the series, the ISA shall inform the Host Club and each NSA (or NA) applying for entries, how many entries — in accordance with Rule 4.2 — can be accepted, including additional entries requested as proved for in Rule 4.21.
- 6.22 The ISA-Secretariat at the same time shall send the appropriate number of final entry forms to each NSA (or NA).
- 6.23 The ISA-Secretariat shall four weeks before the first race return any Entry Fees for applications which could not be accepted due to the limitation of Rule 4.2.
- 6.24 Not later than 4 weeks before the first race the ISA shall remit to the Host Club the amount of the entry fees to which it is entitled as prescribed in Rule 5.4.
- 6.3 The Host Club is authorized to accept only final entry forms which are:
- certified by the NSA or NA of the yachts concerned.
 - received by the Host Club not later than 20 days before the first race.
 - accompanied by a copy of the valid Certificate as specified in Rule 4.4.

- 6.4 Should any nation fail to provide the number of final entries for which applications have been accepted, then the fees in respect of the difference shall not be returnable.
- 7.0 **Measuring.**
- 7.1 Not later than 6 months before the first race in the series the ISA shall provide the Host Club with the Measurement Procedure which is to be followed. However the Host Club may not later than 4 months before the first race of the series submit to the ISA for approval any amendments which it may consider advisable.
- 7.2 Not later than three months before the first race of the series the Host Club shall submit the name of the proposed Chief Measurer to the ISA which reserves the right of veto. Should no subsequent proposal of the Host Club be acceptable to the ISA then the ISA not later than two months before the first race of the series shall appoint the Chief Measurer.
- 7.3 The Chief Measurer shall report direct to the Jury which has the final decision concerning interpretations of the Measurement Rules.
- 7.4 Only ISA-approved Measurement Forms shall be used. For each measured yacht any deviation from the dimensions or from the tolerances stated in the Measurement Rules shall be reported to the Jury and the owner.
- 7.5 Only the crew of the yacht being measured are allowed to be present together with the measurer.
- 7.6 After sails are measured they may not be altered during the series. Repairs shall only be undertaken with written permission of the Jury. If a sail requires major repair the Jury may order the sail to be re-measured. Only sails that have been measured (or re-measured) and stamped may be used during the Championship. In the event of accidental damage which, in the opinion of the Jury, cannot be suitably repaired, the Jury may authorize a spare sail to be measured, stamped, and used for the remaining races of the Championship. The damaged sail shall then be deposited with the Race Committee for the duration of the Championship.
- 8.0 **Sailing Instructions and Racing Conditions.**
- 8.1 All races shall be conducted under the Racing Rules of the IYRU and the Sailing Instructions laid down by the Host Club.
- 8.2 Three months prior to the first race the Host Club shall submit a copy of the Sailing Instructions complete in all details and in English to the ISA for approval.
- The Sailing Instructions shall state the following:
- 8.21 That there shall be no shortening of course.
- 8.22 That there shall be no alternative penalties for infringement of a rule of part IV of the 1973 Yacht Racing Rules of the IYRU.
- 8.23 That the Round The Ends Rule (IYRU Racing Rule 51.1 (c)) may be applied to starts only after one general recall and the One Minute Rule may be applied only after two general recalls. (Appropriate signals — International Code flags and sound signals — to indicate and separate each of these rules shall be clearly stated in the sailing instructions and given prior to each start when used after any general recall).
- 8.24 Any prescriptions of the N.A. of the Host Country which are to apply.
- 8.3 The Host Club shall schedule two spare days, one following the fourth or the fifth scheduled race, and one following the last scheduled race. Any spare day shall be used to sail a race previously not completed.
- 8.4 In no event shall racing continue after the last race day.
- 8.5 More than one race on the same day shall not be scheduled but may be sailed at the discretion of the Race Committee. In exercising this discretion the Race Committee shall make every effort to avoid sailing more than one race on the same day.
- The Race Committee shall be bound to use the spare day/days for racing in preference to holding more than one race on any day unless there are compelling reasons beyond its control against doing so.
- Such reasons shall not include interference with any social or prize-giving programme.
- In no event shall more than two races on the same day be sailed.
- 8.6 The Championship shall if possible consist of seven races of which the best six for each yacht shall count. However, if only six races can be completed the best five shall count, if only five races can be completed all shall count. If it is not possible to complete five races then the event shall not be considered a Championship and the trophy shall be retained by the ISA.
- 9.0 **Courses.**
- 9.1 All starts shall be to windward.
- 9.2 Courses shall be as close as possible to 10.8 nautical miles in length and shall be of the Olympic type with a diameter of approximately two nautical miles.
- 9.3 No mark shall be laid closer to the land than approximately one mile if at all possible.
- 9.4 The length of the starting line in meters shall be approximately 12 times the number of yachts.
- 9.5 The course used for the Championship shall not be used at the same time for any other event, nor shall the Host Club organize any non-Soling event concurrently with the Championship.
- 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 finish within one hour after the expiry of the time limit shall be scored. Yachts not so finishing shall receive points equivalent to one-half the sum of (a) points for one place after the last yacht to finish, plus (b) points for a last place, with fractions rounded to the nearest whole number.
- Example: 60 yachts started, three finished within one hour after the expiry of the time limit. Fourth place (a) = 8 points, plus last place (b) at 66 points = $74 : 2 = 37$ points for "each yacht not so finishing".
- 10.3 If the first yacht fails to reach the weather mark within one hour after the start, or the Race Committee for a total period of 30 minutes during the race registers the wind to be under one meter per second the race may be abandoned.
- 11.0 **Scoring 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 trophy for an equal part of the following year, the exact dates being decided by the jury.
- 12.0 **Protests.**
- 12.1 Protests must be lodged in writing with the Jury as laid down in the Yacht Racing Rules of the IYRU.
- 12.2 The Host Club shall provide IYRU Protest Forms.
- 13.0 **Jury.**
- 13.1* The Jury shall consist of five members of which one shall be the President and one the Vice-President. In addition

the Jury shall have a secretary without vote. All members shall be chosen from among yachtsmen who have an intimate knowledge and experience of the IYRU-Racing Rules and of the English language. At least three members including the President and Vice-President shall not be nationals of the Host Country nor members of the Host Club.

- * 13.2 All decisions of the Jury shall be final in accordance with the current Yacht Racing Rules of the IYRU, Rule 77.5 (b). The Host Club shall be required to obtain the approval of its N.A. for a dispensation in regard to appeals.
- 13.3 Not later than three months before the first race of the Championship, the Host Club shall submit to the ISA Secretary the names of the proposed President and two other foreign members of the Jury. The ISA reserve the right to veto the proposal in whole or in part.
- Should no subsequent proposal of the Host Club be acceptable to the ISA, then the ISA not later than two months before the first race of the Championship, shall appoint the President of the Jury and one or both foreign members of the Jury.
- 13.4 The Host Club in consultation with the NSA (or N.A.) of

the Host Country, shall be responsible for appointing the other two members of the Jury.

- 13.5 The ISA-Executive Committee is authorized to approve travel expenses for one or more Jury members to be paid by the ISA.
- 13.6 The responsibility and authority of the Race Committee and Jury shall be as prescribed in the Yacht Racing Rules of the IYRU.
- 13.7 No member of the Jury shall take part in the event as a competitor or perform any other organizational or administrative function in connection with the Championship.
- 14.0 **Race Report.**
- 14.1 Not later than one month after the event a Race Report including any Jury decision, the Chief Measurer's Report to the Jury, the results and any other information of interest shall be forwarded to the ISA by the Host Club.
- 15.0 **Alterations.**
- 15.1 Alterations to these rules shall be made only by the ISA Committee.

EUROPEAN CHAMPIONSHIP RULES

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

- 1.1 The European Championship Perpetual Trophy, the Soling Cup, has been donated by the Royal Danish Yacht Club with the intention of bringing together as many competitors of various nationalities as possible for yacht racing in a friendly spirit. When the European Championship takes place in Denmark, the races shall be held by the Royal Danish Yacht Club.
- 4.1 Entries for an European Championship shall be on a per-country basis and the number of entries to which each country shall be entitled shall be determined by the number of its paid-up yachts (as defined in ISA Constitution Rule 3.16) in that Country, in accordance with the table following Rule 4.22 in the World Championship Rules.
- 4.3 Notwithstanding the provisions of Rules 4.1 and 4.2 the current Champion shall always have the right to defend his title without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.
- 13.1 The Jury shall consist of five members of which one shall be the President and one the Vice-President. In addition the Jury shall have a secretary without vote. All members shall be chosen from among yachtsmen who have an intimate knowledge and experience of the IYRU-Racing Rules and of the English language. At least two members including the President and Vice-President shall not be nationals of the Host Country nor members of the Host Club.

SOLING SILK SCARF

Many Soling owners who have attended International Regattas have bought the most attractive silk headscarves, designed and marketed by the BRITISH SOLING ASSOCIATION, and they have always proved popular back home.

This year the design, which features the Soling sail-plan and measurement diagram in an attractive red-and-black border, is being modified to include Olympic rings.

The BSA is offering them to individual and NSAs throughout the world, and already has a good stock available.

The price is US \$ 16 each for orders up to 5 in number, or US \$ 12 for orders exceeding 5, postage paid by BSA.

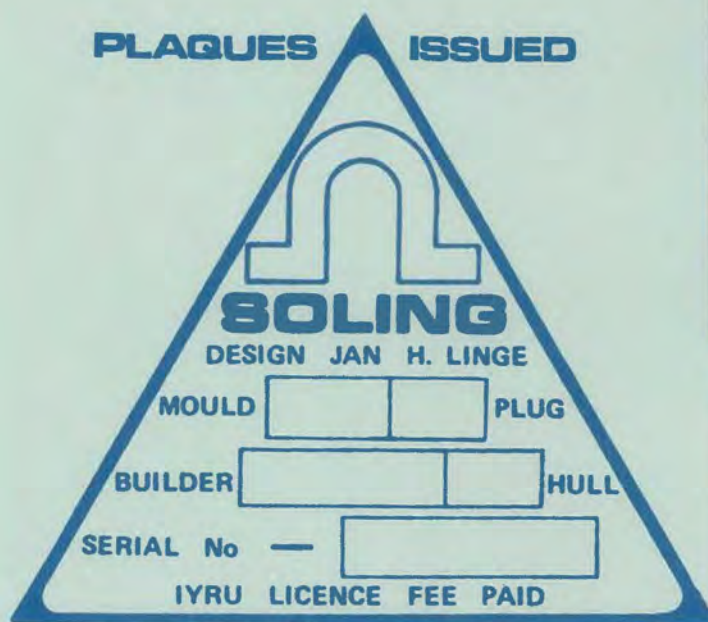
Cash should be sent with order to:

Mr. JOHN DERRY, Secretary BSA, Royal Burnham Yacht Club, Burnham-on-Crouch, Essex, England.

At international meetings the scarves can be bought direct from Mr. JIMMY FEWSTER, the British team assistant.



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.

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 1116 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 1637 as per January 15, 1976.

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

| Licensed Builder | Plaque numbers | Total |
|----------------------------------|---|-------------|
| D Elvstrøm Boats | 34-36, 41-45, 163-173, 202, 225-228, 236-240, 259-264, 283-278, 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, 1285-1324, 1382-1411, 1438-1467, 1497-1506, 1518-1547, 1554-1568, 1579-1588, 1608-1617 | 428 |
| 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 & Cecchi | 279-281, 307-311, 329-333, 1147-1149, 1182-1184, 1254-1256, 1282-1284, 1423-1432, 1468-1471, 1512-1517, 1551-1553 | 48 |
| J Ishihara | 1012-1021, 1336-1340, 1477-1486 | 25 |
| H Maarse | 274-276, 297-306 | 13 |
| K Tyler | 73-82, 203-213, 245-249, 282, 1048-1050, 1253, 1325, 1376 | 34 |
| KA Rudders | 2-7, 157-162, 214-219, 348-353, 1006-1011 | 30 |
| KA Halvorson, Morson and Gowland | 1364-1368, 1412-1417 | 11 |
| 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, 1326-1335, 1341-1360, 1369-1373, 1377-1381, 1418-1422, 1433-1437, 1472-1476, 1487-1496, 1569-1578, 1589-1596, 1598-1606, 1619-1628 | 205 |
| KZ MacKay Boats | 1051-1054, 1144-1146, 1361-1363, 1597 | 11 |
| L Veneva OY | 15-17, 37-38, 229-232, 455-456, 1195-1196 | 13 |
| M Hungarian Ship and Crane Works | 453-454, 1607, 1618, 1629-1637 | 13 |
| N Soling Yachts | 1, 18-27, 185-189, 190-199, 1022-1024, 1170-1172 | 32 |
| NA Jan Herman Linge | 1374-1375, 1507-1511 | 7 |
| 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, 334-3347, 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, 1171-1181, 1232-1236, 1257-1261, 1548-1550 | 85 |
| Not issued or scrapped | 40, 69-72, 241, 369, 396-405 | 17 |
| Total of IYRU-Plaques | | 1116 |

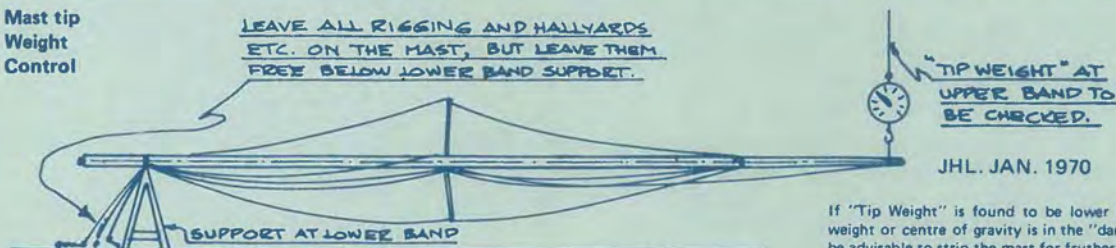
SOLING LICENSED BUILDERS:



BUILDERS

| 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 or 2 | New Zealand | Jim MacKay Boats Ltd., 150 Sunnybroe Road Takapuna, Auckland | KZ | 9 | 1 or 2 |
| Australia(2) | Halvorsen, Gowland Pty. Ltd. Lot 5, Lucca Road, P.O.Box 64 North Wyong 2259 | KA | 9 | 3 | Norway | Soling Yachts A/S Stortingsgate 14, Oslo 1 From: Sept. 1973 license transferred to Ingeniør Jan Herman Linge | NA | 3 | 3 |
| Canada | Abbott Boats Ltd., 1458 London Road Sarnia 519, Ontario | KC | 10 | 5 or 6 | South Africa | Proderite S.A.(Pty) Ltd. Manchester Road, Wadeville, Transvaal Licensed from: June 1969 to Feb. 1973 | SA | 11 | 1 |
| Denmark | Elvstrøm Boats A/S Ved Klædebo 12 2970 Hørsholm | D | 3 13 | 1 or 11 3 or 4 | Switzerland | Polyform SA, Usine d'Ussières 1099, Ropraz VD | Z | 5 | 1 |
| Finland | Veneva OY Karjalankatu 10, Zohja, Finland | L | 8 | 1 | United Kingdom | Tyler Boat Co., Tonbridge, Kent Licensed from: April 1968 to Sept. 1973 | K | 4 | S 26 |
| France | La Stratifie Industrial (M. Dufour), Rue des Chan- tier 17, La Rochelle Licensed from: Sept. 1968 to Oct. 1972 | F | 6 | 1 or 4 | U.S.A.(1) | Gemico Corporation 33A Commercial Wharf. Boston, Mass. 02110 Licensed from: Oct. 1968 to Oct. 1971 | US | 2 | 1 or 2 |
| 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.(2) | Plastrend Corporation Fort Worth, Texas 76135 Licensed from: Febr. 1970 to April 1972 | USA | 2 | 1 or 2 |
| Hungary | The Hungarian Shipyard & Crane Works, P.O.Box 280, Budapest 62 | M | 3 | 9 | U.S.A.(3) | Gemico-Marlowe 325 Duffy Avenue, Hicks- ville, Long Island New York 11801 Licensed from: June to Sept. 1970 | USB | 2 | 1 or 2 |
| Italy(1) | Companis Impress Marit- time (C.I.M.A.), Via Marian- na, Dionigi 11, Rome 00193 | I | 3 | 1 | U.S.A.(4) | Eichenlaub Boat Comp. 19760 Frazier Drive Rocky River - Ohio 44116 | USC | 12 | 1 or 2 |
| Italy(2) | Bianchi & Cecchi Via S. Lorenzo, 23-9 Genova | IA | 3A | 8 | West Germany | H.A.Hagelstein (Hastra) 24 Lübeck-Travemünde Auf dem Baggersand Licensed from: April 1971 to Sept. 1973 | G | 7 | 1 or 2 |
| Japan | Ishihara Dockyard Co. Ltd No. 1471-1, Mukojima-cho, Takasago-cho Takasago-city, Hyogo | J | 3 | 4 | | | | | |

Mast tip
Weight
Control



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 the mast for further control.

Kevlar for building

The new wording of Class Rule 2.2 is: "The use of fibres other than glass is prohibited in the construction of the hull, deck and rudder".

The ISA-Committee has commented this in a circular to LBs of February 16, 1976. It is not intended to ban application of such new materials in the long run. In order to obtain experience and knowledge LBs may propose to carry out experiments, but only after consultation with the ISA-Committee. The Committee make it quite clear that uncontrolled experiments **will not be accepted!**

What is Kevlar?

In the Flying Dutchman Bulletin we have found the following definition:

Kevlar 49 is an organic fibre, an aromatic polyamide (aramid) and is made in the Spruance Plant of Du Pont & Nemours near Richmond (Virginia) U.S.A. and can be delivered in various shapes as glass fibre. It is used to strengthen plastics, it is much stronger than metal and extremely light. It can be used in combination with epoxy resin.

Kevlar fibres are not allowed in the hull construction during the Olympic Regatta, and the method to control is by hand: x-ray spectograph; and structure-test by drilling minute holes.

INFORMATION OF INTERNATIONAL INTEREST

From the IYRU-Meetings in November 1975 we can inform our members of some of the problems discussed of international interest.

National Authorities' subscriptions to the union was raised from the present total income of £ 6520 to £ 13970 per year. The minimum subscription from small countries will be £ 100 and the present maximum (USA) £ 900.

In this connection the chairman Mr. Beppe Croce said that a minimum of £ 100, which was equivalent to the cost of two sails for a centreboard boat, was a most reasonable minimum subscription for a National Authority to pay to belong to the Union.

INTERNATIONAL ASSOCIATIONS

The union needs more money, and to examine the possibilities "The Horn Working Party" presented a report. The chairman, Mr. Frederik Horn, reported further that on the matter of relationships of International Class Owners' Associations and the IYRU — these bodies are of great importance to the IYRU and in order to increase the contact with them each class should be entitled to send two representatives to the respective technical committees whilst matters affecting that class were under discussion. The IYRU's work on behalf of International class associations was costly and the report proposed that income for this should be raised. All who are members of their class association should pay \$ 0.5 for a centreboard and \$ 1 for a keel boat which should be collected through their national association and paid to the IYRU by the International Class Association. This, he said, would enable the International Class Owners' Associations views to be properly represented on the IYRU and would improve contact with the International Class Owners' Association.

Wet Clothing, IYRU Racing Rule 22

The Chief Measurer, Mr. Tony Watts, presented a paper, and it was resolved to recommend that the maximum weight for wet clothing be 15 kilos. Where classes, such as those for young people, wished they could reduce this weight in the class rules (the proposed racing rule 22.3 will therefore read "the total weight of clothing and equipment worn or carried by a competitor shall not be capable of exceeding 15 kilos when saturated with water").

Fundamental Rules (36 and 37) and Protests.

It was decided to insert the following paragraph in Appendix: "Protest Committee Procedure":

"In a protest hearing, the race committee should give equal weight to the testimony of all principals; should recognise that honest testimony can vary and even be in conflict as a result of different observations or recollections; should resolve such differences as best it can; should assume that the protested yacht is innocent until proven guilty; should not on the other hand assume that she is guilty simply because she has been protested against and, finally, should keep in mind that a yacht, when obligated, is required to keep clear".

Olympic Jury

It was resolved that the following, who had been nominated by the President and the Chairman of the Racing Rules Committee, shall form the International Jury at the 1976 Olympic Regatta, Kingston, Canada:—
Beppe Croce (Chairman), Gerald Sambrooke Sturgess

(Vice-Chairman), Ernst-Oscar Ahler, Arthur Baron, Robert Bavier, Gregg Bemis, Bruno Bianchi, John Crosbie, Dan Harmer, Frederik Horn, Jean Lemoine, Levante Nagy, Bob Sloane, Lynn Watters, George Hinman (Vice-President-reserve) and Jonathan Janson (Vice-President-reserve).

Olympic Scoring from 1st March 1976

On the recommendation of another Working Party it was resolved to amend the Olympic Scoring System, and these amendments are in force on 1st March 1976. Often our members discuss details of this system, therefore we print them complete in photogravure from the Year Book by permission of the IYRU. The marginal markings indicate changes in the text of the 1975 Olympic Scoring System. For race results please observe the NOTE.

OLYMPIC SCORING SYSTEM

1. There shall be seven races for each class of which the best six for each yacht shall be counted for her total points. When it is possible to complete only six races, the best five shall be counted. When it is possible to complete only five races, the best four shall be counted. A minimum of five races is necessary to constitute a series.

2. Each yacht which finishes in a race shall score points as follows:

| | |
|---------------------------------|--------------|
| First place | 0 |
| Second place | 3 |
| Third place | 5-7 |
| Fourth place | 8 |
| Fifth place | 10 |
| Sixth place | 11-7 |
| Seventh place and thereafter .. | place plus 6 |

Lowest total score wins.

3. (a) A yacht which starts and does not finish, or which ranks as a starter in accordance with rule 50, Ranking as a Starter, but does not attempt to start, or which infringes the rules but retires within a reasonable time, shall score points for a last place finish, i.e. for the finishing place equal to the number of yachts which started or ranked as starters in accordance with rule 50 in that race.

(b) Except as provided in 3(a), a yacht which attempts to start but fails to comply with the prescribed starting procedure or a yacht which infringes the rules but does not retire within a reasonable time, or which is disqualified under rule 72, Disqualification after Protest, or rule 73, Disqualification without Protest, shall score the points for a last place finish plus 10 per cent of the number of yachts which started, or ranked as starters in accordance with rule 50, in that race, fractions being raised to the next higher whole number.

(c) A yacht which neither starts, nor ranks as a starter in accordance with rule 50, shall score the points for the finishing place equal to the number of competitors. A competitor is an entrant who starts, or ranks as a starter in accordance with rule 50, in any race of the series.

4. Should the international jury decide that a yacht is entitled to the relief granted by rule 12, Yacht Materially Prejudiced, an equitable arrangement may be deemed to be to award to the yacht whose finishing position has been materially prejudiced points for that race equal to the average points, to the nearest tenth of a point, of her points in all the races in the series except her worst race and the race in question.

5. Should there be a tie on total points between two or more yachts, the tie shall be broken in favour of the yacht or yachts with the most first places, and should any such yachts remain tied, the most second places and so on, if necessary for such races as count for total points. Should this method fail to resolve the tie, the tie shall stand as the final placings of the series.

NOTE: The following abbreviations are recommended to record the eventualities under paragraphs 3 and 4 of the Scoring System which can occur to a yacht other than a finishing position in a race:

- | | |
|----------|--|
| 3(a) DNF | (Did not FINISH) |
| DNS | (Did not START i.e. ranked as a starter under Rule 50 but failed to START) |
| RET | (Retired within a reasonable time in acknowledgement of an infringement) |
| (b) DSQ | (Disqualified) |
| PMS | (Premature starter . . . Failure to comply with the starting procedure) |
| (c) DNC | (Did not compete) |
| 4. YMP | (Yacht Materially Prejudiced) |

YACHTING MAGAZINES ALL OVER THE WORLD



Very often SOLING organisers or yachtsmen need to know names and addresses of the Yachting Magazines in other countries. It is very practical when invitations for regattas, results, reports etc. are to be circulated. At the Annual General Meeting in November it was decided to prepare a press list world-wide of Yachting Magazines in the public relations of the International SOLING Class. The ISA-office wrote all our contacts in the nearly fifty affiliated countries. Many NSAs have responded, and thanks to this we are able to print a list of Magazines in nearly all the countries with SOLING fleets, which we hope will be appreciated and used all over the world.

We very well know that this list is not complete. Therefore, please continue to send us names and addresses of Magazines not listed.

| COUNTRY | YACHTING MAGAZINES |
|---------|---|
| Letter | Name Names and Addresses |
| A | Argentina YACHTING, Argentino Avda del Libertador 14.665 local 7, Martínez-Prov. Buenos Aires. |
| B | Belgium YACHTING MAGAZINE, Bd. de Smet de Naeyer, 399, 1090 Bruxelles. SUR L'EAU, Imprimerie-Éditions VYNCKE, Savaanstraat 92, B-9000 Gent. Tel. 091 25 39 60. |
| BL | Brazil NAUTICA, Rua Aires Saldanha, 71 - Térreo, 20.000 Rio de Janeiro. Tel. 256.1708. JORNAL DO BRASIL, Mr. Edson Afonso, Av. Rio Branco, 52-18 andar, 20.000 - Rio de Janeiro. PERFORMANCE SAIL CRAFT DO BRASIL, Au. Lucio Feteira 311, 24.400 Neves-Sao Goncaza-Rio de Janeiro VELAS PELLICANO, late Clube do Rio de Janeiro, Au. Pasteur - Rio de Janeiro |
| D | Denmark SEJL OG MOTOR, Christiansborggade 1, DK-1558, Copenhagen V. BÅDNYT, Nr. Farimagsgade 49, DK-1364, Copenhagen K. BÅDEN I DAG, Bramsen & Hjort, Vestergade 12, DK 1456, Copenhagen - K. |
| E | Spain YATE Y MOTONAUTICA, Consejo de Ciento 362, Barcelona. PESCA Y NAUTICA, Bailen, 228 Bis Atico 20, Barcelona. |
| F | France BATEAUX, Denis de la Noue, 71, r. Fondary, F-75, Paris 15e, Tel. 734 11 85. LES CAHIERS DU YACHTING, O. Thiebault, 14, Rue Brunel, 75018 Paris, Tel. 755 84 94. NEPTUNE NAUTISME, Henri de Constantin, 1, Place du Théâtre-France, 75001 Paris. Tel. 260 32 17. YACHTING À VOILE, J. Guilhot, 70 Rue Saint-Lazare 75009 - Paris. |
| G | Germany, West. SEGELN, Horst Schlichting, "Segeln", D-2408 Timmendorfer-Strand, Tel. 0 45 03/37 96. INTERNATIONALER BODENSEE & BOOT-NACHRICHTEN, Mr. Voigt, 746 Balingen, Postfach 50. DIE YACHT, Harald Schwarzlose, D-2 Hamburg 39, Blumenstrasse 37, Tel. 040/47 90 13. BOOTE, Ramon Gliewe, D-2 Hamburg 1, Hermannstrasse 5. Tel. 040/32 68 48. |
| H | Holland WATERKAMPIOEN, Jaap Kuitert, Hoofdkantoor ANWE, Wassenaar ðweg 220, Postbus 2200, NL-Den Haag. Tel. 070 26 44 26. OLYMPIC SAILING REPORTER of the WATERKAMPIOEN, Mr. Andriaan Pels, Drecksenstrat 20, Gouda. Tel. 1820 - 18190. SAILING REPORTER OF 'WINNEN' and 'The Telegraph': Mr. Paul Knoop, Scholesterlaan 51 - Vinkeveen. TELEVISION and RADIO REPORTER FOR SAILING, Mr. Frans van Dusschoten, Christinalaan 33, Soest. WATER SPORT, Gerrit Pranger, Postbus 7512, Gebouw 106, Schiphol-Oost. Tel. 020 45 37 51. |
| I | ITALY Spett Direzione, MONDO SOMMERSO, Via Po 12, I - 00198, Roma. YACHTING ITALIANO, Mario Campi, I-16148 Genova-Quarto, Cas. Post. 53, Tel. 38 62 37. NAUTICA, Vincenzo Zaccagnino, I-00198 Roma. Via Tevere 44, Tel. 85 92 45. VELA E MOTORE, Mario Bonini, Via Boccaccio, 47, I-20123 Milano. Tel. 49 83 041/2/3. |
| J | JAPAN THE KAZI, 3-11-13 New Tokyo Building, Ginza, Tokyo. OCEAN LIFE, Not informed of address. |
| K | U.K. BOATS & YACHTS, 1-7-B- Kagiyama Building, Kidabashi Chiyoda, Tokyo. PRACTICAL BOAT OWNER, 69 Long Acre, London WC2E 9QE. SAIL MAIL c/o Jack Knights, Lower Cross Farm, Newport, Isle of Wight, England (Tel: Newport (IW) 2581. YACHTING MONTHLY, Hatfield House, Stamford Street, London SE 1. YACHTING WORLD, Dorset House, Stamford Street, London S.E. 1. YACHTS AND YACHTING, Peter Cook, Yachting Press Ltd., 196 Eastern Esplanade, Southend-on-Sea. Essex SS1 3AB. Tel. 0702 582245. YACHTING AND BOATING WEEKLY, Chris Everitt, Airport House, Purley Way, Croydon/Surrey CRO 4RS. Tel. 01 681 6551. |
| KA | AUSTRALIAN SEA CRAFT POWER AND SAIL, Address missing. MODERN BOATING, 21, Bathurst Street, Sydney 2000. |
| KC | Canada CANADIAN SAILING, Western Editor: Dr. D.C. Boyd, 626 Main Street, Penticton, B.C. Eastern Editor: Wm. McPherson, "Left Bank" - R.R.2, Picton, Ontario. CANADIAN POWER AND SAIL, Address not known. PACIFIC YACHTING, Suite 102, 1104 Hornby Street, Vancouver 1, B.C. |

| COUNTRY | | YACHTING MAGAZINES (Continued) |
|---------|-------------|--|
| Letter | Name | Names and Addresses |
| KZ | New Zealand | SEA SPRAY, P.P. Box 793, Auckland 1. |
| L | Finland | VENE, Frederiksgatan 48A, 00100 Helsingfors 10. Tel. 90/647 301 PURJEHTIJA - SEGLAREN, c/o Finlands Seglarförbund, Topeliusgatan 41 A, 00250 Helsingfors 25. Tel. 90/41 86 11. |
| N | Norway | SAILAS, Redaktør H. Nissen-Lie, Postboks 5049 Majorstua, Oslo 3. |
| OE | Austria | OESTERREICHISCHER YACHTSPORT, A-1090 Wien, Fürstengasse 1. YACHT SPORT, Kurt Jirasko, dipl.ing., A-1090 Wien, Fürstengasse 1. Tel. 34 75 04. |
| S | Sweden | PÅ KRYSS & TILL RORS, Stig Gunnar Skoot, Lillängsvägen 10 A, S-183 64 Täby. Tel. 756 48. BÄTNYTT, Sveavägen 51-53, S 113 59 Stockholm. SEGLARBLADET, Box 7115, S 402 32 Göteborg. |
| US | U.S.A. | YACHT RACING, 135 Rowayton Avenue, Rowayton, Conn. 06853. BOATING MAGAZINE, Mr. Sydney H. Rogers, 1 Park Avenue, New York. - N.Y. 10016. RUDDER MAGAZINE, Mr. Mark Benzor, 67 West 44th Street, New York. - N.Y. 10036. MOTOR BOATING AND SAILING, 959 - 8th Avenue, New York. - N.Y. 10019. SAIL, Mr. Murray Davis, 38 Commercial Wharf, Boston - Mass. 02100. LAKE LAND BOATING, Box 623, Ann Arbor, Michigan 48107. YACHTING MAGAZINE, 50 West 44th Street, New York, N.Y. 10036. |
| Z | Switzerland | DER WASSERSPORT - SPORT NATUTQUE, Postfach 29, CH 8968 Mutschellen. YACHTING, Walter Dahinden, c/o Büchler & Co. AG, Seftigenstr. 310, 3084 Wabern. Tel. 031/54 11 11. |

ISA FORMS, DRAWINGS, RULES, BADGES ETC



ISA BLAZER BADGE

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

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 | £ 352.- |
| 3. The IYRU Year Book | IYRU | £ 3.- |
| 4. International Measurement Instructions . . | IYRU | £ 1.- |
| 5. Complete set of Plans | IYRU | £ 10.- |
| 6. Measurement Rules incl. Diagram | IYRU | £ 0.50 |
| 7. Measurement Form . . | IYRU | £ 0.40 |
| 8. Sail Measurement Form | IYRU | £ 0.25 |
| 9. Sail Labels | ISA & NSA | US \$ 6.- |
| 10. Darl Blue Soling Tie | ISA & NSA | US \$ 7.- |
| 11. SOLING Badges in silver and enamel | | |
| on long stick | ISA & NSA | US \$ 7.- |
| with screw | ISA & NSA | US \$ 7.- |
| on pin | ISA & NSA | US \$ 7.- |
| 12. SOLING Cuff Links in silver and enamel . . | ISA & NSA | US \$ 10.- |
| 13. ISA Blazer Badges . . | ISA & NSA | US \$ 2.50 |
| 14. SOLING Certificate with a Vinyl | ISA & NSA | Dues. |
| 15. SOLING Register Form | ISA | Free |
| 16. Regatta Report | ISA | Free |
| 17. Associate Membership of the IYRU (x) | IYRU | £ 3.- |
| 18. Soling Silk Scarf (see page 11) | BSA | US \$ 12-16 |



Sail Label



Badges in silver and enamel

(x) Re item 17 we state from the IYRU-General Rule 5.5.: On joining the Union, an Associate Member shall be entitled to receive free of charge the Union tie. An Associate Member shall be entitled to receive free of charge each year a copy of the Union's Year Book, Racing Rules, Case Law, Fixture List and any newsletter published by the Union.

All prices surface post free. NSAs are asked to keep a stock of materials. Please forward your payment together with your order.

MEASURERS ISA-CONSTITUTION RULE 4.4



| COUNTRY | | MEASURERS, Names and addresses | Notes |
|---------|----------------|--|-------|
| Letter | Name | | |
| A | Argentine | 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 | William Frederick Astbury, Av. Santo Amaro 1712 Sao Paulo — Cep 20.000. | |
| 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 | Georg Nowka, 2 Hamburg 13, Oberstrasse 140 | 6 |
| GR | Greece | Hellenic Yachting Association, 15A Xenofontos Street, Athens | |
| 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. Bruno Dequal, P. le A. De Gasperi 3, 34139, Trieste | 2 |
| I | Italy | 3. Ottavio Puleo, Via Piaggio 24/9, 16136 Genova | 2 |
| I | Italy | 4. Tomaso Venturini, P. le Vittoria 12, 25100 Brescia | 2 |
| I | Italy | 5. Raffaele Calzecchi, V. Casamari 25, 00144 Roma | 2 |
| I | Italy | 6. 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, 1-3-1109-Shimohozumi-Ibaragi, Osaka | 6 |
| 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, Docker & Smith, 2 Kochia Lane, Lindfield, N.S.W. 2070. | 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 | |
| KZ | New Zealand | W. Stevenson, R.N.Z.Y.S., 1 Parliament St., Auckland 1 | 6 |
| L | Finland | Leif Gallen, Silversundsvägen 19, SF00570 Helsingfors 57 | 7 |
| L | Finland | Lief Haglund, Rönsvägen 23 A 14, SF00270 Helsingfors 84 | 7 |
| M | Hungary | Bela Bzvegyi and Bela Torjai, address for both: c/o Hungarian Yachting Association, see Register | |
| MO | Monaco | | 0 |
| 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. Hovden 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 |

COUNTRY

| Letter | Name | MEASURERS, Names and addresses | Notes |
|--------|-------------------|--|-------|
| P | Portugal | | 0 |
| PK | Pakistan | | 0 |
| PR | Puerto Rico | | 0 |
| PZ | Poland | | 0 |
| S | Sweden | 1. Håkan Kellner, Riddarvägen 52, Lidingö-18140 | |
| 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 | | 0 |
| 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 | | 0 |
| 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-Constitution-Rule 4.4)
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. 3 is responsible for Solings from Biancchi & Cecchi (IA) — 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 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.



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.

International SOLING Class Rules and Measurement Diagram 1976

Authority: INTERNATIONAL YACHT RACING UNION, 60 Knightsbridge, London, SW1X 7JX, England

Date of International status: May 1968.

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

1. OBJECT OF THE CLASS RULES

This is a One-Design Class. These rules and the official plans are intended to ensure that boats of this Class are as nearly alike as possible as regards shape and weight of hull and decking, shape and weight of keel, shape of rudder, shape and area of sail plan and in some other items which affect performance. All boats shall be built in accordance with the plans, with the exception of spars, standing and running rigging, sheeting arrangements, rudder stock with bearings, tiller and tiller extension lifting eyes, cleats and fairleads. These items, and 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, Victoria Way, Woking, Surrey GU21 1EQ, England, 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 use of fibres other than glass is prohibited in the construction of the hull, deck or rudder. The builder shall construct the hull by installing the backbone, stringers, bulkheads and floor before it leaves the mould. The hull and the deck shall be assembled with the deck in the approved mould or in a jig approved by a Measurer appointed by the National Authority.* In either case the necessary support shall be given so that the sheerline is as shown on the plans. Such support shall be approved by a Measurer approved by the National Authority.*
- 2.3 Production moulds for hull, backbone, deck and rudder shall be made from GRP plugs obtained from the one current official GRP master mould. The casting pattern for the fin keel shall be of aluminium cast from the one current official master pattern. The I.Y.R.U. Chief Measurer shall measure and issue a certificate giving the dimensions of each plug, keel pattern and rudder mould. Such dimensions shall be within a tolerance of half the permitted building tolerances. The shape and form of the patterns, plugs and moulds shall not be amended or altered unless specifically authorised by the I.Y.R.U. The primary control shall be by means of a single uniform source of plugs and moulds.
- 2.4 Construction shall be checked by measurement and official templates in accordance with the official measurement diagram. Tolerances are given to allow minor building errors and distortion through age, but intentional variations within these tolerances shall be prohibited. The boat, before leaving the builder's premises, shall be measured by a measurer appointed by the National Authority* applying official templates.
- 2.5 If it is considered that there has been any attempt to depart from the design or these rules in any particulars, it shall be reported to the National Authority*, which shall withhold the certificate of measurement pending an examination of the case. The National Authority* may grant a certificate if approval is obtained from the I.Y.R.U. in consultation with the I.S.A.
- 2.6 Builders shall be licensed by I.Y.R.U. Holdings Ltd., and shall only obtain GRP plugs and/or production moulds and templates from suppliers approved by the I.Y.R.U. 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, 1 stem profile template and 1 transom template.
 - 3.41 Transom Measurement Point shall be the intersection of counter and transom extensions.
 - 3.42 Breakwater Measurement Point shall be the forward face of the breakwater.
- 3.5 The builders yard code, hull, plug and mould numbers shall be marked on a plaque, permanently fixed to the aft bulkhead. This plaque shall be obtained from I.Y.R.U. Holdings Ltd, and serves as the Building Fee Receipt (see 2.1 above).
- 3.6 The deck at the heel of the mast shall be not more than 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.

■ Marginal markings indicate changes made in the text since the previous edition.

- 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) shall be attached to the keel bolts. Such lifting eye(s)/strap(s) including any permanent slings as permitted in rule 12.6 shall weigh not more than a total of 3 kg.
- 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 $1500 \text{ mm} \pm 25 \text{ mm}$ from the Transom Measurement Point measured along the centreline of the counter.
- 5.6 The design of tiller and tiller extension shall be optional.

6. MAST

- 6.1 The mast shall be stepped on deck and on the centreline. The forward side of the mast shall be located $270 \text{ mm} \pm 50 \text{ mm}$ aft of the Breakwater Measurement Point (see also rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at $550 \text{ mm} \pm 300 \text{ mm}$ aft of the Breakwater Measurement Point, and not more than 100 mm from the outer edge of the deck.
- 6.3 The forestay shall meet the deck at $2320 \text{ mm} \pm 5 \text{ mm}$ forward of the Breakwater Measurement Point.
- 6.4 The mast shall be of an alloy extrusion with a minimum 90 per cent aluminium content with a continuous fixed groove (except as permitted under rule 6.52) which may or may not be integral with the spar section but shall be of the same material.
- 6.51 Except as permitted in rule 6.52, below a point 6300 mm above the band defined in rule 6.91 the mast shall be of constant section whose dimensions shall be $80 \text{ mm} \pm 10 \text{ mm}$ athwartships and $120 \text{ mm} \pm 10 \text{ mm}$ fore and aft including the luff groove. The mast shall be deemed to be of constant section provided that no variation in fore and aft or athwartships dimension between any two points exceeds 3 mm. The sectional weight including the luff groove shall be not less than 2.20 kg/m.
- 6.52 For a distance not exceeding 600 mm above the top of the band defined in rule 6.91 the luff groove may be cut away or otherwise modified.
- 6.53 Above a point 6300 mm above the band defined in Rule 6.91 the mast may be tapered to a minimum of 40 mm athwartships and 55 mm fore and aft including the luff groove at the topmost band.
- 6.531 Tapering shall be achieved only by making a cut or cuts down the section, closing them, and making continuously welded butt joints.
- 6.532 No such cut shall extend below the point defined in Rules 6.51 and 6.52.
- 6.533 The finished taper shall not be concave except that hollows not exceeding 3 mm and optional fairing within 75 mm of the backstay crane shall be permitted.
- 6.534 The sectional weight may be varied only by the removal of material due to the taper.
- 6.61 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 Holes may be made in the mast only for fittings and rigging.
- 6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 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 $700 \text{ mm} \pm 5 \text{ mm}$ 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 $6800 \text{ mm} \pm 100 \text{ mm}$ 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 $3400 \text{ mm} \pm 100 \text{ mm}$ 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 $65 \text{ mm} \pm 5 \text{ mm}$ in width and $80 \text{ mm} \pm 5 \text{ mm}$ in height including the groove except that for a distance not exceeding 600 mm from the aft edge of the mast the groove may be cut away or otherwise modified. The sectional weight shall be not less than 1.25 kg/m.
- 8.3 Tapered or permanently bent booms shall be prohibited. 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

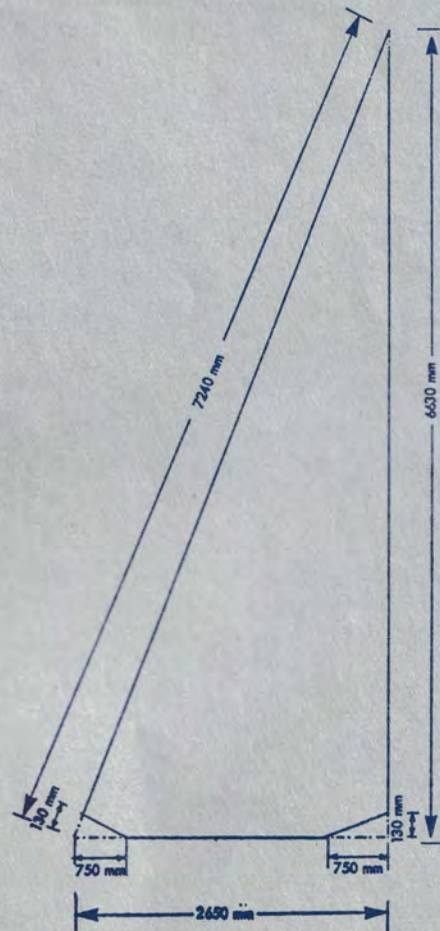
- 9.1 No part of the spinnaker boom including fittings shall be capable of extending more than 2640 mm from the mast.
- 9.2 The point of attachment of the spinnaker boom shall be on the forward face of the mast and not more than 1150 mm above the upper edge of the band defined by rule 6.91.

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 Not more than two mainsails, two jibs, two large spinnakers and one small spinnaker shall be carried on board when racing. At an event where sails are to be measured, only the above sails shall be presented for measurement and no other sails shall be used in that event except by express permission of the race committee.
- 10.3 Except for bolt ropes, reinforcement, head and clew boards, cringles, jib hanks and transparent panels as specified below, sails shall be constructed only of woven fibres. Fibres other than those of polyester and non-aromatic polyamide are prohibited. Either one or two unwoven transparent panels, the total area of which shall not exceed 0.28 m^2 , are permitted in any sail, and shall be not less than 150 mm from any edge of the sail.
- 10.4 For mainsails and jibs the minimum weight of material shall be 200 g/m^2 . For spinnakers the minimum weight of material shall be 38 g/m^2 and the maximum weight shall be 76 g/m^2 .
- 10.5 The sail number, letter(s) and class emblem shall be placed as laid down in the I.Y.R.U. Yacht Racing Rule 25 as amended by Soling class rule 10.81.
- 10.51 Letters and numbers shall be of the following minimum dimensions:
 - 10.52 Height: 350 mm.
 - 10.53 Thickness: 50 mm.
 - 10.54 Width: 230 mm (excluding number one and letter I).
 - 10.55 Space between adjoining letters and numbers: 70 mm.

10.6 Mainsail:

- 10.61 The mainsail shall not extend beyond the edges of the bands defined by rules 6.91, 6.93, and 8.4. The length of the leech shall be not more than 9170 mm. Reefing cringles shall be optional.
 - 10.62 Only four battens shall be permitted. The 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 length of the lower batten pockets shall not exceed 830 mm and the inside length of the top batten pocket shall not exceed 530 mm. The opening into each batten pocket shall not exceed 60 mm. The batten pockets shall divide the leech into five parts of $1820 \text{ mm} \pm 80 \text{ mm}$ 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, including luff rope, at half and three-quarter height shall not exceed 2010 mm and 1160 mm respectively. These measurements shall be taken from the half and three-quarter points on the leech to the nearest point on the luff. Hollows in the leech in the way of measured points shall be bridged.
 - 10.65 At a point 380 mm below the highest point of the headboard the width of the sail, measured at right-angles to the luff, shall not exceed 340 mm including the luff rope.
 - 10.66 The diameter of the luff and foot ropes shall be not less than 8 mm.
- ### 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 length of the batten pockets shall not exceed 330 mm and the opening into each batten pocket shall not exceed 60 mm. 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 are prohibited.
- 10.76 Not more than 20 fasteners each of 40 mm maximum dimension measured along the luff shall be permitted.
- 10.77 A clewboard, capable of fitting within a rectangle 250 mm \times 100 mm, is permitted in the jib.

10.8 Spinnakers:

- 10.81 The National letter(s) and distinguishing number shall be shown on spinnakers at all times. Minimum sizes shall be those laid down in Rule 10.5.
- 10.82 The spinnakers shall be symmetrical about their vertical centre lines and shall not embody any device capable of altering their shapes.
- 10.83 Large spinnaker:
- 10.831 The length of luff and leech shall be 7400 \pm 100 mm
- 10.832 The width of half the foot, when folded tack to clew, shall be 2700 \pm 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 2900 mm \pm 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 8750 mm.
- 10.84 Small spinnaker:
- 10.841 The length of luff and leech shall be 7400 \pm 100 mm.
- 10.842 The width of half the foot, when folded tack to clew, shall be 2500 \pm 100 mm.
- 10.843 The half-width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centre fold. The distance between these two points of intersection shall be 2000 mm \pm 100 mm.
- 10.844 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 floormember and approximately 50% to the aftermost floormember. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat.

12. MISCELLANEOUS

- 12.11 Bulkheads with watertight inspection covers similar to those shown on the arrangement plan shall be compulsory.
- 12.12 The bulkheads shall be located 550 mm \pm 100 mm forward and 3400 mm \pm 100 mm aft of the Breakwater Measurement Point.
- 12.13 Watertight inspection covers for bulkheads and floor shall be positively locked in their proper position when racing.
- 12.14 Holes in 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 remaining after the installation of any fittings, but before the installation of any rope or wire, shall not exceed 10 cm² in each bulkhead.
- 12.16 Drain holes in the bulkheads are prohibited.
- 12.2 Holes in the deck for the installation of equipment shall be permitted subject to the following restrictions:
- 12.21 No hole in the deck shall be more than 120 mm in any direction.
- 12.221 The total area of holes in the deck forward of the forward bulkhead shall not exceed 5 sq. cm after the installation of any fittings but before the installation of any rope or wire.
- 12.222 The total area of holes in the deck aft of the aft bulkhead shall not exceed 5 sq. cm after the installation of any fittings but before the installation of any rope or wire.
- 12.3 Four self-bailers are permitted.
- 12.4 A furling device for the jib shall be permitted.
- 12.5 A cockpit sole shall be fitted as shown on the plans such that its height at any point is 280 mm \pm 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.)
- 12.6 Lifting sling(s) may be permanently fastened on to the eye(s)/strap(s) specified in Rule 4.4. In this case the sling(s) shall consist of stainless steel wire rope. Where one sling is used its diameter shall be not less than 9 mm. Where two slings are used the diameter of each shall be not less than 7 mm. Where four slings are used the diameter of each shall be not less than 4.75 mm.

13. RESTRICTIONS

- 13.1 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 aids to support the crew outboard are permitted except for:
- (i) handles on deck which if of rigid material shall not extend outboard of the sheerline and shall not exceed 75 mm in height above deck.
 - (ii) five hand-holes of maximum length 120 mm and maximum width 35 mm through each side deck.
 - (iii) foot straps which shall be fastened inside the cockpit and shall not be able to extend outboard of the sheerline.
 - (iv) body straps which shall not be attached to, or led through, any point more than 75 mm above the sheerline and which shall not be used as footstraps.
- Such body straps shall not be used without at the same time using the foot straps specified in Rule 13.3 (iii), nor shall they be used to enable a different position to be adopted than would be possible in their absence.
- 13.31 No hiking aid shall prevent its user from instantly releasing himself from the boat and any part of the aid which remain attached to the user after such release shall have:
- (i) a positive buoyancy
 - (ii) a wet-weight not more than 2.5 kg.
- The wet weight shall be determined after saturation in water followed by free draining for one minute after which the weight shall be recorded.
- 13.4 The fore and aft position of the mast at deck level shall not be altered and no equipment shall be permitted for the purpose of moving the heel of the mast, while racing.
- 13.5 Adjustment of shroud length shall be made only by threaded screw fittings, and fore and aft movements of the shroud fittings shall not be regarded as altering the shroud length.
- 13.6 The method of adjusting forestay and backstay tension shall be optional.
- 13.7 No sheeting arrangement shall be permitted through the sides of the hull.
- 13.8 Devices transmitting or correlating data relative to wind direction or speed, or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic, shall be prohibited.
- 13.9 Depth sounders may be permitted by National Authorities* in races confined to yachts of their own nationality.
- 13.10 Sanding and/or the application of paint coatings is permitted provided that no part of the yacht is thereby caused to lie outside the measurement tolerances specified in these rules, the official measurement diagram and the official plans.

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. The capacity of each hand bailer shall be at least 4 litres and while racing the hand pump and three hand bailers shall be attached to the boat and stored in the cockpit.
- 14.15 One anchor of 8 kg \pm 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. OWNER'S RESPONSIBILITY AND MEASUREMENT CERTIFICATE

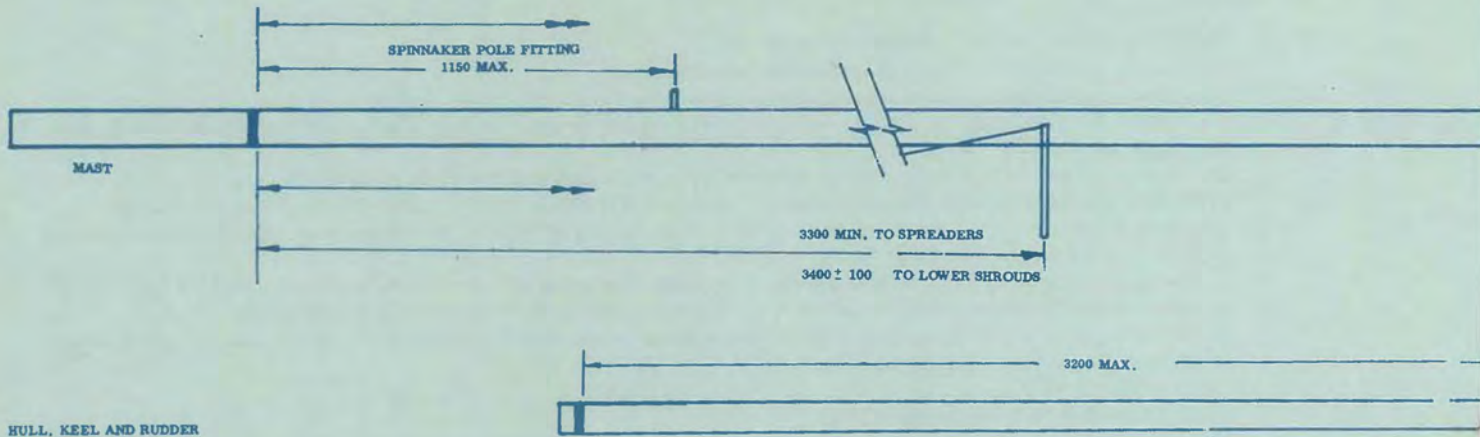
- 16.1 The owner shall be obliged to satisfy himself that the one-design principle has not been violated and to do nothing during the course of his ownership to cause this principle to be violated.
- 16.2 No boat shall be entitled to race as a bona-fide Soling unless:
- (i) the owner holds a valid certificate in his own name.
 - (ii) the annual dues have been paid to his National Soling Association or if there is none for the owner's country to the I.S.A.
 - (iii) an ISA Sticker for the current year is affixed to the centreline of the deck between the rudder post and aft edge of the cockpit.
- 16.3 The certificate shall be obtainable from the National Authority* in the following way:
- (i) in the case of a new boat, or one so substantially reconstructed or repaired as to require re-measurement, by sending a measurement form properly completed and signed by the builder and an official measurer, to the National Authority*
 - (ii) in the case of change of ownership by sending the invalid certificate to the National Authority*.
- 16.4 In each case a copy of the certificate shall be forwarded to the I.S.A.

17. RE-MEASUREMENT

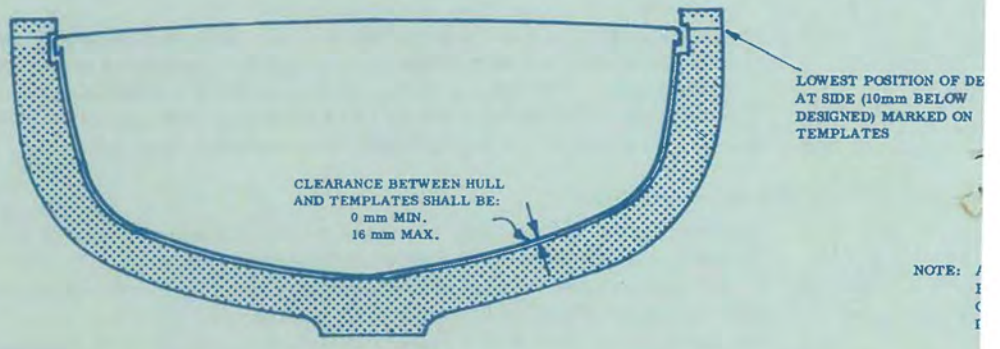
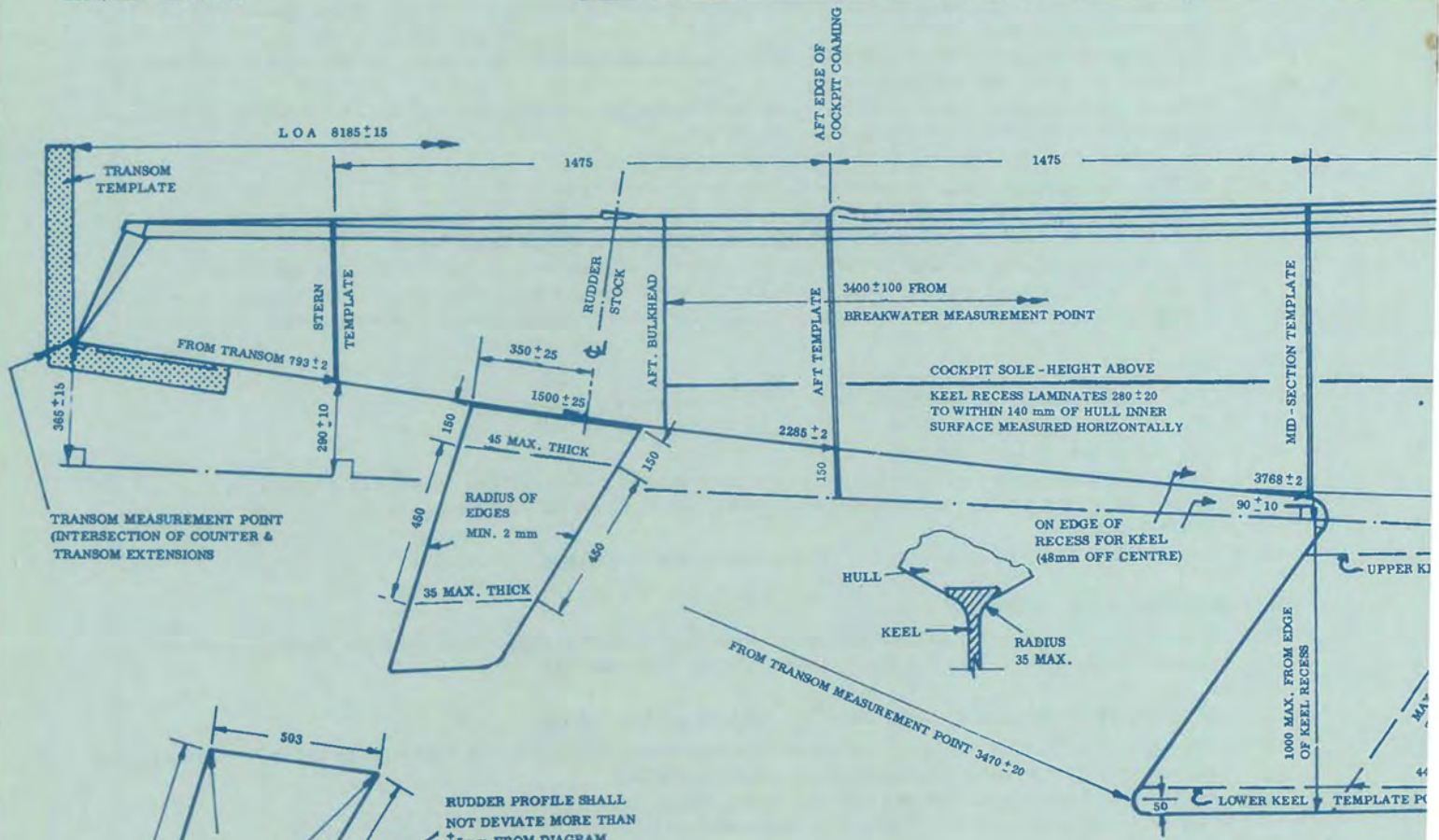
- 17.1 All certified boats shall be liable to re-measurement at any time on protest or at the discretion of the I.Y.R.U., the National Authority, I.S.A., National Soling Association or Race Committee.
- 17.2 If a builder is found to have signed a measurement form for a boat that did not measure correctly, he shall be liable to rectify the error, and may have his licence as builder withdrawn.
- 17.3 Any re-measurement shall be in accordance with the current Class Rules except for the following Rules: 5.3, 6.521, 6.522, 6.523, 6.524, 12.11, 12.12 and 12.5. Only the foregoing exceptions may, at the owner's option, be in accordance with either the current class rules or the rules in force when the original measurement form was signed by the measurer. All replacement equipment shall comply with the class rules in force at the time the replacement is made.
- 17.4 In the event of re-measurement of a sail such re-measurement shall be in accordance with the current rules.

18. TRANSLATION OF RULES

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



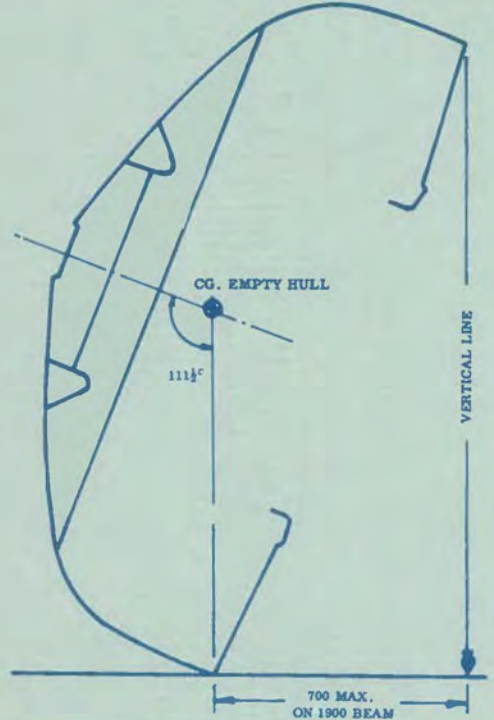
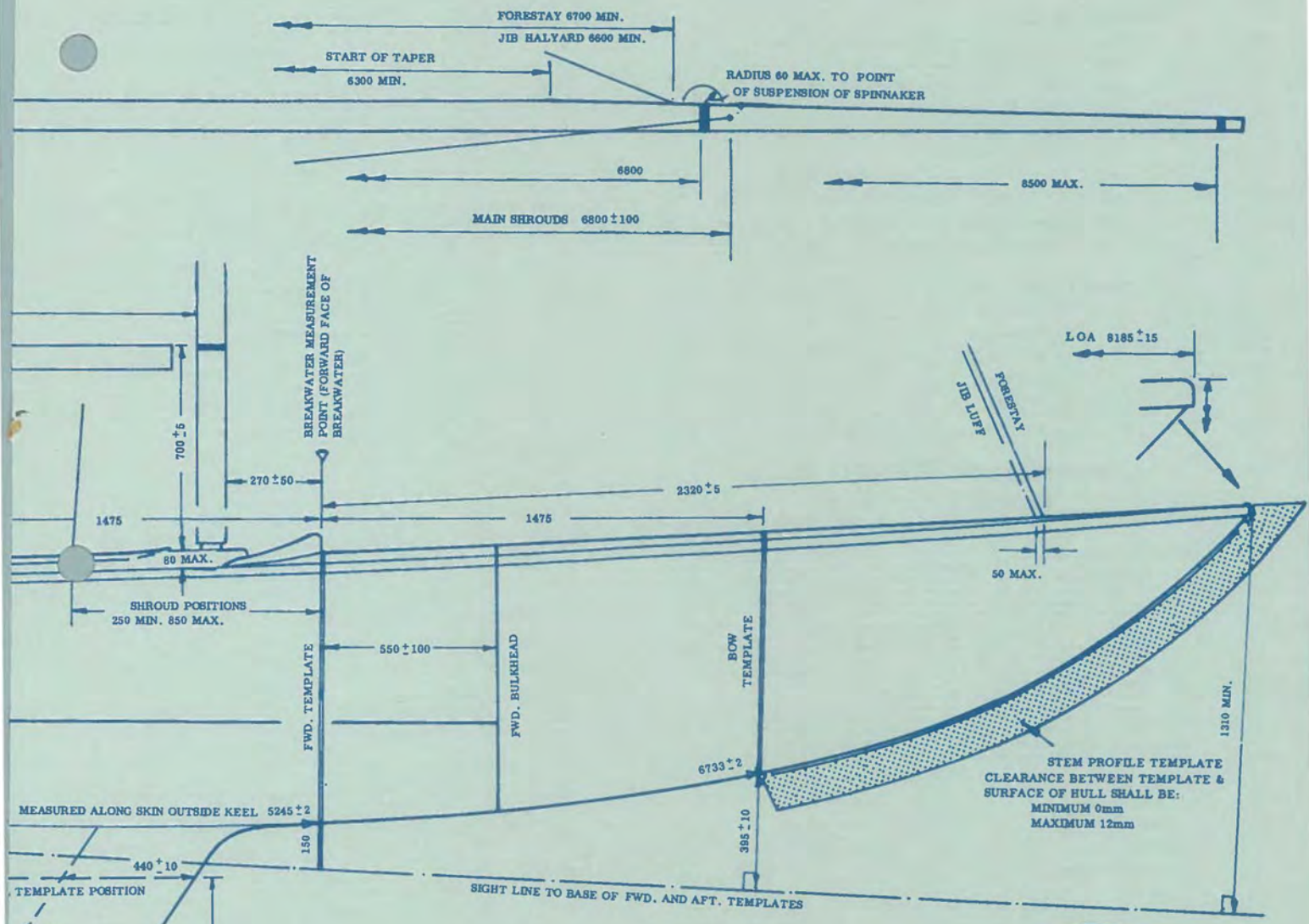
HULL, KEEL AND RUDDER



HULL TEMPLATE APPLICATION

NOTE: /
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SOLING CLASS MEASUREMENT DIAGRAM



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

METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL

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. 1974)
- 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
 - 1 Transom template
 - 3 Keel templates
 - © 1976 I-Y-R-U
- Effective: 1. March 1976
Last issue: 1. March 1976

Printed in photogravure by permission of the IYRU

International SOLING Class Measurement Form 1976

Authority: International Yacht Racing Union, 80 Knightsbridge, London, SW1X 7JX, England
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., Victoria Way, Woking, Surrey GU21 1EQ, England, for each boat built. This acts as a numbered Building Fee Receipt. (Rule 2.1 and 2.5.)
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 1-38 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 | 2.2 | Hull weight | 375 | | |
| 5 | 2.3 | Hull vertical C.G.—Hull balance at max. 111.5° | | | YES/NO |
| 6 | 3.4 | Length overall—Transom template to stem | 8170 | | 8200 |
| 7* | 12.12 | Bulkhead positions distance from Breakwater Measurement Point | | | |
| 8* | | Fwd. Bulkhead | 460 | | 860 |
| | | Aft Bulkhead | 3300 | | 3500 |
| 9 | 12.5 | Thickness of the keel laminate | | | 20 |
| 10* | 12.8 | Cockpit sole height above keel laminate at flange | 290 | | 300 |
| 11* | 12.9 | Cockpit sole horizontal distance from hull to edge of sole | | | 140 |
| 12 | 3.8 | Foredeck height at mast step above sheerline | | | 80 |
| 13 | 3.4 | Bow template | 0 | | 18 |
| 14 | 3.4 | Forward template | 0 | | 18 |
| 15 | 3.4 | Mid. section template | 0 | | 18 |
| 16 | 3.4 | Stem template | 0 | | 16 |
| 17 | 3.4 | Aft template | 0 | | 18 |
| 18 | 3.4 | Stem template | 0 | | 12 |
| 19 | 3.4 | Template sight line (base of forward and aft templates) to Transom Measurement Point | 380 | | 380 |
| 20 | | Hull centreline at Stem template position | 280 | | 300 |
| 21 | | Mid-section template position | 80 | | 100 |
| 22 | | Bow template position | 385 | | 406 |
| 23 | | Sheerline at stem | 1210 | | |
| 24 | 3.4 | Keel aft edge 50 mm above heel to Transom Measurement Point | 3460 | | 3490 |
| 25 | 4.7 | Radius at keel-hull joint | | | 35 |
| 26 | 4.1 | Lower keel template | 0 | | 7 |
| 27 | 4.1 | Upper keel template | 0 | | 7 |
| 28 | 4.1 | Max. section keel template | 0 | | 7 |
| 29 | 3.4 | Depth of keel from edge of recess at 3768 ± 2 from Transom Measurement Point | | | 1000 |
| 30 | 4.6 | Keel-radius of edges | 2 | | |
| 31 | 4.3 | Keel bolts as on plan No. 67-5 | | | YES/NO |

| Item | Rule | Measurement | Minimum | Actual | Maximum |
|-----------------------------------|------------------|---|-----------|--------|--------------------|
| 32 | 5.5 | Rudder stock centreline to Transom Measurement Point | 1475 | | 1525 |
| 33* | 5.3 | Rudder stock diameter | 28 | | |
| 34* | 5.3 | Rudder stock solid and of correct material | | | YES/NO |
| 35 | 5.1 | Rudder profile as on Measurement Diagram | | | YES/NO |
| 36 | | Thickness of rudder as on Measurement Diagram | | | YES/NO |
| 37 | 5.2 | Centre of Rudder Stock to upper aft corner of rudder | 325 | | 375 |
| 38 | 5.4 | Rudder—radius of edges | 2 | | |
| FINISHED HULL MEASUREMENTS | | | | | |
| 39 | 6.1 | Mast position—forelaid from Breakwater Measurement Point | 220 | | 320 |
| 40 | 6.2 | Shroud positions from Breakwater Measurement Point | 250 | | 850 |
| 41 | 6.2 | Shroud positions from outer edge of deck | | | 100 |
| 42 | 13.5 | Adjustment of shroud tension by threaded screw fittings | | | YES/NO |
| 43 | 6.3 | Forestay position from Breakwater Measurement Point | 2315 | | 2325 |
| 44 | 12.4 | Is furling device for jib fitted | | | YES/NO |
| 45 | 12.13 | Positive fastening device for watertight inspection covers | | | YES/NO |
| 46 | 12.14 | Location of holes in each bulkhead below deck | | | 150 |
| 47 | 12.15 | Total area of holes in forward bulkhead | | | 10 cm ² |
| 48 | 12.15 | Total area of holes in aft bulkhead | | | 10 cm ² |
| 49 | 12.221 12.222 | Total area of holes in each specified area of deck (after installation of fittings) | | | 5 cm ² |
| 50 | 12.16 | Are there any drain holes in between watertight compartments and the cockpit | | | YES/NO |
| 51 | 12.21 | Dimension in any direction of holes in deck | | | 120 |
| 52 | 12.3 | Numbers of self-bailers | | | 4 |
| 53 | 13.3 | Do foot straps conform with the requirements of Rule 13.3? | | | YES/NO |
| 54 | 13.3 | Handles on deck—height of (shall not extend out-board) | | | 75 |
| 55 | 13.3 | Number of handholes through each side deck | | | 5 |
| 56 | 13.3 | Length of each handhole | | | 120 |
| 57 | 13.3 | Width of each handhole | | | 35 |
| 58 | | Spare number | | | |
| SPAR MEASUREMENTS | | | | | |
| 59 | 6.51 6.52 | Is mast of constant section in accordance with rules 6.51 and 6.52 | | | YES/NO |
| 60 | 6.51 | Mast section: (a) fore and aft including groove (b) athwartships | 110 70 | | 130 90 |
| 61* | 6.53 | Mast taper: (a) lowest point distance above lower band (b) Does taper comply with rules 6.531, 6.532 and 6.533? | 6300 | | YES/NO |
| 62 | 6.53 | Mast fore and aft at topmost band | | | 55 |
| 63 | 6.53 | Mast athwartship at topmost band | | | 40 |
| 64 | 6.8 | Longitudinal set due to bending between lower and topmost bands | | | 50 |
| 65 | 6.61 | Mast weight (without rigging) | | | 22 |
| 66 | 6.61 | Mast C.G. above lower band | | | 3400 |
| 67 | 6.62 | Mast tip weight (with rigging) when supported at lower band | | | 11 |
| 68 | 6.61 | Lower band—upper edge above deck | | | 695 |
| 69 | 6.62 | Forestay band—lower edge above lower band | | | 6800 |
| 70 | 6.63 | Topmost band—lower edge above lower band | | | 8500 |
| 71 | 7.11 | Main shroud attachment above lower band | | | 6700 |
| 72 | 7.12 | Lower shroud attachment above lower band | | | 3300 |
| 73 | 7.13 | Forestay attachment above lower band | | | 6700 |
| 74 | 7.5 | Jib halliard below forestay band | | | 200 |
| 75 | 7.2 | Spinnaker suspension point (distance (radius) from lower edge of forestay band) | | | 50 |
| 76 | 7.3 | Spreaders—extension of bearing point from side of mast | | | 640 |
| 77 | 7.3 | Spreaders attached above lower shrouds | | | YES/NO |
| *See also Rule 17.3. | | | | | |
| 79 | 7.14 | Diameter of backstay | | | 3 |
| 80 | 7.4 | Main boom downhaul stop fitted | | | YES/NO |
| 81 | 8.2 | Main boom section—height including groove | | | 75 |
| 82 | 8.2 | Main boom section—width | | | 60 |
| 83 | 8.3 | Vertical set of boom due to bending between band and mast | | | 25 |
| 84 | 8.4 | Inner edge of band from aft side of the mast (extended if necessary) | | | 3200 |
| 85 | 9.1 | Spinnaker boom including fittings—extending from mast | | | 2640 |
| 86 | 9.2 | Spinnaker boom—attachment to forward face of mast above lower band | | | 1150 |
| 87 | 10.74 | Does fore edge of jib luff or its extension intersect deck aft and within 50 mm of forestay? | | | YES/NO |
| 88 | 7.9 | Do halliards or their extensions meet deck within 75 mm of mast? | | | YES/NO |
| ALL UP WEIGHT | | | | | |
| 89 | 11.1 | Dryweight of complete boat | | | 1035 |
| | 11.2 | Connector weights totalling not more than 7 kg located under deck: | | | |
| 90 | | 2/3 fwd. of cockpit: Actual weight | | | — |
| 91 | | 1/3 aft of cockpit: Actual weight | | | — |

| Item | Rule | Measurement | Minimum | Actual | Maximum |
|------|------|---|---------|--------|---------|
| 92 | 11.2 | Additional correctors located: 2/3 not less than 700 mm fwd. of Breakwater Measuring point: Actual weight 1/3 not less than 4000 mm aft of Breakwater Measuring point: Actual weight Are additional correctors permanently fastened? | | | |
| 93 | | | | | |
| 94 | | | | | YES/NO |
| 95 | 11.3 | If boat built before March 1970, without a cockpit sole, do correctors comply with rule 11.3.7? | | | YES/NO |

DECLARATIONS

- 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 plans and patterns 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 _____

- 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 _____

- To be signed by the OFFICIAL MEASUREMENTS.

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 as printed in form, except as noted below:

(a) Keel Items 1 and 2.

Name of Measurer _____

Signature of Measurer _____

Date _____

Measurer's Comments _____

(b) Hull Items 3-29 inclusive.

Name of Measurer _____

Signature of Measurer _____

Date _____

Measurer's Comments _____

(c) Hull Items 30-47 inclusive.

Name of Measurer _____

Signature of Measurer _____

Date _____

Measurer's Comments _____

(d) Spars Items 48-52 inclusive.

Name of Measurer _____

Signature of Measurer _____

Date _____

Measurer's Comments _____

(e) Weight Items 53-55 inclusive.

Name of Measurer _____

Signature of Measurer _____

Date _____

Measurer's Comments _____

Effective: 1 March 1975
Last issue: 1 March 1973

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SOLING ACTION

A Super Movie Film in Colours

Have you seen this film and listen to the music accompanying the Soling Action pictures?

If not - ask your association to procure a copy, and have it shown at your next meeting.

This action film about the pleasure of racing in the International SOLING was unanimously hailed as an outstanding and utterly fascinating feature by the audience of more than 100 experienced yachtsmen present at the first presentation in London November 1975. In fact the showing had to be repeated three times on the request of this surely expert audience.

INTERNATIONAL SOLING CLASS SAIL MEASUREMENT FORM

Authority: INTERNATIONAL YACHT RACING UNION, 90 KNIGHTSBRIDGE, LONDON, SW7X 7JL, ENGLAND

Sail Number _____

Name of Yacht _____

Name of Owner _____

Name of Owner's Club _____

Address _____

Sailing Association _____

Procedure: 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 "t", which are within the tolerance, 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 | 10.81 | Length of leech | m | | 8170 |
| 2 | 10.66 | Diameter of hull and foot ropes | t | 8 | |
| 3 | 10.84 | Width at half height including luff rope | m | | 2010 |
| 4 | 10.84 | Width at three-quarter height including luff rope | m | | 1160 |
| 5 | 10.85 | Width 380 mm below highest point including luff rope | m | | 340 |
| 6 | 10.83 | Headboard | m | | 120 |
| 7 | 10.82 | Top batten pocket | t | | 630 x 60 |
| 8 | 10.82 | Three lower batten pockets | t | | 830 x 60 |
| 8 | 10.82 | Division of leech into five parts | t | 1740 | 1900 |
| 10 | 10.3 | Transparent panels total area | t | | 0.28 m ² |
| 11 | 10.3 | Transparent panels from edge | t | 150 | |
| 12 | IYRU* | Softening of corners | t | | 408 |
| 13 | 10.5 | Size of emblem | t | 750 x 500 x 125 | |
| 14 | 10.5** | Size of letters & figures (excl. 1) | t | 350 x 230 x 50 | |
| 15 | 10.54** | Space between figures | t | 70 | |
| 16 | 10.1 | Is a sail label fitted | a | | YES/NO |
| | JIB Sailmaker | a | | | |
| | Ref. Number | a | | | |
| | Year | a | | | |
| 17 | 10.71 | Fit on diagram | a | | YES/NO |
| 18 | 10.73 | Two batten pockets | t | | 330 x 60 |
| 19 | 10.73 | Division of leech into three parts | t | 2050 | 2250 |
| 20 | 10.3 | Transparent panels total area | t | | 0.28 m ² |
| 21 | 10.3 | Transparent panels from edge | t | 150 | |
| 22 | IYRU* | Softening of corners | t | | 363 |
| 23 | 10.76 | Number of luff fasteners | t | | 20 |
| 24 | 10.76 | Max. size | t | | 40 |
| 25 | 10.77 | Hull clew board fit within rectangle 250 x 100 | a | | YES/NO |
| 26 | 10.1 | Is a sail label fitted | a | | YES/NO |
| | SPINNAKER LARGE Sailmaker | a | | | |
| | Ref. Number | a | | | |
| | Year | a | | | |
| 27 | 10.831 | Length of luff and leech | m | 7300 | 7500 |
| 28 | 10.832 | Width of half foot | m | 2800 | 2800 |
| 29 | 10.833 | Halfwidth at 0.5 luff from head | m | 2800 | 3000 |
| 30 | 10.834 | Length of canvas fold | m | | 8750 |
| 31 | IYRU* | Softening of corners | t | | 372 |
| 32 | 10.81** | Sail letters and numbers correct | t | | |
| 33 | 10.1 | Is a sail label fitted | a | | YES/NO |
| | SPINNAKER SMALL Sailmaker | a | | | |
| | Ref. Number | a | | | |
| | Year | a | | | |
| 34 | 10.841 | Length of luff and leech | m | 7300 | 7500 |
| 35 | 10.842 | Width of half foot | m | 2400 | 2800 |
| 36 | 10.843 | Halfwidth at 0.5 luff from head | m | 1900 | 2100 |
| 37 | 10.844 | Length of canvas fold | m | | 7800 |
| 38 | IYRU* | Softening of corners | t | | 372 |
| 39 | 10.81** | Sail letters and numbers correct | t | | |
| 40 | 10.1 | Is a sail label fitted | a | | YES/NO |

*IYRU Sail Measurement Instructions.

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

MEASURER'S DECLARATION

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

Sail A:

Sail B:

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

Measurer's signature _____

DECLARATION

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

Name of Measurer _____

(Block Letters)

Measurer appointed by _____

Date of Measuring _____

Measurer's signature _____

Effective 1 March 1975
Previous issue 1 March 1974
1 March 1973
1 March 1971
1 March 1970

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INTERPRETATIONS - DISPENSATIONS ETC, RE: MEASUREMENT RULES

Dispensations.

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

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

Interpretations.

From the 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).
- (iv) Additional ribs in the bow section shall not be permitted. (Rules 3.1 and 3.4).
- (v) Adjustment of the keel weight by any material other than cast iron shall be prohibited. (Rule 4.2).
- (vii) For existing Solings a topcoat is not obligatory but in future a topcoat shall be required. (Rule 2.2). (Item (iii) and (vi) omitted not being actual after rule changes).

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

And from the Year Book 1975, page 94 we quote:

- (ii) **Holes in Mast**
Lightening holes in masts are not permitted and any such holes shall be plated over with materials similar to that used for the mast. Plates are to be welded or fixed by an equivalent method to the mast. Holes of less than 6 mm diameter may be closed with other materials.

Alspar Masts contravening Rule 6.522 (effective 1.3.75)

Such masts - provided they form part of the equipment of a Soling certificated before 1st March 1975 are now deemed by Rule 17.3 (effective 1.3.75) to be legal.

The following boats are known to fall within Rule 17.3: A 25, A 26, BL 30, BL 33, F 110, GR 18, GR 24, KA 121, KA 125, KA 131, KA 132, KA 135, KC 126, SR 7, US 512, US 547, US 565, US 572, US 579, US 593, US 600, US 601, US 604, US 606, US 607, US 608, US 609, US 610, US 613, US 614, US 616, US 625, Z 171 and Z 180.

The above list is not necessarily complete.

Soling Class (IYRU Year Book 1976, page 85)

- (i) The amendments to the class rules, proposed by the International Soling Association in its submission dated 28th August 1975, and subsequent revision, were approved with the exception that the proposals regarding spinnaker measurement were referred back for further consideration. The amendments to the rules become effective 1st March 1976.
- (ii) Licensed builders are permitted to fill the spinnaker boom recess in the breakwater on the deck plug.

Measurement Station Marks.

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

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

And the Following:

Authorised Modification to Hull Moulds.

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

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.

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 1972 we received the following wording for this guidance:

MEASUREMENT USING TEMPLATES

Introduction.

The most satisfactory method of controlling the shape of the hull of a boat in a one-design class is by the use of templates. These templates are manufactured using the lines of the boat and are faithful reproductions of cross-sections, after making provision for permitted building tolerances of the hull. Additional templates to control the shape of the 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 from those employed for the hull templates. These templates are made to maximum permitted tolerance with no additional clearance, so that provided the gap between the keel and the template does not exceed the permitted 7 mm, the keel may touch the template.

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

VERY IMPORTANT

The Chairman of the ISA Technical Committee has pointed out a very important matter about the safety demanded in the Measurement Rules to avoid SOLING sinkings. Here is his warning which all SOLING yachtsmen must have in mind at any time they get under way for racing:

SAFETY

The I.S.A. has been conducting some research into the circumstances surrounding all Solings which have sunk.

On the evidence which we have been able to collect, it appears that in every one of these sinkings, one or more of the hatches, (either into one of the bulkheads or into the floor) was not properly locked in place.

Your attention is drawn to Class Rule 12.13 which says: "Water-tight bulkhead inspection covers shall be on board and positively locked in their proper position when racing".

Note also that class rule 12.16 prohibits drain holes in bulkheads. This rule applies to all Solings.

It is thus not only in your own interests to see that these rules are observed but if you do not observe them, you are racing in an illegal condition - just as much as if you were sailing an underweight boat or had a mast whose centre of gravity was too low, etc. etc.

So please be sure that you do not overlook this point.

ISA-Memberships

ADVANTAGES OF FULL MEMBERSHIP

1. Receipt of the ISA year book, the SOLING GUIDE, with full world-wide up-to-date information on the class, and all technical details - together with the ISA News Letter entitled *SOLING SAILING* containing all the international SOLING news on a regular basis.
2. Participation in electing and appointing Representatives to the ISA Committee. **NB. Only paid-up full members may do this.**
3. Validation of SOLING Certificate - only paid-up full members may take part in regatta racing, national and international events which require the production of a valid SOLING certificate.
4. Entries for European and World Championships. By ISA rules, the number of entries which each country may make is governed by a formula related to its paid-up membership. Therefore every additional full membership may well have the effect of increasing the total entry from his country for these events and actually increase your chance of representing your country, or the chance of a fellow club member.

5. Voting at Annual General or Special General Meetings – only paid-up full members may vote.
6. General – only through Full Membership can a SOLING owner exert his influence on the progress of the class, and keep himself fully in the picture in all matters affecting the class. His subscription, promptly paid, is absolutely vital to the continuing health of the class.
7. Finally the Full Member will find the social life and personal contact with other SOLING owners at events which he becomes entitled to attend, to be very worthwhile and rewarding.

ADVANTAGES OF ASSOCIATE MEMBERSHIP

1. Receipt of notice of AGM and Accounts and right of attendance at AGM or Meeting of Members at major events.
2. The satisfaction of being able to contribute materially to the progress of the class which gives colossal pleasure to all who sail in it.
3. Starting in 1975, Associate Members reported to the ISA with names and addresses will also receive the ISA SOLING GUIDE and SOLING SAILING as for full members.
Therefore all members of the International Soling Association please remember to renew your membership every year through your NSA.

PLEASE REMEMBER

To remind the NSA-Secretaries of their responsibilities to the ISA and to Soling members, we have produced this checklist. Please review and check each item if completed; if not, please take action as soon as possible.

1. ISA-STICKERS

On December 16, 1975 we circulated all NSAs the 1976 RED-ISA-Sticker in a number sufficient to cover expected Paid-up Solings in each country.

As a receipt for ISA-Dues paid one Sticker shall be sent to each owner. If a paid-up Soling is sold during the year the ISA-Sticker to the new owner shall be placed on the back of the certificate issued to the new owner.

Is this procedure followed?

2. DUES PAID

Have you transferred to ISA all dues paid, Full Members U.S. \$ 10.00 and Associate Members U.S. \$ 5.00:

- For the past year?
 For the current year?

According to Constitution Rule 6.3, all dues collected through the *previous two months* shall be promptly remitted to ISA.

3. PAID-UP LISTS

When remitting dues to ISA do you always submit a list of sail numbers, member names and associate member names

.

4. NO RACING WITHOUT A VALID CERTIFICATE, Constitution Rule 6.21,

Does your NSA enforce this Rule at Regattas?

Why should not all those who enjoy the benefits of the Class organization not support it with their dues?

5. REGISTRATION

Please remember that all circulations of Soling Guides and Soling Sailings now take place through our three Mailing Centres. This circulation is based on the names and addresses on certificates for full members and on names and addresses of Associate Members received on lists from NSAs.

It is always very important that *new members* receive the ISA-information promptly, but this can only be done if the NSAs forward the above mentioned papers immediately when issued:

- Register Forms (RF) for all SOLING Sail Nos
- Certificates (CC) for all paid-up SOLINGs
- New Certificates at change of ownership
- List of Associate Members, names and *addresses*
- Copies of forms to ISA-Office

6. FIXTURES

Do your utmost to inform ISA of future fixtures:

- Have you informed for 1976?
- And the year after the Olympics, 1977?
- Any applications for Events in 1978 and coming years

7. INFORMATION FOR MEMBERS

Since we now publish Soling Sailing four times a year in addition to the Year Book, Soling Guide, it is important that the NSA-Secretary submit promptly throughout the year to ISA-Office:

- Regatta Reports
- Drawings and Photos of any kind
- Any information of international interests

All those involved in the editorial departments will appreciate your assistance very much. Without information from the ISA-Secretaries, there would be nothing newsworthy to publish. Your contributions all work to the benefit of this great Olympic Class.

Thank you for your continued cooperation.

REMINDER TO SAILMAKERS

ISA has circulated February 16, 1976 two requests to sailmakers whose addresses are known in office concerning:

1. Measurement Rule 10.3: that sails shall be constructed only of woven fibres, and
2. Measurement Rules 10.834 and 10.844 how to measure the centerfold of spinnakers.

In both cases ISA will appreciate very much to receive Soling Sailmaker's comments.

If you are not in possession of our circular – please let us know, and a copy will be sent.

When you order Sail Labels please accompany your order with a cheque (US \$ 6,- each).

SOLING SAILMAKERS ALL OVER THE WORLD



Last year ISA served Soling Organizers with a list of Yachting Magazines from the whole world. This year we have organized a similar service to Soling Owners. Very often you need an address or a telephone number of the local sailmaker or one abroad. Here is the list.

We have arranged the sailmakers in the same way as we do in all our Soling Registers (boats, measurers, magazines etc.) in order of Sail Letters and Countries. It cannot be complete, but we have taken the first step. Please inform ISA-Secretariat of misstatements or missing names, addresses etc.

A - Argentina
ROEL VELAS
Ayacucho 3360
Olivos

VELAS FERRERO
Dias Velez 2061
La Lucila Prov. Bs. As.

D - Denmark
CARLSEN SAILS
Larsensvej 5
2950 Vedbæk
Tel. (01) 89 24 23

ELVSTRÖM SAILS
Klædebo 12
2970 Hørsholm
Tel.: (452) 86 75 75

FOGH SAILS
EUROPE A/S
Havnevej 7
DK 3050 Humlebæk
Tel. (453) 19 20 44

FREYTAG SAILS
Skovshoved Havn
2920 Charlottenlund
Tel. (0166) OR 7185

HAMLET SAILS
Nordhavnen
3000 Helsingør
Tel. (03) 21 62 88

E - Spain
ELVSTRÖM SAILS
Gran Via Carlos III
84,2º Pl.
Torre Sur Barcelona 14

F - France
CHERET SAILS
Mr. Bertrand Cheret
Zone Industrielle de Perigny
17000 - La Rochelle

ELVSTRÖM SAILS
Impasse de L'Horloge
06 Le Cannet,
Rocheville 06110
Tel. 39 68 71

HOOD SAIL EUROPE
326, Route de Turin
06 Nice
Tel. 89 21 01

G - West Germany
BEILKEN SEGELN
2874 Lemwerder
Ritzenbutteler Strasse 47
Tel. (421) 67474,
Telex: 245042

NORTH SAILS
Traubingerstr. 24
8132 Garantshausen

RAUDASHL SAILS
23 Kiel-Wik
Flintkampsredder 1-3
Tel. (0431) 33 43 91

WALTER MORITZ
SEGELMACHEREI
2400 Lübeck-Travemünde 1
Tel. 5000

H - Holland
JONGKIND SAILS n.v.
Postbus 74 - Uiterweg 184
Aalsmeer
Tel. 02977 - 5415 - 6256

I - Italy
RAUDASCHL SAILS
Teamwork SpA
37100 Verona
Via S. Giacomo, 30
Tel. (045) 58 19 63

J - Japan
ELVSTRÖM SAILS
JAPAN LTD.
2-2-9 Fujigawa
Kugenuma Fujisawa
Kanagawa

KAIDO SAIL LTD.
1-22-51 Goten-machi,
Hiratsuka
Kanagawa

NORTH SAIL JAPAN
2-23-8 Kobukuroya
Kamakura
Kanagawa

UYEDA SAIL LTD
5-327 Ishizucho-Nishi
Sakai
Osaka

K - United Kingdom
ANDERSON AEROSAILS
59 Penhill Road
Lancing, Sussex
Tel. 4993

BRUCE BANKS
372 Brook Lane Sarisbury
Nr. Southampton SO3 6Z
Tel. (4895) 3444,
Ca: Banksails

MARTYN SHEPHERD
SAILMAKERS
Ferry Nab,
Bowness-On-Windermere
LA23 3JH

MILLER &
WHITWORTH LTD.
Sustanum Works, East Street
Titchfield
Fareham, PO14 4AD

MUSTO & HYDE SAILS
Linden Road
Benfleet
Essex

NORTH SAILS (UK) LTD
Mercury Yacht Harbour
Satchel Lane
Hamble, Hants

RATSEY & LAPTORN LTD
Cowes -
Isle of Wight PO31 7BY
Tel. Cowes 2121
Cable: Sails Cowes

SEAHORSE SAILS LTD
Brett Sail Loft - Hadleigh,
Ipswich

STORRAR & BAX SAILS
Hudson Street,
North Shields, NE30 1DN

KA - Australia
ELVSTRÖM SAILS
97-101 Pymont Bridge Road
Pymont, Sydney
Tel. 660-6528

NORTH SAILS
879 Barrenjoey Road
Palm Beach 2108, N.S.W.

KB - Bermuda
HOOPER SAILS
Trott Road
Hamilton
Bermuda
Tel. 2-3898,
Ca: Saillocker

KC - Canada
FOGH SAILS
55 Ormskirk Ave.
Toronto - Ontario
M6S 4V6

MILLER BROS.
SAILMAKERS
505 Hamilton Street
Vancouver - V6B 2R1
Tel. 683 - 5788

NORTH SAILS
97 Pelham Ave.
Toronto, Ontario

RAUDASCHL SAILS
Toronto 14, Ontario
7, Superior Ave.
Corner 2398
Lakeshore Blvd. West

L - Finland
HARTIK SAILS
Kuttervägen 14
SF 00840 Helsingfors 84

N - Norway
ERLING HODVAN A/S
Skippergaten 5
Oslo 1
Tel. 41 00 44
Cable: Draug

OE - Austria
RAUDASCHL SAILS
5360 St. Wolfgang See
Reid Am See
Tel. (6138) 333,556

S - Sweden
GRAN SEGEL
Ibsensgatan 52
161 59 Bromma
Tel. 37 75 35

SALTSJÖBADSEGEL
Vasavägen 4
Saltsjöbaden
Tel. 08/ 7170348

ÖRTENGREN
SEGELMAKERI
Skeppsbron 44
Stockholm
Tel. 11 35 21
Cable: Yachtsegel

SA - South Africa
ELVSTRÖM SAILS
6-8 Milne Street
Durban
Tel. 28518

US - U.S.A.
BAXTER & CICERO, INC.
729 Farad Street
Costa Mesa, 92663 Cal.
Tel. (714) 642-7238

DEWITT & PETERS
SAILMAKERS
4725 Bissel Avenue
Richmond, Cal. 94805
Tel. (415) 234 4334

DUCHAN SAILS
Pier 64 - Upper Level
Seattle, WA 98121
Tel. (206) 624-3766

HARD SAILS
204 Main Street
Islip, L.I. - N.Y. 11751
Tel. JUniper 1-5660

HOOD SAILMAKERS INC.
Little Harbor Way
Marblehead,
Mass 01945
Tel. (617) 631 0048

MELGES SAILS INC.
Zenda
Wisconsin 53195
Tel. (414) 248 6623

MURPHY & NYE
SAILMAKERS
216 Eastern Ave.
Annapolis, Maryland 21403
Tel. 301/263-3261

MURPHY & NYE
SAILMAKERS
985 Main St (Post Road)
Stamford Connecticut 06902
Tel. 203/325-2697

MURPHY & NYE
SAILMAKERS
12840 E. Jefferson Ave
Detroit, Michigan 48215
Tel. 313/822-7900

MURPHY & NYE
SAILMAKERS
1211 N Betty Lane
Clearwater, Florida 33515
Tel. 813/441-4731

MURPHY & NYE
SAILMAKERS
2243 N. Elstone Ave.
Illinois 60614
Tel. (312) 384 28 28

NORMAN E. CRESSY
SAILMAKERS
3 School Street
Marblehead,
Massachusetts 01945
Tel. (617) 631 4735

NORTH SAILS
1174 Anchorage Lane
San Diego
California 92106

SCHRECK SAILS INC.
In Orleans Marina
New Orleans, LA 70 124
Tel. 288-4422

VAN ZANDT SAILS
Box 47 - RT. 184
Old Mystic, Conn. 06372
Tel. (203) 536-4235

VI - US Virgin Islands
AARON JASPER
Avery's Boathouse
St. Thomas - 00801

Z - Switzerland
FRAGNIERE SAILS
Chemin des Coquelicots
1214 Geneve-Vernier
Tel. 22 - 41 83 20

SEGELMACHER
HAGENBUCHER
Zurich 2
Widmerstrasse 91
Tel. (51) 45 80 66


VOGEL & MEIER
SEGELMACHEREI
Eisfeldstrasse 16
8050 Zurich
Tel. 051 - 50 23 83

SOLING
SAILMAKERS
Please observe
the note on
opposite page.



RACE COMMITTEES AND ORGANIZERS: LOOK HERE !

RACE RESULTS – Race Log

DATE _____ REGATTA _____
 RACE _____ START TIME _____
 NO. STARTERS _____ FINISH TIME _____
 NO. FINISHERS _____ CLASS 


| Race | Letter | No. | Points | Race | Letter | No. | Points |
|------|--------|-----|--------|------|--------|-----|--------|
| 1 | | | 0 | 36 | | | 43 |
| 2 | | | 3 | 37 | | | 43 |
| 3 | | | 5,7 | 38 | | | 44 |
| 4 | | | 8 | 39 | | | 45 |
| 5 | | | 10 | 40 | | | 46 |
| 6 | | | 11,7 | 41 | | | 47 |
| 7 | | | 13 | 42 | | | 48 |
| 8 | | | 14 | 43 | | | 49 |
| 9 | | | 15 | 44 | | | 50 |
| 10 | | | 16 | 45 | | | 51 |
| 11 | | | 17 | 46 | | | 52 |
| 12 | | | 18 | 47 | | | 53 |
| 13 | | | 19 | 48 | | | 54 |
| 14 | | | 20 | 49 | | | 55 |
| 15 | | | 21 | 50 | | | 56 |
| 16 | | | 22 | 51 | | | 57 |
| 17 | | | 23 | 52 | | | 58 |
| 18 | | | 24 | 53 | | | 59 |
| 19 | | | 25 | 54 | | | 60 |
| 20 | | | 26 | 55 | | | 61 |
| 21 | | | 27 | 56 | | | 62 |
| 22 | | | 28 | 57 | | | 63 |
| 23 | | | 29 | 58 | | | 64 |
| 24 | | | 30 | 59 | | | 65 |
| 25 | | | 31 | 60 | | | 66 |
| 26 | | | 32 | 61 | | | 67 |
| 27 | | | 33 | 62 | | | 68 |
| 28 | | | 34 | 63 | | | 69 |
| 29 | | | 35 | 64 | | | 70 |
| 30 | | | 36 | 65 | | | 71 |
| 31 | | | 37 | 66 | | | 72 |
| 32 | | | 38 | 67 | | | 73 |
| 33 | | | 39 | 68 | | | 74 |
| 34 | | | 40 | 69 | | | 75 |
| 35 | | | 41 | 70 | | | 76 |

Course _____
 s p
 Wind _____
 Current _____
 Weather:
 Sunshine
 Clear
 Haze
 Overcast
 Fog
 Rain
 Thunder
 Yacht dir. (from, start): _____
 Yacht dir.: _____
 Yacht dir.: _____
 Yacht dir.: _____
 Yacht flying Protest-Flag: _____
 Other Observ.: _____
 O.O.D. – signature _____

fig. 1

At any race in the Soling Class it is both practical and useful to have a log of the race. The Race Log form shown in fig. 1 is produced by the ISA, and here printed in half size. The full size form will fit any standard A4 binder. Used on board the Committee Vessel all details of importance from the race are in the same sheet of paper, and from this the information of the race can easily be transferred to the Race Report shown in fig. 2.

Summary of EVENT – REGATTA Report

INTERNATIONAL SOLING ASSOCIATION
 18, Østergade, 1100, Copenhagen. Regatta Report 

Regatta Report to be sent under the above mentioned address as soon as possible after the conclusion of the regatta.

INTERNAT. REGATTA: _____
 Dates: _____ Organizing Club: _____
 Organizing Association: _____

Weather conditions in general:

| Race by Race | Wind dir. from: | Straight in knot: | Current against kn.: | Sunshine | Overcast | Rain | Course |
|--------------|-----------------|-------------------|----------------------|----------|----------|------|--------|
| NO: 1. Date: | | | | | | | |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |

Results on an average score for the first ten Solings:
 Number to finish in races:

| NO: | SOLING Sail No. | PLACEMENT IN RACE NUMBER: | | | | | | | Total Score | Deduction | Final Score |
|-----|-----------------|---------------------------|---|---|---|---|---|---|-------------|-----------|-------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | |
| 1. | | | | | | | | | | | |
| 2. | | | | | | | | | | | |
| 3. | | | | | | | | | | | |
| 4. | | | | | | | | | | | |
| 5. | | | | | | | | | | | |
| 6. | | | | | | | | | | | |
| 7. | | | | | | | | | | | |
| 8. | | | | | | | | | | | |
| 9. | | | | | | | | | | | |
| 10. | | | | | | | | | | | |

Supplementary report of international interest:

 Enclosed: Programme and Sailing Instructions.

fig. 2.

In several circulars from the ISA the National Soling Associations have received the Race Report shown in fig. 2 (half size). The Secretariat has asked organizers to use this form to report their race results etc. by filling in the columns. By introducing these two forms we hope to have reduced the trouble to a minimum, and look forward to receive more reports – please. Both forms are by request available from the Secretariat. Copies of the filled in forms together with list of competitors and programme (Sailing Instructions) should be air-mailed to ISA-Office as soon as possible.

SOLING POLYFORM



Top Swiss
quality
in yacht
racing



POLYFORM S.A.
 1462 YVONAND SWITZERLAND
 Tel. 024 / 31 16 87



A - Argentina

Total of Soling numbers: 28, Paid-up Solings: 25, LBs: D 1 - K 1 - KC 2 - N 22.

Address:
Argentine Soling Association
(Agrupacion Argentina De Soling)
Danena Norte
Buenos Aires
Argentina

National Officers:
President Jorge D. Vago
Secretary Ricardo M. Boneo
Fleet Captain Jorge F. Pochat

Abbreviations:
*C.U.B.A. = Club Universitario De Buenos Aires.
*E.N.M. = Escuela Naval Militar.

| Name of Soling | Name of Owner | LB |
|-----------------|----------------------------|----|
| A 1 Mafalda | Melli & Ferrari | N |
| A 2 Kaleka | Leonardo Kopeloff | N |
| A 3 Rumor | Jose Fessardi | N |
| A 4 Storm King | J.F. Pochat | N |
| A 5 Huija | J.D. Vago | N |
| A 6 Gotan | O. Seglin & Baquirizas | N |
| A 7 Doña Estela | E.L. Bariso | N |
| A 8 Earline | R.G. Sieburger | N |
| A 9 Flipper | Horacia Bolletta | N |
| A 10 Numa | Pedro Ferrero | N |
| A 11 Tabu II | Assorati & Carlos | N |
| A 12 Orzando | Lange & Bellaria | N |
| A 13 Lilith | Juan P. Osorio | N |
| A 14 Perez | Juan Carlos Currone | N |
| A 15 Pampa | Boneo & Duperron & Scuderi | N |
| A 16 Solange | Horacio A. Campi | N |
| A 17 Dolores | R.A. Vollenweider | N |
| A 18 Lil | Andres Robinson | N |
| A 19 Revolution | Guillermo San Martin | N |
| A 20 Baruyo | Wilson Pereyra | N |
| A 21 Indeciso | Guido Cortesi | N |
| A 22 Pamperito | Alesandro Ponienan | N |
| A 23 Tibaitata | Sold in Europe | K |
| A 24 Alerta | E.N.M.* | D |
| A 25 Pingo | E.N.M.* | KC |
| A 26 Indio | E.N.M.* | KC |

B - Belgium

Total of Soling numbers: 11, Paid-up Solings: 9, LBs: D 2 - F 6 - K 2 - Z 1 - Not issued: None.

Address:
Belgian Soling Association
(Belgian Soling Asbel)
Mr. Walter Haverhals
2000 Antwerp
20 Ryckmansstraat
Belgium

National Officers:
Secretary Walter Haverhals

| Name of Soling | Name of Owner | LB |
|-------------------|------------------|----|
| B 1 Rigodon | Boucher | Z |
| B 2 Blue Girl | J. Spilleboudt | F |
| B 3 Solong | J. Feron | F |
| B 4 Tjeko | G. Wittayrongoel | K |
| B 5 Red Poppy | F. Meganck | F |
| B 6 Stokpaerd | Condemned 1974 | F |
| B 7 | E. Beyne | K |
| B 8 | D. Peeraer | F |
| B 9 Blue Girl III | W. Haverhals | D |
| B 10 | A. Legrand | F |
| B 11 | S. Claeys | D |

BA - Bahamas

Total of Soling numbers: 2, Paid-up Solings: 1, LBs: D 1 - N 1.

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

| Name of Soling | Name of Owner | LB |
|----------------|--------------------|----|
| BA 1 John B | Robert H. Levin | N |
| BA 2 John B | Sold in W. Germany | D |

BL - Brazil

Total of Soling numbers: 34, Paid-up Solings: 30, LBs: D 5 - F 8 - KC 5 - N 18 - Not issued: 2

Address:
Association Brasileira de Soling
Rua Campos de Paz, 53

Rio Comprido 20.000

Rio de Janeiro - Brazil

International Officer:
Elected to ISA: A.L. De Campos Barrozo

Abbreviations:
*F.I.B. = Federacao Istismo Brasilia

| Name of Soling | Name of Owner | LB |
|----------------------|---------------------------|----|
| BL 1 PIUM | E.T. De Assumpcao Bisneto | N |
| BL 2 Argos III | J.C. Teixeira | N |
| BL 3 Esquale | S.C. de Menezes | N |
| BL 4 Feitico IV | Daniel Sahagoff | N |
| BL 5 Osprey XII | R.T. Tacao & S.D. Braz | N |
| BL 6 Magellan | A.R.B.N. Nolte | N |
| BL 7 Desiré | H.M. le Andrade | N |
| BL 8 Clepsidra | Cleumo Cordoville | N |
| BL 9 Cicerone II | Mario Monteiro | 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 Cyborg | Clovis Puperi | F |
| BL 17 Embe | J.L. Ribeiro | F |
| BL 18 Itaipu | Escola Naval | F |
| BL 19 | Not issued | - |
| BL 20 Feitico V | A.L. de Campos Barrozo | D |
| BL 21 Tita VII | Alessandro Pascolato | N |
| BL 22 Ybitu | A.B. Caparelli | F |
| BL 23 | Not issued | - |
| BL 24 Geroa | J.L.V. Neto | D |
| BL 25 Ponta Norte | A.L. Figueirado | N |
| BL 26 Candanco | F.I.B.* | D |
| BL 27 Saci | F.I.B.* | D |
| BL 28 Patunco I | Angelo Bononi | KC |
| BL 29 Crocodilo VIII | G.A.B. De Mello | D |
| BL 30 Osprey XIV | Erik Schmidt | N |
| BL 31 Catatau | J. de Barros Penteado | KC |
| BL 32 Quati | F. Nabuco de Abreu | KC |
| BL 33 Krishna | Eduardo S. Ramos | KC |
| BL 34 Clementine | Harry Adler | KC |

D - Denmark

Total of Soling numbers: 68, Paid-up Solings: 26, LBs: D 37 - K 1 - L 1 - N 29, not issued: 2

Address:
Danish International Soling Association
Mr. Valdemar Bandolowski
Italiensvej 69
DK-2300 Copenhagen, S.
President Valdemar Bandolowski
Member Lars Petersen, Horsens
Member Torben Sørensen, Rungsted

International Officer:
Elected to ISA: Valdemar Bandolowski

| Name of Soling | Name of Owner | LB |
|---------------------|-------------------------|----|
| D 1 Jokum | Jes Jessen | N |
| D 2 | Sold in Sweden | N |
| D 3 Camelot | Condemned 1971 | N |
| D 4 P-Dag | C. Faber-Rod | N |
| D 5 Tam-Tam | Condemned 1971 | N |
| D 6 Appeal | Condemned 1968 | N |
| D 7 Mac II | Kesch Borch | N |
| D 8 | Lars Hansen | N |
| D 9 | Condemned 1967 | N |
| D 10 Traham | Alfred Madsen | N |
| D 11 Inkie-Pinkie | P. Christiansen | N |
| D 12 Gine III | E. Sloth Madsen | N |
| D 13 White Horse | O.P. Olling | N |
| D 14 | A. Lachenmeier | N |
| D 15 | Hartmann Larsen | N |
| D 16 | Ernst Heilmann | N |
| D 17 Mon Amie | Per Leopold | N |
| D 18 | Jørn Utzon | N |
| D 19 | Sold in Sweden | N |
| D 20 | Henning Jensen | N |
| D 21 | Ole V. Nielsen | N |
| D 22 Oscar | Allan Juel Jensen | N |
| D 23 | Sold in Sweden | N |
| D 24 | Ib Brandt | N |
| D 25 Tojo | Royal Danish Yacht Club | N |
| D 26 | Not issued | - |
| D 27 | Oscar Pettersen | N |
| D 28 | Per Schliemann | N |
| D 29 | Sold in U.S.A. | N |
| D 30 Fascination | N.P. Petersen | N |
| D 31 Apollo | Peter Askman | K |
| D 32 | Sold in Sweden | D |
| D 33 | Sold in Sweden | D |
| D 34 | Sold in Finland | D |
| D 25 Dana IV | Sold in Germany | D |
| D 35 Good Vibration | Ole Faber | D |
| D 37 Bras | Hans-Olaf Meyer | D |
| D 38 | Erik Sørensen | D |
| D 39 | Sold in Spain (E 9) | D |
| D 40 Aphrodite | Sold in Switzerland | D |
| D 41 Pivo | Hanning Jensen | D |
| D 42 Bes | Sold in U.S.A. | D |

Name of Soling

| Name of Soling | Name of Owner | LB |
|-------------------|-----------------------|----|
| D 43 Spunk | Jens A. Sørensen | D |
| D 44 Salty Dog | Elvstrøm A/S | D |
| D 45 | Sold in Italy | D |
| D 46 Bes | Paul Elvstrøm | D |
| D 47 Inkie-Pinkie | Einer Christiansen | D |
| D 48 | Bertil Eek-Hansen | D |
| D 49 Rikke II | Morten Dambæk | D |
| D 50 | Ib U. Andersen | D |
| D 51 | P.R. Høj Jensen | D |
| D 52 Knas | Lars Petersen | D |
| D 53 Mars | Mogens Nielsen | D |
| D 54 | Lars P. Bang | D |
| D 55 | Peter Arenfeldt | D |
| D 56 | Elvstrøm Boats | D |
| D 57 Jens | P. R. H. Jensen | D |
| D 58 | Under construction | - |
| D 59 | Ib Using Andersen | D |
| D 60 | Sold in UK (K 114) | D |
| D 61 Bes | Sold in Australia | D |
| D 62 Mis Stress | Sold in UK (K 113) | D |
| D 63 Lulu | Lars Ivo | D |
| D 64 | Elvstrøm Boats | D |
| D 65 Bobo | Elvstrøm A/S | D |
| D 66 | V. Bandolowski | D |
| D 67 | Under Construction | - |
| D 68 | Poul Rich. Høj Jensen | D |

Associate Members:
Schütz, Eyvin

E - SPAIN

Total of Soling numbers: 23, Paid-up Solings: 13, LBs: D 17 - I 5, not issued: 1.

Address:
Spanish Soling Association
Mr. Joaquin Cuatre Casas
Avenue de Sarria 130
Barcelona 17
Spain

Abbreviation:
*F.E.V. = Federacion Española de Vela

Name of Soling

| Name of Soling | Name of Owner | LB |
|-------------------|------------------------------------|----|
| E 1 Fogada | J. R. Fontan | I |
| E 2 Zurezo | J. Marti-Mercadal & I. Cuatrecasas | I |
| E 3 Forcadell | Enrique Loves | I |
| E 4 Ons | Jaire Masso | I |
| E 5 | F.E.V.* | I |
| E 6 Chuvies | Angel Armada | D |
| E 7 Thau | F.E.V.* | D |
| E 8 Basta | Ramon Balcells | D |
| E 9 Elvstrøm | José L. Olano | D |
| E 10 Flamenco II | F.E.V.* | D |
| E 11 Ababeth | F.E.V.* | D |
| E 12 Malaguena | F.E.V.* | D |
| E 13 | Not issued | - |
| E 14 Furia | F.M. Ga Mero | D |
| E 15 Gabriela V | Jaime P. Maura | D |
| E 16 Furtuna | S.A.R. Juan Carlos | D |
| E 17 Sogalinda | J.M. de Zubiria | D |
| E 18 Shalimar | J.M. Alonso-Allende | D |
| E 19 Flamingo XII | Ramón Canosa | D |
| E 20 Ababeth | Juan Costas | D |
| E 21 Lario XIII | Mario Caprile | D |
| E 22 Caramba V | J.M. González-Dario | D |
| E 23 Popea | Luis P. Pérez | D |

F - FRANCE

Total of Soling numbers: 134, Paid-up Solings: 60, LBs: D 30 - F 82 - K 1 - KC 5 - N 3 - Z 7. Not issued: 6

Address:
Association Francaise de la Classe Soling
Mr. Philippe Chevrier
4, Place de Bagatelle
92200 Neuilly s/Seine
France

National Officers:
President Thierry de la Villehuchet
Commodore Jean-Jacques Andre
Hon. Treasurer M. Ducos
Members: Robert Destang, Hurtabize, Frank Poulain,
Henri Samuel and Rene Sance
Hon. Secretary: Philippe Chevrier

International Officer:
Appointed to ISA: Henri Samuel
(Chairman of Events Committee)

Name of Soling

| Name of Soling | Name of Owner | LB |
|----------------|------------------|----|
| F 1 Casimir | Philippe Maissin | N |
| F 2 Berton | Gérard Weil | N |
| F 3 | de Coster | F |
| F 4 Benzei | M. Marchesseau | F |

| | Name of Soling | Name of Owner | LB |
|-------|----------------|------------------------|----|
| I 151 | Bettina | Zezzo Giorgio | D |
| I 152 | Sim.Boccanegra | E.Enrico & Luigi Croce | D |
| I 153 | Canaco | Alessandro Bianchi | IA |
| I 154 | Peter | F.I.V. | IA |
| I 155 | Magra | Reposi Aldo | D |
| I 156 | Gabry | Giuseppe Lo Faro | D |
| I 157 | Guapa | Della Casa Lucia | D |
| I 158 | Leonardo | Rosa Vincenzo | D |
| I 159 | Revival | Angelo Marino | IA |
| I 160 | Nike | Horst Blochwitz | D |
| I 161 | Aquila | Marcello Bianchi | IA |
| I 162 | Rododendro 5 | Alvoro Rocchi | D |
| I 163 | Abeon | Sergio Orlandi | IA |
| I 164 | Peter II | Fabio Albarelli | IA |
| I 165 | Mizar | Mario Gallini | D |
| I 166 | Kriss IX | Lorenzo Magrograssi | IA |
| I 167 | | Not issued | - |
| I 168 | | Not issued | - |
| I 169 | Aquarius | Angelo Marino | D |
| I 170 | Susy | Pietro Scaramucci | D |
| I 171 | Scia IX | Arnald Sciolari | D |

IR - EIRE

Total of Soling numbers: 3, Paid-up Solings: 0, LBs: KC 1. Not issued: 2

Address:

Irish Yachting Association
President: John J. Walker
Miss Ursula Maguire (Secretary).
87 Upper Georges Street
Dun Laoghaire, Co Dublin
Ireland

| | Name of Soling | Name of Owner | LB |
|------|----------------|---------------|----|
| IR 1 | | A.J.Fay | KC |
| IR 2 | | | |
| IR 3 | | | |

J - JAPAN

Total of Soling numbers: 24, Paid-up Solings: 23, LBs: J 22 - N 2

Address:

Japan Soling Association
c/o Mr. Fukuo Auiyama
33 Kiyo Mizuyaki - Danchi
Yamashina. Kyoto

National Officers:

Chairman Sumio Okumura
Vice Chairman Tadami Morioka, Hiromasa Akita
Treasurer: Osamu Noda.
Members: Kanji Hashimoto, Takashi Ohtani, Akio Kameya, Shigehiko Tanaka, Tadahiko Ikami, Kimikazu Kaneko, Masayuki Ishii.

| | | | |
|------|---------------|--------------------|----|
| J 1 | Playboys | Fukuo Akiyama | N |
| J 2 | Team Chrysler | Michikazu Kominami | N |
| J 3 | Silvia | Kyoto Yacht Club | J |
| J 4 | Aquarius | Norio Kurokawa | KA |
| J 5 | Conger | Ishihara Dockyard | J |
| J 6 | Reifoo | Takebiko Kitazumi | J |
| J 7 | Reiko | Akio Kameya | J |
| J 8 | Pearly Shell | Kyoto University | J |
| J 9 | Okutan | Yasuie Ishii | J |
| J 10 | System 10 | Tdami Morioka | J |
| J 11 | Moon River | Kenji Murakami | J |
| J 12 | North Wind | Tsuneo Sanada | J |
| J 13 | | Hitoshi Ohtsuka | J |
| J 14 | Pin Pon Pan | Toyokazu Maeda | J |
| J 15 | Challenger | Kanji Hashimoto | J |
| J 16 | Kitty | Kenichi Kobori | J |
| J 17 | | Takashi Ohtani | J |
| J 18 | Yugen | Ichiro Kidenaa | J |
| J 19 | | Minoru Tominaga | J |
| J 20 | | Masao Matsuda | J |
| J 21 | | Kazuo Tokutsu | J |
| J 22 | | Senzo Niwa | J |
| J 23 | | Under Construction | J |
| J 24 | | Under Construction | J |

K - UNITED KINGDOM

Total of Soling numbers: 123, Paid-up Solings: 65, LBs: D 26 - F 3 - K 81 - KC 3 - N 6. Not issued: 4.

Address:

British Soling Association
Mr. John Derry
Royal Burnham Yacht Club
Burnham-on-Crouch
Essex
England

National Officers:

Chairman Terry Wade
Vice-Chairman (Technical) Robin Judah
Vice-Chairman (Social) Mrs. R. Allan
Hon. Treasurer S. Glithero
Member Kenneth Miller, Scotland
Member of Management Committee E.D. Simonds,
Representative for Southern Area
Secretary John Derry

Southern Area Solings:

E.D. Simonds, Winload, Plangbourne, Berks, RG8 8LB, England.

Scottish International Solings:

R.L. Howison, 4 Poplar Avenue, Newton Mears, Renfrewshire.

International Officers:

Elected to ISA: Duncan Simonds
Appointed to ISA: Kenneth B. Miller.

Abbreviations:

*N.S.C. = National Sailing Centre *R.N.S.A. = Royal Naval Sailing Association *R.W.Y.C. = Royal Windermere Yacht Club *C.C. = Cruising Club.

| | Name of Soling | Name of Owner | LB |
|------|-----------------|-----------------------------|----|
| K 1 | Solorana | K.B. Miller | K |
| K 2 | Solan | R.W. Heuchen | N |
| K 3 | Solan More | B. D'Agostino | N |
| K 4 | Solano | D. Beveridge | N |
| K 5 | | Tyler Boats | K |
| K 6 | Bolero | E.S. Fairley | N |
| K 7 | Soliris | V.C. Brown | N |
| K 8 | Just Relax | A.T. Flatman | K |
| K 9 | Solitaire | T.U. Lawson | K |
| K 10 | Edelweiss S | Scott & Henderson | K |
| K 11 | Solveig | J. & C. Robertson | N |
| K 12 | | Sold in Bermuda | K |
| K 13 | Nancy | J.A. Clare | K |
| K 14 | Sing-Lo | Island S.C. | K |
| K 15 | Devastation | P.F.C. Lewis | K |
| K 16 | Penjalib | D.E. Baker | K |
| K 17 | Rattlesnake | Sold in Bermuda | K |
| K 18 | | Not issued | - |
| K 19 | Solbranna | R.V. Doyle | K |
| K 20 | Dhalgren | R.D.G. Roberts | K |
| K 21 | Vega | J.K. Bailey | K |
| K 22 | Streaker | C. Kearns | K |
| K 23 | Overdraft | Sold to Milford Haven | K |
| K 24 | Soliloquy | R.N.S.A. Clyde | K |
| K 25 | Solander | G.J. Fletcher | K |
| K 26 | So Long | D. Johnson | K |
| K 27 | Tronera | G.E.N. Vernon | K |
| K 28 | Sting I | J. Martin | K |
| K 29 | Maid of Vectis | R.E. Wilkes | K |
| K 30 | Frozinn | R. Carlisle | K |
| K 31 | Orbit | G. Young | K |
| K 32 | Tamarak | E.G. Hudson | K |
| K 33 | Forlat | M.J. Wheatley | K |
| K 34 | Uproar | Sold in Belgium | K |
| K 35 | Scare | M.J. Price & Hind | K |
| K 36 | | John Tyler | K |
| K 37 | Royalist II | W.M. McNally | K |
| K 38 | Jet Set | Sold in Italy | 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 | E. Smith | K |
| K 43 | Loup Garov IV | Sold to Holland (H 16) | K |
| K 44 | Mickey Finn IX | R.N. Cook | K |
| K 45 | | Col. Nicolson | K |
| K 46 | Streaky | Breakall & Hopkinson | K |
| K 47 | Evasive | Ivan Bradbury | K |
| K 48 | Solstice | T.D.M. Hart | K |
| K 49 | Searcher I | N.S.C.* | K |
| K 50 | Searcher II | N.S.C.* | K |
| K 51 | Hussoling | M. Napier | K |
| K 52 | Insolent | Hesselbert | K |
| K 53 | Rooster | N. Hawkes | K |
| K 54 | Naima | D.E. Foster | K |
| K 55 | Metaphor | R.L. Howi | K |
| K 56 | Solace | A.J. Foster | K |
| K 57 | Rum Runner | J. Allen | K |
| K 58 | Solemar | P. Bradley | K |
| K 59 | Fly Fred | W.G. Calder | K |
| K 60 | Gusto | H. Lovell | K |
| K 61 | Sting II | R. Fisher | K |
| K 62 | Breakaway | E. Rothwell | K |
| K 63 | Ouzo | M. Graham | K |
| K 64 | Storm | S. Glithero | K |
| K 65 | | J.P. Crossley | K |
| K 66 | | R.W.Y.C.* | K |
| K 67 | | R.W.Y.C.* | K |
| K 68 | | R.W.Y.C.* | K |
| K 69 | | R.W.Y.C.* | K |
| K 70 | Trykk | P.G. Airey | K |
| K 71 | Nimrod | P. & M. Rebbettes | K |
| K 72 | Trufflehunter | R.M. Haseltine | K |
| K 73 | Slo Gin | Island C.C.* | K |
| K 74 | White Bait | R.L. Warner | K |
| K 75 | Polly | J.D. Hume | D |
| K 76 | Stickleback II | W. Dawson | K |
| K 77 | Tyla Tiga | P.P. Dickie | K |
| K 78 | Calshot Cowboy | R.A. Lipsett | K |
| K 79 | Scarlett | P.H. Chirholm | K |
| K 80 | Mrs. Frequently | N. Dent | K |
| K 81 | Albona | A.D. Hindley | K |
| K 82 | Clare | R. Boss | K |
| K 83 | | Sold in Ireland (N. Watson) | K |
| K 84 | Detente II | P. Firth | K |
| K 85 | Hilarity | Cunningham & Higham | D |
| K 86 | Hairy Bee | J.G. Pollard | K |
| K 87 | Solitude | P.J. Taylor | K |
| K 88 | | Sold in France | F |

| | | | |
|-------|------------------|-----------------------------|----|
| K 89 | Emma | G.S. Bourne | K |
| K 90 | | Not issued | - |
| K 91 | Athene | F.I. Simpson | K |
| K 92 | Searcher III | H. G. Oestech | K |
| K 93 | Surprise | J. Fewster | D |
| K 94 | Staccato | G. Watson | K |
| K 95 | Aquabeer | Sold in Australia | D |
| K 96 | Supero | W. Dawson | D |
| K 97 | Avalanche | T. Wade | D |
| K 98 | Frequently Knot | J. Hackman | D |
| K 99 | Pandemonium | Returned to LB | K |
| K 100 | Super Bear | A.B.B. Canning | D |
| K 101 | Alphida | Miss Gwen Cairnie | D |
| K 102 | Psychic | P. Jennings | D |
| K 103 | Blowjob | J. Caulcutt | D |
| K 104 | Kudu | J. Fewster | D |
| K 105 | Lopu Garov V | J.B. Clark | D |
| K 106 | Cock-a-Too | J.A. Clare & B. Booth | D |
| K 107 | Clarevoyant | P.A. Wilkins | D |
| K 108 | Trufflehunter II | R.M. Heseltine | KC |
| K 109 | | Mr. Jones | D |
| K 110 | Mighty Bear | C.C. Hobday | D |
| K 111 | Chameleon II | C.S. Ingham | D |
| K 112 | Hortense | D. Young | KC |
| K 113 | Miss Stress | Watson & Cochrane & Woolard | D |
| K 114 | Bo-Bo | Mc Cann & Glaister | D |
| K 115 | Pandemonium III | E.D. & C.D. Simonds | D |
| K 116 | Bees Knees | R. Lean-Vercoe | D |
| K 117 | Stoic | M.J. Baker-Harber | KC |
| K 118 | Romance | E.S. Fort | D |
| K 119 | | Under Construction | - |
| K 120 | Bulldozer | D.I.F. Sherriff | D |
| K 121 | Rum Runner | J.M.R. Allen | D |
| K 122 | | | - |
| K 123 | Go | J.D.A. Oakley | D |

Associate Members:

Allen T. - Jennings, D.N. -
Bourne, M. - McCann, D. -
Bourne, P. - Miller, J. -
Burhouse, R. - Neale, R. -
Cochrane, J. - Osborne, C. -
Evans, P. - Pepin, C.M. -
Falkener, J.M. - Porritt, C.S. -
Gurney, A. - Price, M.J. -
Gurney, Guy - Simonds, C. -
Gurney, M.P. - Simons, R. -
Hallhead, R.W. - Smith, I. Mac Donald -
Higham, H.A. - Wilkins, P.S.A. -
Hallhead, R. W. - Woolward, I. -
Hesseltine, M.S.W. -
Higham, H.A. -



KA - AUSTRALIA

Total of Soling numbers: 145, Paid-up Soling: 101, LBs: D 12 - F 1 - K 1 - KA 107 - KAA 9 - KC 7 - USC 1. Not issued: 5.

Address:

Australasian International Soling Association
Mr. J. A. Parker
P.O. Box 318, Seven Hills
N.S.W. 2147
Australia

National Officers:

National President: Ken Berkeley
National Treasurer: R. Hudson
National Secretary: Tony Parker
N.S.W.: Ian Ford
Victorian: John Dunn
Western Australia: M. Box
South Australia: Dion Manthorpe

Intern. Officers:

Elected to ISA: Ken Berkeley
Appointed to ISA: Max Whitnall

| | Name of Soling | Name of Owner | KA |
|-------|----------------|-----------------|----|
| KA 1 | Flicka | J.H. Linacrae | KA |
| KA 2 | Mirage | F.A. Philips | KA |
| KA 3 | Kite IV | H. de Torres | KA |
| KA 4 | Solitaire | H. Spencer | KA |
| KA 5 | Skye | R. W. Pentecost | 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 | J.A. Gledhill | KA |
| KA 12 | Leander VII | T.D. Manthorpe | KA |
| KA 13 | Pasha | P. Walker | KA |
| KA 14 | White Pointer | B.J. Curren | KA |

| Name of Soling | Name of Owner | LB |
|---------------------------|-----------------------|----|
| G 151 Clockwork Orange | Lothar Bornemann | D |
| G 152 Zero | Geis & Wernde & Meyer | IA |
| G 153 | Not issued | - |
| G 154 | Heiner Hedike | D |
| G 155 Darling | V.S.W.* | D |
| G 156 Blauer Peter | Hanspeter Berkes | D |
| G 157 | Under construction | - |
| G 158 | Under construction | - |
| G 159 | Under construction | - |
| G 160 | Under construction | - |
| G 161 Golde | Norbert Wagner | D |

GO - GERMANY EAST - D.D.R.

Total of Soling numbers: 10, Paid-up Solings: 4, LBs: D 5. Not issued: 5

Address:

Mr. J. Keilholz
Bund Deutscher Segler der Demokratischen Republik, 1
1055 Berlin/ D.D.R., Storkower Strasse 118,
Deutsche Demokratische Republik

| 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 Rasmus | B.D.S. | D |
| GO 6 | SC Berlin-Grünau | D |
| GO 7 Mutafo | Sc. Empor Rostock | D |
| GO 8 Mingo | Ask-Vorwärts-Rostock | D |
| GO 9 | Under construction | - |
| GO 10 | Under construction | - |

GR - GREECE

Total of Soling numbers: 26, Paid-up Solings: 23, LBs: D 14 - 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

Abbreviations:

*N.C. = Nautical Club *H.Y.A. = Hellenic Yachting Federation

| Name of Soling | Name of Owner | LB |
|-------------------|----------------------------|----|
| GR 1 Alexia 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 | Y.C. of Greece | K |
| GR 7 Skiron | Hellenic Navy | F |
| GR 8 Okeanis | Markos Raptis | D |
| GR 9 Zefiros | Hellenic Navy | F |
| GR 10 Aivros | H.Y.F.* | K |
| GR 11 Voras | H.Y.F.* | K |
| GR 12 Skiron | H.Y.F.* | K |
| GR 13 Zefiros | H.Y.F.* | K |
| GR 14 Lips | H.Y.F.* | K |
| GR 15 Triaina | K. Philippakos | D |
| GR 16 | H.Y.F.* | D |
| GR 17 | H.Y.F.* | D |
| GR 18 Okeanis II | George Andreadis | D |
| GR 19 | N.C. of Thessaloniki | D |
| GR 20 | Piraeus Sailing Club | D |
| GR 21 | H.Y.F.* | D |
| GR 22 | H.Y.F.* | D |
| GR 23 Alexia | Sold in Italy (I 113) | D |
| GR 24 Okeanis III | George Andreadis | D |
| GR 25 Marina | N.C. of Thessaloniki | D |
| GR 26 Paulina | N.C. of Thessaloniki | D |

H - HOLLAND

Total of Soling numbers: 17, Solings certificated: 10., LBs: D 6 - H 4 - K 1 - KC 2 - N 3 - Z 1.

Address:

Soling Club Nederland
R. Kurpershoek
Zuiderweg 18
Huizen (N.H.)
Holland

National Officers:

Chairman R. Rosendaal
Secretary: R. Kurpershoek

International Officer:

Elected to ISA: Geert Bakker (President)

| Name of Soling | Name of Owner | LB |
|-----------------------|------------------------|----|
| H 1 | Sold into W. Germany | N |
| H 2 | Sold in France (F 118) | N |
| H 3 Cadans | Sold in W. Germany | 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 | K. v. Dijk | H |
| H 8 Rising Hope | A. v. Wijk | Z |
| H 9 Glissade | C.P. de Vries | H |
| H 10 Brave Henrik V | Condemned | D |
| H 11 Sea Pearl | Sold to Belgium (B 11) | D |
| H 12 Vasama | Sold to W. Germany | D |
| H 13 Brave Henrik VI | C. Douze | KC |
| H 14 Brave Henrik VII | H. C. Blok | D |
| H 15 Bojo | R. Rozendaal | D |
| H 16 Black Hole | K.F. Jansen | K |
| H 17 Cadans | Geert Bakker | KC |

Associate Members:

Bakker, F. - Coster, B.A.M. -
Bakker, S.F.A. - Kurpershoek, R. -
Behrend, M. - Lucas, J.B. -
Berg, J. van den - Pon, A. du -
Bogaard, L. - Vlaming, H. de -

I - ITALY

Total of Soling numbers: 171, Paid-up Solings: 124,
LBs: D 63 - F 3 - I 57 - IA 35 - K 1 - N 3 - Z 7.
Not issued: 2

Address:

Italian Soling Association
(Associazione Italiana "Soling")
Vittorio Porta
Via Manfredi 5
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: Vittorio Porta, Genoa

International Officers:

Elected to ISA: Sergio Orlandi
Appointed to ISA: G.B. Capri-Cruciani

Abbreviations:

*S.V.M.M. = Sport Velico Marina Militare *Y.C.I. =
Yacht Club Italiano *F.I.V. = Federazione Italiana Vela.

| Name of Soling | Name of Owner | LB |
|---------------------|--------------------------------|----|
| I 1 Kali | Odosorio Pietro | I |
| I 2 Cacciadiavoli V | Micheletti Angelo | L |
| I 3 Schiaffo XI | Bovolenta Oscar | I |
| I 4 Surriento | Marcotto | I |
| I 5 Lala III | Filippini G. & Mainetti G. | I |
| I 6 Serena | Petrovich Giovanni | N |
| I 7 Alvin | Alberto Rosnati | I |
| I 8 Cia III | Da Pra Giorgio | I |
| I 9 Alalunga | Fasoli Luigi | I |
| I 10 Sheerazade | Bosetti Renato | I |
| I 11 Susy I | C. G. Pietro | I |
| I 12 Valpadana | Denti Amedeo | I |
| I 13 Furiante II | Bondavalli Giulio | I |
| I 14 Pico | Guido Novaro | Z |
| I 15 Ceol Mara II | Y.C.I.* Genova | F |
| I 16 Donatella III | G. Livio & D. Casa S. | F |
| I 17 Onda | M. Gabriele | N |
| I 18 Harpo III | Giorgio Ciucci | K |
| I 19 Gai-Dee | C. Andrea | N |
| I 20 Sirio | Balzi Carlo & Ciampelli Sergio | I |
| I 21 Morbin | S.V.M.M.* | I |
| I 22 Averla | S.V.M.M.* | 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 | Gemignni Gianpiero | I |
| I 30 Cicca II | Gollini Stefano | Z |
| I 31 Finco | S.V.M.M.* | 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 Ghibi | Bonazzi Vincenzo | I |
| I 38 Corniche | Perino Aventino | I |
| I 39 Joe Condor | Giovanni Elena | I |
| I 40 Mariella | Bonfili Nicola | I |
| I 41 Franca | Circolo della Vela di Roma | I |
| I 42 Talisman | Theodoli Filippo | I |
| I 43 Lulu | Dona Dalle Rose Nicolo | I |
| I 44 Brivido | Malone Giovanni | I |
| I 45 Kiko | Foce Mauro | I |
| I 46 Independent II | Ricardo Rosati | I |
| I 47 Lizy II | Petrucchi G. Luigi | I |

| Name of Soling | Name of Owner | LB |
|----------------------|------------------------------|----|
| I 48 Red Baron | Nervi Mario | I |
| I 49 Hans Castoro | Stiefel Gert | I |
| I 50 Legionario | Circolo Canottieri Napoli | I |
| I 51 Wavecrest | Randaccio Ettore | D |
| I 52 Coccò | Bellandi Riccardo | I |
| I 53 Sancho | Bortoloso Ennio | I |
| I 54 Ase | Danero Sergio | I |
| I 55 Tappa I | Casiraghi Carlo | Z |
| I 56 Banzai | Leumann Max | I |
| I 57 Settebello | Sironi Franco | Z |
| I 58 Harpo V | Marinelli Guerrino | I |
| I 59 Gardel | S.V.M.M.* | Z |
| I 60 She | Salveti & Zucconi Mauro | I |
| I 61 Sussy I | Vittorio & Pietro | I |
| I 62 Elan IV | Lega Navale Italiana, Anzio | I |
| I 63 Sprint II | Calo Marco | Z |
| I 64 Sirio II | Ennio Trucchi | D |
| I 65 Hermitage | Mariotti Massimo | D |
| I 66 Fiesta | Marangoni Angelo | D |
| I 67 Ito I | Del Favero Lino | D |
| I 68 Aquamanda | Rossari Alberto | D |
| I 69 Kris VIII | Lorenzo Magrograssi | D |
| I 70 Posillipo | Giovanni Formisano | D |
| I 71 Astral | Finocchi Maurizio | I |
| I 72 Falco | Ministero Aeronautica | I |
| I 73 Sopwith Camel | Ferloni Sandro | I |
| I 74 Duck | Buffetti Enrico | IA |
| I 75 Rododendro IV | Gallini Giorgio | D |
| I 76 Trikia | Pontremoli Paolo | IA |
| I 77 Kokodach | Piero Miccu | IA |
| I 78 Folgore | Terzi Gabriele | IA |
| I 79 Don Miguel | Di Gennaro Paolo | IA |
| I 80 Nina | Nulli Ettore | D |
| I 81 Susy III | Porta Vittorio | D |
| I 82 Stornel | S.V.M.M.* | Z |
| I 83 Zeta | Giannelli Carlo | IA |
| I 84 Quasar II | Bonamico Sergio | I |
| I 85 Fifa | Fontani Alberto | IA |
| I 86 Finco II | S.V.M.M.* | D |
| I 87 Cinoli | Volterran Ugo | IA |
| I 88 Nostromo | Gabaldo Giancarlo | D |
| I 89 Orgia | Vielati Giovanni | I |
| I 90 Schiaffo XIV | Schiaffino Rinaldo | D |
| I 91 Pellino | Broglija Franco | IA |
| I 92 Magari Chissd | Milone Giuseppe | IA |
| I 93 Abeon | Orlandi Sergio | D |
| I 94 Sirio III | De Leo Sergio | D |
| I 95 Antigua III | Richter Niels | IA |
| I 96 Sim. Boccanegra | Rocchi Alvaro | D |
| I 97 Alvin | Alfonso Cesa | D |
| I 98 Snoopy | Serena Fabrizio | D |
| I 99 Niccola | GAmeli Cocca | IA |
| I 100 Mizar | Sella G. Alessandro | IA |
| I 101 Deneb | Mancini Claudio | IA |
| I 102 Ezechiele | Pavella Giovanni | IA |
| I 103 Garda | Rossi Pierfrancesco | IA |
| I 104 Joy | Andreuzzi Maurizio | D |
| I 105 Walma | Mollo Mario | IA |
| I 106 Trilla | Rovelli Nino | IA |
| I 107 Vesuvio | F.I.V.* | D |
| I 108 Alligator | Santoni Franco | D |
| I 109 Fraca II | C.V. Roma | D |
| I 110 Sprint III | Testa Michele | D |
| I 111 Ceol Mara | Aimone Marsan G. | D |
| I 112 Kerilos | Orlandi Alessandro | D |
| I 113 Trikia | Giuseppe Grosso | D |
| I 114 Magic | Bassani Ermanno | IA |
| I 115 Tiker | Bassani Ermanno | IA |
| I 116 Pinido | Bendazzoli Rino | D |
| I 117 Amikouk | De Tommasi Tomaso | I |
| I 118 Morbillio | Vezzani Guglielmo | D |
| I 119 Fiesta | Coen Corrado | D |
| I 120 Ciocca | Poggi Massimo | D |
| I 121 Squinzia IX | Shapira e Pracchi | D |
| I 122 Frisolin | S.V.M.M.* | I |
| I 123 Canaco | Giuseppe Ubertone | IA |
| I 124 Ostricia | S.V.M.M.* | IA |
| I 125 Kika | Giulio Bondavalli | D |
| I 126 Spray II | Arvedi Pietro | D |
| I 127 La Rossa | Veronesi Giuseppe | D |
| I 128 Polipo | S.V.M.M.* | IA |
| I 129 Tata II | Carlo Fedeli | D |
| I 130 Barbarigo | Parodi Mario | D |
| I 131 Talita II | Belini & Trotta & Mattonelli | D |
| I 132 Mizar | Gallini Mario | D |
| I 133 Vestone | Di Nola Fabio | D |
| I 134 Sirio IV | G.B. CAPRI Cruciani | D |
| I 135 Mivado | Benedetti Gianpaolo | F |
| I 136 La Chica | Stolz Inge | D |
| I 137 Marisa IV | Malingher Sergio | F |
| I 138 Charlie | Carpaneto Alberto & Andrea | D |
| I 139 Tvecla V | Leonardo Fava | D |
| I 140 Nina II | Loris Modena | IA |
| I 141 Lerone | Stefano Rossari | IA |
| I 142 Fanacol | Faglia Paolo | IA |
| I 143 Aquamanda | Bertamini Giovanni | IA |
| I 144 Gancaceiro | Bonfili Nicola | D |
| I 145 Finco III | Marivela Sez. Velica M.M | D |
| I 146 Cipi III | Gianenrico & Cravenna | D |
| I 147 Antigua V | Niels Richter | D |
| I 148 Sheerazade II | Bosetti Renato | D |
| I 149 Furiante III | Avanzini Givliano | IA |
| I 150: Tamquam | Bianchi Marcello | IA |

| Name of Soling | Name of Owner | LB |
|------------------------|-----------------------------|----|
| F 5 Padophi | M. Mourolin | F |
| F 6 Petulia | Dr. Grizet | F |
| F 7 Hobby | Giraud | F |
| F 8 Solkriss | Pierre Sterckx | F |
| F 9 | Piestre | 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 | Louis-Yves Delvico | F |
| F 15 Ni Po Ni Mai | J.P. Hamelle | F |
| F 16 Mocoa | Masseline | N |
| F 17 Maraamu | Gaubert & Mollaret | Z |
| F 18 Banzai | Michel Dufour | F |
| F 19 Soltine | Jean Claude Tiné | F |
| F 20 | Pellas | Z |
| F 21 Vide Gousset | Lebrun-Joubert | F |
| F 22 Kalinicta | Nicholaïdis | F |
| F 23 Aquilloun | N.P. Boyer | F |
| F 24 Pillouit | Olivier Bal | F |
| F 25 | M. Bouscaren | Z |
| F 26 Porche | Drevet | 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 | C.N.M.* | F |
| F 33 | Mahé | F |
| F 34 | de Vericourt | F |
| F 35 Elebore | Fourre & Lanteri & 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 Sevan | Dr. Karcher | F |
| F 41 Dephi III | Robert Caires | F |
| F 42 Tobago Cayes | G. O'Mahony | F |
| F 43 Foam | Yves Donatien | F |
| F 44 Airel II | J. Barral | F |
| F 45 Beleu | C.N.M.* | F |
| F 46 Neptune | C.N.M.* | F |
| F 47 Querelle | Michel Eudier | F |
| F 48 La Grebe | Dolez | F |
| F 49 Atroi | G. Albaret | F |
| F 50 Vagari | Documecq | F |
| F 51 Chiple | M. Andrier | F |
| F 52 Samoht | Jean Kerhardy | F |
| F 53 Pertusato | Baudot & Claude | F |
| F 54 Kamikaze | Yvon Connan | F |
| F 55 | Francois Olmi | Z |
| F 56 Voltigeur | 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 Mis Rosy | Ozier Lafontaine | F |
| F 62 | J. Paquin | F |
| F 63 Pen Questen | G. Cochic | 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 | Brabec & Lesquel | F |
| F 71 So Long | J. P. Pujardieu | F |
| F 72 Spirat | Nadal & 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 Eldorado | Gerard Bouy | F |
| F 78 Sundowner | Jöel Adam | F |
| F 79 | André Hurtebize | D |
| F 80 Le Troisi.Souffle | J.-J. Andre | D |
| F 81 Cherue Noire | Loisel & Martin | D |
| F 82 | F. Courlay | F |
| F 83 | F. Godest | F |
| F 84 | Guy Chalono | F |
| F 85 | Camboulive | F |
| F 86 | Doutone | F |
| F 87 | Marc Chalono | F |
| F 88 | Anne Volny | F |
| F 89 | Asselin de Beauville | F |
| F 90 | Prunier | F |
| F 91 | Madeline | F |
| F 92 | Viant | F |
| F 93 | Le Jolivet | F |
| F 94 Erwan | Duthou | D |
| F 95 | Pacific Yachting | F |
| F 96 | Pacific Yachting | F |
| F 97 Galaxie | Alain Forgeot | F |
| F 98 | Not issued | - |
| F 99 Kalimera | Balavé | D |
| F 100 Niamor | J.L. Flageul | D |
| F 101 Ormen Lange | Robert Letelie | D |
| F 102 Watamu | Bernard Simon | F |
| F 103 Christannaude | Marcel Foulon | Z |
| F 104 | Not issued | - |
| F 105 | R. Destang | F |
| F 106 Chrice | Claude Nouchy | F |
| F 107 Raf | Bonacorsi | D |

| Name of Soling | Name of Owner | LB |
|--------------------|----------------------------|----|
| F 108 La Pegrille | Michel Ducos | D |
| F 109 Borsalino | F. Lefevre | D |
| F 110 Who Dare | R. Lambert | D |
| F 111 Eridan | Moussie & Fournier & Havet | D |
| F 112 Talo-Fali | Robert Destang | D |
| F 113 Virus | Francois Olmi | D |
| F 114 Kalispera | A. Nicolaidis | KC |
| F 115 Nerput | Philippe Harinkouck | D |
| F 116 | Not issued | - |
| F 117 | Metais Marchesseau | D |
| F 118 | Not issued | - |
| F 119 Intreprise | Louis Balaye | F |
| F 120 Manu Tara | Claude Marguery | D |
| F 121 L'Oiseau du | Bertrand Cheret | D |
| | Pertuis | |
| F 122 Padophi 3 | Andre Hurtebize | D |
| F 123 Cristiana | Andre Rouquand & Chacum | D |
| F 124 Jonqville | Frank Poulain | D |
| F 125 Pimpoyo | Philippe Clitheroux | D |
| F 126 Craft V | Jaques Dentraygues | D |
| F 127 Galaxie | Henri Samuel | D |
| F 128 Norsaga | T. de La Villehuchet | D |
| F 129 Alea IV | Philippe Chevrier | D |
| F 130 Fugue | Jean Guihot | KC |
| F 131 Dartos | Philip Martin | KC |
| F 132 Keep Smiling | Patrich Haegeli | KC |
| F 133 Oiseau lure | Fred. Darracon | D |
| F 134 | René Sence | KC |

G - GERMANY WEST

Total of Soling numbers: 161, Paid-up Solings: 69, LBs:
D 85 - F 6 - G 18 - IA 3 - K 20 - N 14 - Z 8.
Not issued: 6.

Address:
German Soling Association
(Deutsche Soling Klassenvereinigung)
Mr. Norbert Wagner (Chairman)
8132 Tutzing
Höhenbergstrasse 6
West Germany

International Officer:
Elected to ISA: Herbert Reich
Appointed to ISA: Norbert Wagner

Abbreviations:

*H.S.V. = Hamburger Segel Verein *H.Y.S. = Hamburger Yachtschule *H.S.C. = Hamburger Segel Club
*D.S.V. = Deutscher Segler Verband *I.Y.V.R. = Internationaler Yacht Verrieter Riston.*S.W.B. = Sportverein Wacker Burghausen. *V.S.W. = Verein Seglerhaus am Wannsee

| Name of Soling | Name of Owner | LB |
|----------------------|---------------------|----|
| G 1 Dory | Rudolf Fleck | N |
| G 2 Fairy Tale | Jörg Steglich | N |
| G 3 Omega | Heinz Olmeier | N |
| G 4 Vineta | H.S.V.* | N |
| G 5 Sagitta Nigra | Josef Jeun | K |
| G 6 Argo V | Gerd Howar | D |
| G 7 Chica | Kurt Burghart | N |
| G 8 Humba | Stephan Polonyl | N |
| G 9 Barracuda | Fritz Henschel | F |
| G 10 | H.Y.S.* K. Bamerner | F |
| G 11 Daisy | Hans Krazik | G |
| G 12 | Helmar Woppmann | G |
| G 13 Sylvia | Gerhard Krüger | F |
| G 14 | Hermann Kohlstock | G |
| G 15 Speedy Gonzales | L. & S. Hornsteiner | G |
| G 16 Mink | Günter Klarholz | N |
| G 17 Fenn | Walter Heel | G |
| G 18 M.G.L. | Dieter Gerhards | D |
| G 19 Rabatz VI | H. Wegener | G |
| G 20 Lorbas | Rudolf Böck | G |
| G 21 Lork | F. Lürssen | G |
| G 22 Frankenstein | Michael Opitz | G |
| G 23 | Sold into U.S.A. | N |
| G 24 Pantoffel | Schlittenbauer | K |
| G 25 | Udo Felderhoff | H |
| G 26 Ambition | G. Henninghausen | G |
| G 27 | Heinz Prüntker | N |
| G 28 Mistral | Eckardt Kobarg | F |
| G 29 Binsenschuffler | Max Schotter | Z |
| G 30 Olper Tiet | Horst Pflugstert | Z |
| G 31 Condor II | Franz Sill | G |
| G 32 | H. Krebs | G |
| G 33 Greif | Stettiner Y.C. | D |
| G 34 Neck | Hermann Engelhardt | D |
| G 35 Jokuhu | Klaus Goor | G |
| G 36 | Anton Görke | N |
| G 37 Ghost | Gert Sezik | K |
| G 38 Kycen | Condemned 1972 | G |
| G 39 Sovereign | Erik Klee | Z |
| G 40 Wannsee | V.S.W.* | K |
| G 41 | Bernd Müller | K |
| G 42 Andrea | Segel-Verein-Wedel | K |
| G 43 Quetzalcoat | Max Erhard | K |
| G 44 Golde | Olaf Bohnsack | K |
| G 45 Pussy | Dr. O. Jacob | K |
| G 46 Myck | Hans G. Link | K |
| G 47 | Armin Kuppel | K |

| Name of Soling | Name of Owner | LB |
|-----------------------|-------------------------|----|
| G 48 NN | Rudolf Caus | K |
| G 49 | Not issued | - |
| G 50 | Kieler Universität | N |
| G 51 | Herbert Damm | N |
| G 52 Cherie | Rudi Berchthold | D |
| G 53 Amsterdam | Herwig Hertel | D |
| G 54 Cap Hatteras | Erich Meyer | D |
| G 55 On | Joachim Pichler | K |
| G 56 Windhund | Alfred Gründ | K |
| G 57 | Hartmut Rädisch | D |
| G 58 Kaja | Walther Petry | Z |
| G 59 Sylvia | Horst. Andreas Wolff | F |
| G 60 Pitter Manell | Hans Rudolphi | Z |
| G 61 Sünschien | Rudolf Harmstorf | K |
| G 62 | Ludwig Fiderer | K |
| G 63 | Peter Munk | K |
| G 64 | Rasmus Grünhagen | N |
| G 65 Curly II | Ernst Otto Pentzin | D |
| G 66 Beryll | H.S.C.* | D |
| G 67 Crevette | Karl Heinz Schulz | D |
| G 68 Iberis II | Rudiger Henschker | D |
| G 69 Mops | G. Wohlbe | D |
| G 70 Cutty Sark | Werner Schulz | N |
| G 71 Comet | Herbert Aichem | Z |
| G 72 Ulla | Christian Oehler | D |
| G 73 | Dieter Walther | Z |
| G 74 | Klaus O. Borchardt | Z |
| G 75 Cobra II | Anton Pfeighar | D |
| G 76 Solei | E. Krieger & B. Esterer | K |
| G 77 Spatz | Hans Georg Sperling | K |
| G 78 Pantoffel X | Dieter Rumeli | K |
| G 79 Kycen | A. Fink | D |
| G 80 Clambambes | Adolf & Laubmann | D |
| G 81 NN | Dieter Harmstorf | G |
| G 82 Piise | Gernot Persiehl | D |
| G 83 NN | Hagelstein Werft | D |
| G 84 Petrea | P. Hildebrandt | G |
| G 85 Jokuhu | Joachim Gaedke | D |
| G 86 | Schnell | D |
| G 87 Quetzalcoat | Gerhard Neher | D |
| G 88 Olper Diep | Winfried Ense | D |
| G 89 | Harald Bornmann | D |
| G 90 | Werner Stahl | Z |
| G 91 Hoppe Quax | J. Schulz-Heik | D |
| G 92 Dalli-Dalli | Helmut Meyer | D |
| G 93 Perfidea | Manfred Fiss | D |
| G 94 | Witmer & Diekmann | F |
| G 95 Sanzahn | Rainer Niemann | D |
| G 96 Hai | Paul Kammhuber | D |
| G 97 Bluebird | Walter Fuchs | D |
| G 98 Gaga | Egon Gerullis | D |
| G 99 Dadadamara | Bernd Rahmacker | D |
| G 100 Teufelchen IV | Walter Engelhardt | G |
| G 101 Favonius | S.W.B.* | D |
| G 102 | Georg Arndt | D |
| G 103 Wannsee | V.SaW & Gotz Trénel | D |
| G 104 Daisy | Peter Gläster | D |
| G 105 Binsenschuffler | Karl Haist | D |
| G 106 | Ristow | D |
| G 107 Indy | Reinhard Schulz | D |
| G 108 | Henry Gaida | Z |
| G 109 | Stettiner Yacht Club | D |
| G 110 Gretl | Hans Pospiech | G |
| G 111 Christina | Günther Thiersmann | G |
| G 112 Mauzi | Jork Testorf | D |
| G 113 Ein-tonner | Willy Nolting | D |
| G 114 Rega II | Martin Bruun | D |
| G 115 | C.H. Müller | D |
| G 116 Scampex | Achim Kadelbach | D |
| G 117 | Niels Wolter | D |
| G 118 | G. Goebel | D |
| G 119 Mops V | H.S.V.* | D |
| G 120 | G. Thoben | D |
| G 121 Via | Eckard Stegenwallner | D |
| G 122 | Lothar Kasper | D |
| G 123 | D.S.V.* | D |
| G 124 Torquay | D.S.V.* | D |
| G 125 Crevette | Klaus J. Lindstedt | D |
| G 126 | Klaus Unruh | D |
| G 127 Wizenbock | Alfred Niermann | D |
| G 128 Panphon | Dietrich Howaldt | IA |
| G 129 | Preuss | D |
| G 130 Sisis | H. Schneider | D |
| G 131 Momo V | H. J. Biek | D |
| G 132 | Diethelm Vincon | D |
| G 133 | Gunter Sick | D |
| G 134 Fassi | Hans Fassbender | D |
| G 135 Darling | Willi Kuhweide | D |
| G 136 Tesoruccio | Herbert Balzer | D |
| G 137 | Ernst Haase | D |
| G 138 Carioca | W. Wilke | D |
| G 139 | E. Hirt | D |
| G 140 Blauer Peter | Hans Peter Berkes | D |
| G 141 | Heiner Heidicke | D |
| G 142 | Hans Heitmann | D |
| G 143 Harlekin | Karl Fricke | D |
| G 144 Rufus | Joachim Pichler | D |
| G 145 Manzi | Max Koch | KC |
| G 146 | Günther Sick | D |
| G 147 | Rolf Engler | D |
| G 148 Dag Gadol | Hubert Combe | D |
| G 149 | Rolf Schäfer | D |
| G 150 Gretl 2 | Hans Pospiech | IA |

| Name of Soling | Name of Owner | LB |
|----------------------|--------------------------------------|----|
| KA 15 Buster | Lansell & Paine | KA |
| KA 16 Jeata | Lidbury & News | KA |
| KA 17 SouthernCross | R. J. Tucker | KA |
| KA 18 Ffiona | P. Brownbill | KA |
| KA 19 Wirong II | A.J. Denham | KA |
| KA 20 Solander | W. Mobbs & Edmondson | KA |
| KA 21 Aeolian V | J. Hood | KA |
| KA 22 Patches | Syndicate owned | KA |
| KA 23 Soliloquy | C. Ryan & B. Davies | KA |
| KA 24 Cobbler | A.R.E. Gregory | KA |
| KA 25 | Not issued | - |
| KA 26 Charisma III | Winn & Gregory | KA |
| KA 27 Trio | M. Lehmann | KA |
| KA 28 Solstraale | J.E. Sheehan | KA |
| KA 29 Fling | G. Walton | KA |
| KA 30 Thetis III | Winning & Anderson | KA |
| KA 31 Yaraandoo | R.C. Case | KA |
| KA 32 Avanti | J. Mitchell | KA |
| KA 33 Karalee | R. & J. Ewen | KA |
| KA 34 Cynara III | B. Puglisi | KA |
| KA 35 Anouk | A.J. Lukas | KA |
| KA 36 Kirsten | Lester & Pratten & Middleton & Flook | KA |
| KA 37 Meltemi | R.E. Greene | KA |
| KA 38 Yandoo | J. Winning | KA |
| KA 39 Heger | M.J. McKillop | KA |
| KA 40 Swift | R.D. Bebb | LA |
| KA 41 Eltanin | L.V. Hawkins & B. Mortlock | KA |
| KA 42 Rob Roy | M.T. Gregory | KA |
| KA 43 Mistress | H. House & B. Hayes & R. Bamber | KA |
| KA 44 Troobooloo | P. & A. Graaf | KA |
| KA 45 Skye Mist II | Bruce Thomas | KA |
| KA 46 Boomerang | W.R. Solomons | KA |
| KA 47 Tara | W.A. Hansen | KA |
| KA 48 Minx | G.J. & T.C. Beardsmore | KA |
| KA 49 Shad | P.A. Fagan | KA |
| KA 50 Anya | G.T. Palmer | KA |
| KA 51 Freia | R. Arcyle | KA |
| KA 52 Raider | R. Goldsmith | KA |
| KA 53 Siandra | John Collins | KA |
| KA 54 Kona | D.R. Taylor | KA |
| KA 55 Bumblebee | Kahlebetzer & Fletcher | KA |
| KA 56 Aquarius | D.C. Brockhoff II | KA |
| KA 57 | Not issued | - |
| KA 58 Viking | R. King | KA |
| KA 59 Zero | L.P. & M.C. Cooper | KA |
| KA 60 Redhot | Alex A. Dunn | KA |
| KA 61 Sirocco II | Z. Stollznow | KA |
| KA 62 Windmill | N.G.A. Olliffe | KA |
| KA 63 Bintang | G. Boeck | KA |
| KA 64 Nulka | A. Steward | 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. Hack | KA |
| KA 69 | Not issued | - |
| KA 70 Bennelong | E. Moran | KA |
| KA 71 Estelle | S.C.W. Stacker | KA |
| KA 72 FreezingHot V | J. Jackson & A. Perrett | KA |
| KA 73 Seventy Three | R. R. Dickson | KA |
| KA 74 Argon | C.R. Hartz | KA |
| KA 75 Jackpot | L.L. Swinnerton | KA |
| KA 76 Havoc | H.S. Evans | KA |
| KA 77 Alexia | Sold Overseas | D |
| KA 78 Merri Jig | W.H. Haldane | KA |
| KA 79 Vanora | F.E.S. Carnachan | K |
| KA 80 Achieve | M.C. Box | KA |
| KA 81 Athene | Dr. Leslie | KA |
| KA 82 Vogel | A.I. Balks | KA |
| KA 83 Telopea | L. Nordstrom | KA |
| KA 84 Kristina | J. Kingsford Smith | KA |
| KA 85 Freedom | P. Stransky | KA |
| KA 86 | Child II | KA |
| KA 88 Sigrid | J. Brattingham-Moore | KA |
| KA 87 M.I.J. | J. Cook | KA |
| KA 88 Robin III | J. Joseph Casey | KA |
| KA 89 Siskabab | R. Grey | F |
| KA 90 Odin | P. Fagan | KA |
| KA 91 Omega | J.A. Parker | KA |
| KA 92 Lorelei | Gabriele & White | KA |
| KA 93 Patrice II | R. McDonald | KA |
| KA 94 Saga III | M.R. Wood | KA |
| KA 95 Vanessa | John M. Phillips | KA |
| KA 96 Esbe | J.W. Smallwood | KA |
| KA 97 Loki | F.D. Linacre | KA |
| KA 98 Trident | Backwell & Gardiner & Pizer | KA |
| KA 99 Ship | A.L. Phillips | KA |
| KA 100 Silja | A.D. Hill | KA |
| KA 101 Chance | W.J. & J.W. Rice | KA |
| KA 102 Harmony II | B.W. Hamilton | KA |
| KA 103 Carol Ann | L.W. Weeks | KA |
| KA 104 Polaris | Brackenridge & Chisholm | KA |
| KA 105 Black Hat | Harry Pickett | KA |
| KA 106 Scarlett | G. Jones | KA |
| KA 107 Pimpemel | | |
| KA 107 Amity | J. Puglisi | KA |
| KA 108 Loopy | I. Wood | KA |
| KA 109 Square One | J.K. Baron-Hay | D |
| KA 110 Nefertari | Ralph & Gibson | KA |
| KA 111 One Gun | I.D.B. Sutherland | KA |

| Name of Soling | Name of Owner | LB |
|----------------------|---------------------------|-----|
| KA 112 Papillon | J. Taylor | KA |
| KA 113 Wyuna | D.J. Vincent | KA |
| KA 114 Leda | Manford & Day | D |
| KA 115 Taworri | D.N. Robins | D |
| KA 116 Atalanta | S. Lodge | KA |
| KA 117 Battle Axe VI | W.K. Kopsen | KA |
| KA 118 Alexia | P. Briggs | D |
| KA 119 Thetis | P.R. Anderson | D |
| KA 120 Adios | Norman G. Booth | KC |
| KA 121 Harlequin | M. Whitnall | KC |
| KA 122 Elite | D. Brockhoff | KC |
| KA 123 Darkie | S.D. Corser | D |
| KA 124 Delivrance | Dallas Dempster | D |
| KA 125 Winkie | Peter L. Gillon | KAA |
| KA 126 Humbug | Berkeley & Whitworth | KAA |
| KA 127 Bojangles | K.S. Winterbottom | KAA |
| KA 128 Pocohontas | D. Forbes & Dennis O'Neil | KAA |
| KA 129 Pirilli | G.H. Stafford | - |
| KA 130 Gitana | W.J. Watson | - |
| KA 131 Yeromais II | J.A. Diacopoulos | KAA |
| KA 132 Buckshot | C.S. Jones | KAA |
| KA 133 Dilemma | C.J. & P.R. Susans | D |
| KA 134 Oh Calcutta | J.D. Hannes | D |
| KA 135 Old Blue | Bingemann & Woodroffe | D |
| KA 136 Revenge | A.J. Dunn | KAA |
| KA 137 Showbiz | J. McDonald | KAA |
| KA 138 Vamonos | R. Wilson | KAA |
| KA 139 Co-Re XIV | B.G. Waller | D |
| KA 140 Ringer | R.W. Corben | USC |
| KA 141 The Sting | R. Hudson | KAA |
| KA 142 Bounty IV | M. Gregory | KC |
| KA 143 Brolga | M.J. Andersen | KC |
| KA 144 Terror | R. Tarrett | KC |
| KA 145 Quixotic | F.I. Ford | KC |

Associate Members:

| | |
|--------------------|--------------------|
| Anderson, J. - | Graham, I. - |
| Bigelow, A. - | Mathews, D. - |
| Collins, Ian - | Mason, J. - |
| Cotter, K. Barry - | O'Neil, D.J. - |
| Diarmid, I. Mac - | Parry, D. - |
| Dickenson, J. - | Peipman, K. - |
| O'Donnell, P. - | Randell, A. - |
| Fahey, K. - | Skidmore, P. - |
| Fletcher, M.F. - | Tanner, K. - |
| Gregory, J. - | Tarrett, R.W. - |
| Highett, N. - | Walker, C. - |
| Hudson, Dr. R. - | Ward, J. - |
| Hurley, J.G. - | Whitworth, Craig - |

KB - BERMUDA

Total of Soling numbers: 22, Paid-up Solings: 15, LBs: K 16 - KC 4 - N 1 - Not issued: 1

Address:

Bermuda International Soling Association
P.O. Box 1313
Hamilton 5
Bermuda

National Officers:

President Harry D. Powell
Vice President Russel Hawksford
Secretary Jay C. Hooper

Abbreviations:

*R.B.Y.C. = Royal Bermudian Yacht Club.

| Name of Soling | Name of Owner | LB |
|---------------------------|---------------------------------|----|
| KB 1 Yup Too | Govt. Youth & Sports | N |
| KB 2 Aloma | Sold in US | K |
| KB 3 Foxy Lady II | Bruce Lines | K |
| KB 4 Bimbo | Norman Douglas | K |
| KB 5 Coquette II | Driscoll & Thompson & Hawksford | K |
| KB 6 Elusive | Colin Clarke | K |
| KB 7 Shanty | Erroll Cross | K |
| KB 8 War Baby IV | R.B.Y.C. | K |
| KB 9 Dawnreader | R.D. Butterfield | K |
| KB 10 Meteor | N. Maconochie | K |
| KB 11 Czar | Peter Shrubb | 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 Blood Sweat & Tears | Ponell & Hooper & Thatcher | KC |
| KB 18 Gladiator | Sold in US 1972 | K |
| KB 19 Chinese Gybe | Peter Shrubb | KC |
| KB 20 Alpha III | E.K. Cooper | KC |
| KB 21 Superstar | R.C. Cooper | KC |
| KB 22 Flash | P. Conen | K |

KC - CANADA

Total of Soling numbers: 131, Paid-up Solings: 71, LBs: D 3 - KC 128.

Address:

Canadian International Soling Association
Mr. Harry Roman
202 Harlandale Avenue
Willowdale, Ontario
Canada.

National Officers:

President Mrs. Rhoda Rosen
Treasurer Harry Roman
Secretary Harry Roman

International Officer:

Appointed to ISA: Charles S. Steinbach

Canadian Regional Fleets:

| | |
|--|--|
| 1. East Coast Fleet Chairman David Forsyth Secret./Treas. James O'Hagan | 3. West Central Fleet Chairman Peter Barber Secret./Treas. Blair Mc Lorie Vice Chairman Bill Abbott |
| 2. East Central Fleet Chairman Roger Rathbun Secret./Treas. John Norton Vice Chairman John Vines Vice Chairman Paul Vien | 4. Pacific Fleet Chairman A. Lex Harrison Secret./Treas. Bill Dickson |

| Name of Soling | Name of Owner | LB | |
|---------------------|-------------------------------|-------------|----|
| KC 1 ODDS'N Ends | W. Abbott | KC | |
| KC 2 | Abbott Boats LTd. | KC | |
| KC 3 | Charles Benson | KC | |
| KC 4 | Paul C. Birnie | KC | |
| KC 5 | Sold in USA (US 570) | KC | |
| KC 6 Quest | G.A. Guptill | KC | |
| KC 7 | Sold in USA | KC | |
| KC 8 | Harry Jones | KC | |
| KC 9 | Jack Ertel | KC | |
| KC 10 | M.A. Taylor | KC | |
| KC 11 | Iles of Bute | Gary Falcon | KC |
| KC 12 Dolly | D.L. Roy | KC | |
| KC 13 Karelia | Edmark & Broks & Kravis | KC | |
| KC 14 Typhoon | C. Baldwin | KC | |
| KC 15 | Larry Creaser | KC | |
| KC 16 The Children | James O'Hagan | KC | |
| KC 17 Hootmagandy | David Forsyth | KC | |
| KC 18 Chesga | Tom Ritchie | KC | |
| KC 19 | W. Spencer | KC | |
| KC 20 Whistler | Chris Walker | KC | |
| KC 21 | Sold in USA | KC | |
| KC 22 Harpoon | Douglas Currie | KC | |
| KC 23 Ceol Na Mara | R. Gilkie | KC | |
| KC 24 Pied Piper | Robert Palmberg | KC | |
| KC 25 Panacea | E.K. Tarezey | KC | |
| KC 26 Windhooker | Roy Stone | KC | |
| KC 27 Menis | John Munro | KC | |
| KC 28 | F. Ashworth | KC | |
| KC 29 | M. Simmonds | KC | |
| KC 30 Exorcist | P. Dwyer | KC | |
| KC 31 Maverick | George McClean | KC | |
| KC 32 Solong | Miles Kingan | KC | |
| KC 33 | Sold in USA | KC | |
| KC 34 Chicanery | W.G. Burgess & A. Harrison | KC | |
| KC 35 Roadrunner | Sold in US | KC | |
| KC 36 | R. Rathbun | KC | |
| KC 37 | C.W. Jones | KC | |
| KC 38 Force Eleven | K. Pullerits | KC | |
| KC 39 Ides of March | Murray Barrett | KC | |
| KC 40 Bugaboo | Elliot Title | KC | |
| KC 41 Joss | A. Woolnough | KC | |
| KC 42 | Sold in US | KC | |
| KC 43 | G. Lokash | KC | |
| KC 44 Go Lightly | Ron Chapman | KC | |
| KC 45 Alegrias | Sold in USA | KC | |
| KC 46 | Sold in US (Ed Henry) | KC | |
| KC 47 Longbow | G. Bartlett | KC | |
| KC 48 | Sold in USA | KC | |
| KC 49 Leprechon | F.M. Murphy | KC | |
| KC 50 Aries | Ken Garfinkel | 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 Adriot | Mrs. Bruce Lewis | KC | |
| KC 56 | J.R. Massey | KC | |
| KC 57 Chance | Wm. Diskoon & 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 | Ryan Scott | KC | |
| KC 63 Fu Tu | Alex Harrison | KC | |
| KC 64 Alana | John Tinker & Les Colhoun | KC | |
| KC 65 Jaydee | R. Herzig | KC | |

| Name of Soling | Name of Owner | LB |
|----------------|------------------------------------|----|
| KC 66 | Sold in Bermuda | KC |
| KC 67 | John L. Holmes | KC |
| KC 68 | Agriete John Long | KC |
| KC 69 | Esprit Dennis Sherwood | KC |
| KC 70 | Loin Fruits Paul & Bill Cote | KC |
| KC 71 | Solan George O'Brien | KC |
| KC 72 | HiJacker G. Doris | KC |
| KC 73 | Gray Ghost Roger Butler | KC |
| KC 74 | Sundance John Bates | KC |
| KC 75 | Don Barnes | KC |
| KC 76 | The end Alex Gregar | KC |
| KC 77 | Sine H.L. Walker | KC |
| KC 78 | Blandine Wally Walsh | KC |
| KC 79 | Papillon M. Letourneau | KC |
| KC 80 | Sold in US | KC |
| KC 81 | Black Rain Brig. Tretheway | KC |
| KC 82 | Payne & Simmons | KC |
| KC 83 | Jinn & Tonik Mike Gallendar | KC |
| KC 84 | Duck Soup Dakin | KC |
| KC 85 | Pisky Peter Hall | KC |
| KC 86 | Derek Crain | KC |
| KC 87 | M. Fawcett | KC |
| KC 88 | Elle Va Bill Wallace | KC |
| KC 89 | Erubus David Etlin | KC |
| KC 90 | North Wind Andy & Meray Horwarth | KC |
| KC 91 | White Gold Harry Roman | KC |
| KC 92 | Esprit Paul G. Vien | KC |
| KC 93 | Vamp III John Vines | KC |
| KC 94 | Gunter Busse | KC |
| KC 95 | Lightning John Norton | KC |
| KC 96 | Spook David Savage | KC |
| KC 97 | Cuckoo Two D. Wotherspoon | KC |
| KC 98 | Spook David Savage | KC |
| KC 99 | Dynamite Paul Backström | 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 | Ding-A-Ling Peter Mosher | KC |
| KC 105 | Longbow 2 Peter Barber | KC |
| KC 106 | Quax J. Conway | KC |
| KC 107 | Jean Fortier | KC |
| KC 108 | De Yacht de Quebec Inc. | KC |
| KC 109 | Jacques Dœudet | KC |
| KC 110 | Sold in US (599) | KC |
| KC 111 | Ketchop Rhoda Rosen | KC |
| KC 112 | Mauria Joel Walker | KC |
| KC 113 | Emigrant Rob Palmberg | D |
| KC 114 | John Evans | KC |
| KC 115 | Cuckoo III John Melville | KC |
| KC 116 | Capriccio J.Rob Mahylis & B.D.Dale | KC |
| KC 117 | Streaker G. & B. McLorie | KC |
| KC 118 | Screech Quentin Wahl | D |
| KC 119 | K.E. Mac Culloch | KC |
| KC 120 | Windhooker II Charles Steinbach | KC |
| KC 121 | Iolaire A.Y. KcLean | KC |
| KC 122 | Delusions Andreas Josenhans | KC |
| KC 123 | Fancy Bob Brodie | KC |
| KC 124 | Charming Sandy McMillan | KC |
| KC 125 | Molly III John Jones | KC |
| KC 126 | Abbott Boats | KC |
| KC 127 | Blue Chip Ken Giles | KC |
| KC 128 | The Great Jim Beatty | KC |
| KC 129 | Speckled Bird Paul Henderson | KC |
| KC 130 | Sunshine John Weiss | KC |
| KC 131 | Surays Rob. Caldwell | KC |

Associate members:
Christensen, Peter De Galoscy, Zig
Lashi, Wayne Nelson, Dong



KJ - JAMAICA
Total of Soling numbers: 3, Paid-up Solings: 0, LBs: N 3.

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

| Name of Soling | Name of Owner | LB |
|----------------|---------------|----|
| KJ 1 | Rey Muchlow | N |
| KJ 2 | G. Ward Young | N |
| KJ 3 | S.J. Burton | N |

KR - RHODESIA

Total of Soling numbers: 1, Paid-up Solings: 0, LBs: D 1.

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

| Name of Soling | Name of Owner | LB |
|----------------|-----------------------------|----|
| KR 1 | Skungwa W.A. Burdett-Coutts | D |

KZ - NEW ZEALAND

Total of Soling numbers: 14, Paid-up Solings: 12, LBs: Ka 1 - KZ 9 - KZA 3. Not issued: 1.

Address:
New Zealand Soling Association
Mrs. Beverley Davidson
P.O.Box 33,097 - Takapuna
Auckland 9
New Zealand

| Name of Soling | Name of Owner | LB |
|----------------|-----------------------------|-----|
| KZ 1 | Solveig J. Gillingham | KA |
| KZ 2 | Solitaire Hugh Poole | KZ |
| KZ 3 | Donnybrook J. Dyes & Thom | KZ |
| KZ 4 | Snark II I. Gibbs | KZ |
| KZ 5 | Solway Steamer F. Driessen | KZ |
| KZ 6 | Vibrant W. Moyes | KZ |
| KZ 7 | Zeus S. Fisher & Spannake | KZ |
| KZ 8 | Boojum II I. Gibbs | KZ |
| KZ 9 | Rangitira D. Green | KZA |
| KZ 10 | Ghost Alan Ballintine | KZA |
| KZ 11 | Tiamaria J. Bruton | KZA |
| KZ 12 | California Jack R. Davidson | KZ |
| KZ 13 | Not issued | - |
| KZ 14 | Solitude H. Poole | KZ |

L - FINLAND

Total of Soling numbers: 39, Paid-up Solings: 27, LBs: D 18 - K 1 - L 13 - N 2. Not issued: 5.

Address:
Finnish Soling Association
Mr. Vladimir Marschan
Solnavägen 7 c
00330 Helsinki 33
Finland.

| Name of Soling | Name of Owner | LB |
|----------------|--|----|
| L 1 | Anitra Björn Sandelin | N |
| L 2 | Sold in Sweden | L |
| L 3 | Blues Pekka Vaahtera | N |
| L 4 | Syling Arne Bläser | L |
| L 5 | Carmen Sold into Denmark | D |
| L 6 | Miss Sex Pauli Vatanen | L |
| L 7 | Ar-Lii W. Neovius | L |
| L 8 | Nina Pauli Riihä | L |
| L 9 | Not issued | - |
| L 10 | Red Booster K. Michelsson & B. Backman | L |
| L 11 | Stress Johan Carpelan | L |
| L 12 | Not issued | - |
| L 13 | Viuhattaja Pakkanen & Virkola | L |
| L 14 | Hattiwarti Yrjö Wiherheimo | L |
| L 15 | Twil IV A. Carpentier | L |
| L 16 | Lokka Mikko Tuominen | D |
| L 17 | Aiolos P. Ahlmaa & B. Backman | D |
| L 18 | Seima Sofie Harri Saarnio | D |
| L 19 | Not issued | - |
| L 20 | Bahia Sold in Denmark | D |
| L 21 | Sol-Inga Ulf Kyntzell | K |
| L 22 | Ariana IV Åke Gulin | L |
| L 23 | Stress Sold in Sweden | L |
| L 24 | Ca-Ro VII Seppo Oksanen | D |
| L 25 | Tee-Pee Teuvo Pullinen | D |
| L 26 | Felicia Karl Holma | D |
| L 27 | Fakir Teemu Laine | L |
| L 28 | Not issued | - |
| L 29 | Not issued | - |
| L 30 | Sirocco II Kalle Virkkunen | D |
| L 31 | Nordic VII Kai Wagello | D |
| L 32 | Spectrum L.Gallen & H.Thelen | D |
| L 33 | Carmen II Vladimir Marschan | D |
| L 34 | Virus B Seppo Oksanen | D |
| L 35 | Finnmaid Matti Jokinen & M. Paloheimo | D |
| L 36 | Felicia Holma & Lehtinen | D |
| L 37 | Twink Sam Hartikainen | D |
| L 38 | Fever Kurt W. Nyman | D |
| L 39 | Juka Puhakka | D |

M - HUNGARIA

Total of Soling numbers: 6, Paid-up Solings: 0, LBs: M 6.

Address:
Mr. I. Starnfeld
Hungarian Yachting Association
Rosenberg, H. Utca 1
1054 Budapest V
Hungary

| Name of Soling | Name of Owner | LB |
|----------------|----------------------------|----|
| M 1 | Hungarian Shipyard & Crane | M |
| M 2 | Hungarian Shipyard & Crane | M |
| M 3 | Under construction | M |
| M 4 | Under construction | M |
| M 5 | Under construction | M |
| M 6 | Under construction | M |

MO - MONACO

Total of Soling numbers: 1, Paid-up Solings: 1, LBs: D 1.

Address:
Yacht Club de Monaco
Losange d'Or
Avenu De Monte Carlo
Porte De Monaco
Monaco
President: Gerard Battaglia

| Name of Soling | Name of Owner | LB |
|----------------|-------------------------------|----|
| MO 1 | Artea II Yacht Club De Monaco | D |

MX - MEXICO

Total of Soling numbers: 6, Paid-up Solings: 0, LBs: D 1 - K 3 - US 1, LBs unknown: 1.

Address:
Association Soling de Mexico
Apartado 58
Av. De la Aguada 9,
Acapulco, GRO
Mexico

| Name of Soling | Name of Owner | LB |
|----------------|---------------------------------------|----|
| MX 1 | Carajó José de la Vega | K |
| MX 2 | Manuía Guillermo Hudson & E. Lavander | K |
| MX 3 | Otapan Jorge Escalante | K |
| MX 4 | Barquita Enrique Baun | US |
| MX 5 | Not issued | - |
| MX 6 | Otapan II Georg Escalante | D |

N - NORWAY

Total of Soling numbers: 85, Paid-up, Solings: 21, LBs: D 8 - K 2 - KA 1 - N 69 - NA 3. Not issued: 2.

Address:
Norwegian Soling Association
Mr. Thor Bjørn Lie
Nedre Movei 6
Nesoddtangen
Norway

National Officers:
Chairman Ivar Tandberg
Treasurer Svein Ivarson
Secretary Mrs. Bente Bæe
Member: Christian Anker

| Name of Soling | Name of Owner | LB |
|----------------|----------------------------------|----|
| N 1 | Darling H. Børshem | N |
| N 2 | Aif Kvamsæe | N |
| N 3 | Consoling Thor Berger | N |
| N 4 | Sold in Sweden (S 17) | N |
| N 5 | Bjørn Øvrebø | N |
| N 6 | Tedden Johan Troye | N |
| N 7 | Sold in USA | N |
| N 8 | Jens C. Hagen | N |
| N 9 | Schalpel Øivind Langaard | N |
| N 10 | Chatzy Morten Helsing | N |
| N 11 | Aquarius B. Gran Jensen | N |
| N 12 | Mad Kjell Juell | N |
| N 13 | Skaal Hans Strelin | N |
| N 14 | J.O. Johnson | N |
| N 15 | Not issued | - |
| N 16 | H.T. Evensen | N |
| N 17 | Gregar Gregard Heje | N |
| N 18 | Tøy II Sold into Austria | N |
| N 19 | Krill III Kjell Johansen | N |
| N 20 | Patrio Jens Dietrichson | N |
| N 21 | Tjuett T.P. Ambjörnson | N |
| N 22 | Tobo D.J. Newing | N |
| N 23 | S. Sieger | N |
| N 24 | Einar Riis | N |
| N 25 | Lasse Phil-Johansen | N |
| N 26 | Duet Jens Kuhnle | N |
| N 27 | Elskling Are Thjømøe | N |
| N 28 | Spem III L.M. Hesselberg | N |
| N 29 | Askeladden IV Gun. Pettersen | N |
| N 30 | Polar Erik Flinder | N |
| N 31 | Dag Solberg | N |
| N 32 | Amigo II Gerh. Runshaug | N |
| N 33 | Era II Erling S. Lorentzen | N |
| N 34 | Mosquito VIII Hans Biong Nilsen | N |
| N 35 | Maraya Helge Myrvold | N |
| N 36 | Balder Knut Frederik Horn | N |
| N 37 | Albertine III J. & O. Vaagsnes | N |
| N 38 | Brdr. Høydahl | N |
| N 39 | Fram V Sold into USA (Jim Davis) | N |

| Name of Soling | Name of Owner | LB |
|--------------------|-----------------------------|----|
| N 40 Bliss | B. Mejlender-Larsen | N |
| N 41 Ischias | Carsten Andersen jr. | KA |
| N 42 Tidlig VIII | Olaf Ellingsen | N |
| N 43 Courage | G. Hestmark | N |
| N 44 | Kristen Rosenberg | N |
| N 45 Pimpernell | S. & L. Holst | N |
| N 46 | Nordahl Wallem | N |
| N 47 Virru | Condemned | N |
| N 48 New Smuggler | Ivar Tandberg | N |
| N 49 | Not issued | - |
| N 50 Sönnavind | Rudolf Ugelstad | K |
| N 51 Diva | Teddy Sommerschild | K |
| N 52 Balooba | Sold in Sweden | N |
| N 53 Langfoed jr. | Koefoed & Lange | D |
| N 54 Vivo XI | Ole Hartner | D |
| N 55 Skrulling | Sold in USA | D |
| N 56 Crazy VII | John Johnsen | D |
| N 57 Vagabonda | Ola Johannessen | D |
| N 58 Aprilis | Gundersen, Mathiesen & Berg | N |
| N 59 | Ørnulf Christensen | N |
| N 60 Svanen | Ole S. Christensen | N |
| N 61 | Ole Dahl | N |
| N 62 | Björn Tønnevold | N |
| N 63 | Christen Toft | N |
| N 64 | Jens Marcussen | N |
| N 65 Sidsel | Leif Gromstad | N |
| N 66 Sexy | Kjell Haslev | N |
| N 67 | Jan Eilertsen | N |
| N 68 | Eiling Jorksen | N |
| N 69 Searchin | Thor Bjørn Lie | D |
| N 70 | Jacob Kjelland | N |
| N 71 | Endre Rösjö | N |
| N 72 | Wilh. Wexels jr. | N |
| N 73 Flickan Lilla | Svein Ivarson | N |
| N 74 Smarting | Svein Ivarson | N |
| N 75 Norling | Sold into USA (Colius) | N |
| N 76 Fram VI | H.R.H. Crownprince Harald | N |
| N 77 | Jan Wexels | N |
| N 78 | Roy Hjerte | N |
| N 79 Skrulling | Sold in Australia | D |
| N 80 Mosqitu | Christian Anker | D |
| N 81 | J. Riiser | N |
| N 82 Caroline | Brdr. Grimsgaard | N |
| N 83 Pepp | Petter Christensen | NA |
| N 84 Perhaps | J. Linge & P. Lunde | NA |
| N 85 Candy | John S. Platou | NA |

Associate Members:

Andersen, Reidar
Bøe, Bente
Ferner, Finn Chr.
Fægri, Knut
Henrichsen, R.J.
Johannessen, Lars
Løken, Thor
Neergaard, Kalle

OE - AUSTRIA

Total of Soling numbers: 58, Paid-up Solings: 24, LBs: D 15 - G 1 - IA 1 - K 2 - N 5 - Z 16.
LBs unknown: 1.

Address:

Austrian Soling Association
Dr. Rudolf Schuh
Lufteneggerstrasse 12
4020 - Linz
Austria

| Name of Soling | Name of Owner | LB |
|--------------------|--------------------------------|----|
| OE 1 Fini-Gerti | Segelschule Steiniger Nussdorf | N |
| OE 2 Baladin | Fred Schaschl | Z |
| OE 3 Opa | Rupert Engl | Z |
| OE 4 Bramhosen | Walter Hofwimmer | Z |
| OE 5 Playboy II | Anton Hutterer | Z |
| OE 6 Jutta II | Wolf Klammerth | K |
| OE 7 Evita | Norbert Fischer | K |
| OE 8 Mandarin | Christian Beurle | Z |
| OE 9 Haxl | Ernst Frauscher | Z |
| OE 10 Shangri-Id | Roman Rosenstingl | Z |
| OE 11 Ginger | Segelschule Gmunden | Z |
| OE 12 Ilse II | Ilse Steinwald | Z |
| OE 13 Orion | Erich Reidl | Z |
| OE 14 | Ernst Plech | G |
| OE 15 Mascotte | Walter Obermayr | Z |
| OE 16 Hermes | Segelschule Velden | Z |
| OE 17 Unda | Leopold Kapsamer | Z |
| OE 18 Kranich II | Rudolf Schuh | D |
| OE 19 | R. Posch | N |
| OE 20 Petra | Helmut Lehner | F |
| OE 21 | Josef Sintschnig | F |
| OE 22 | Karl Stangl | N |
| OE 23 Herundo | Christian Peters | D |
| OE 24 | Hans Peter Lutz | D |
| OE 25 | Kurt Perwolf | Z |
| OE 26 Ikumea | August Niederhauser | D |
| OE 27 Pourquoi Pas | Heinz & Klaus Krebs | D |
| OE 28 Evita | Carl Auteried | D |
| OE 29 | Robert Trimmel | D |
| OE 30 | Segelschule Gmunden | D |
| OE 31 Sindbad | Gerhard Fellner | N |
| OE 32 | Reinhold Pöllweis | D |
| OE 33 Micki Macko | Wolfgang Hummer | D |
| OE 34 Daniel | Kay Mansmann | Z |

| Name of Soling | Name of Owner | LB |
|------------------|--|----|
| OE 35 Repluz | Rupert Engl | N |
| OE 36 Playboy IV | Vitalis Schreiber | N |
| OE 37 Cato | Hans Tod | - |
| OE 38 Bees | J.Schönburg-Hartenstein | D |
| OE 39 | Klinar | IA |
| OE 40 | Pfeffer Norbert | D |
| OE 41 May Be | Hubert Raudaschl | IA |
| OE 42 Caprice | Wilfried Wolfmayr | IA |
| OE 43 Kirke III | Gunter Rösner | IA |
| OE 44 Alk | Georg Rutkenseiner | IA |
| OE 45 | J.Sedlak | K |
| OE 46 | Under construction | - |
| OE 47 | Under construction | - |
| OE 48 Baladin | M.B. Rübemann | D |
| OE 49 | | |
| OE 50 Shangri-La | Helmut Reischer | D |
| OE 51 | | |
| OE 52 | (The OE-Association regret these jumb and will never do it again). | |
| OE 53 | | |
| OE 54 | | |
| OE 55 | | |
| OE 56 | Ewald Schmidberger | - |
| OE 57 | | |
| OE 58 Baladin | Ulrich Stohschneider | KC |

P - PORTUGAL

Total of Soling numbers: 2, Paid-up Solings: 0, LBs: K 2.

Address:

Federacao Portuguesa de Vela
Rua do Arce de Cego 90-58
Lisboa
Portugal

| 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, Paid-up Solings: 1, LBs: D 1.

Address:

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

| Name of Soling | Name of Owner | LB |
|----------------|---------------|----|
| PH 1 Diwata | Mario Almario | D |

PK - PAKISTAN

Total of Soling numbers: 2, Paid-up Solings: 0, LBs: N2.

Address:

Pakistan Yachting Association
P. N. Dockyard
c/o Fleet Mail Office
Karachi
Pakistan

| 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, Paid-up Soling: 0, LBs: K 1.

Address:

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

| 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.

PZ - POLAND

Total of Soling numbers: 3, Paid-up Solings: 2, LBs: D 2 D 2 - N 1.

Address:

Polski Związek Zeglarski
Warszawa
Chocimska 14
Polen

| Name of Soling | Name of Owner | LB |
|----------------|------------------------|----|
| PZ 1 Pampero | Polish Yachting Ass. | N |
| PZ 2 Jumble | Yacht Club Szczecinski | D |
| PZ 3 Amok | Stocznia Szczecinska | D |

S - SWEDEN

Total of Soling numbers: 112, Paid-up Solings: 37, LBs: D 23 - F 12 - K 10 - L 10 - N 54 - Z 1. Not issued: 1. LB unknown: 1.

Address:

Swedish Soling Association
Box 22114
104 22 Stockholm
Sweden

National Officers:

Chairman Nils Skaar
Vice Chairman Mats Nyström
Treasurer Karl Falk
Secretary P.O. Lundström
Members Olle Kinch
Håkan Kellner
Lars Johan Norrby

International Officer:

Elected to ISA: Tom Nyström

| Name of Soling | Name of Owner | LB |
|---------------------|-----------------------|----|
| S 1 Essett | H.M. King Carl-Gustav | N |
| S 2 | Anders Jarborn | N |
| S 3 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 | N |
| 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 Haforkestern | Svante Helligren | N |
| S 21 Leiban | Lars-Johan Norrby | N |
| S 22 Cumling | Nils Skaar | N |
| S 23 | Leif Ullström | N |
| S 24 Coriol | Sven Hjort | N |
| S 25 | Torkel Fuhre | 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 | Almqvist & ambrusson | N |
| S 34 Spunk | Per Seiden | N |
| S 35 Kärlek III | Peter Samuelsson | N |
| S 36 | Jan Wallenberg | N |
| S 37 Sixpence | Rune Nilsson | N |
| S 38 Orient | Roger Streling | N |
| S 39 Amulette | Karl R. Amein | 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 Amores | Knut Beckman | N |
| S 45 | Tage Lindqvist | F |
| S 46 | Sold into USA | F |
| S 47 | Lennart Larsson | F |
| S 48 | Esbjörn Bruske | F |
| S 49 Smiling | Erik Nyström | N |
| S 50 Fantast | Tor Albertsson | F |
| S 51 Wasa | Per Säwe | L |
| S 52 | Returned to LB | - |
| S 53 Lill-Yra | Sture Äqvist | L |
| S 54 Aabrendland | Fred Rosenthal | N |
| S 55 Aquarius | Jan Åke Eriksson | Z |
| S 56 Solsting | Fredrik Winberg | L |
| S 57 Finnsteam | Sold into USA | L |
| S 58 Chris | Kristoffer Andersz | K |
| S 59 | Lars Peter Wählin | K |
| S 60 Lorna | Maria Andersson | K |
| S 61 Fantasi | Sold into Switzerland | K |
| S 62 Splice | Sven Olsson | N |
| S 63 Fiffi II | Kent Andersson | N |
| S 64 Sha-Sha | John Albrechtsson | D |
| S 65 Blott XII | Sold into USA | D |
| S 66 Humbug IX | Sold into Norway | K |
| S 67 Nemphs | Rolf Thörnqvist | L |
| S 68 Zeka Varg | B.-G. Karlsson | K |
| S 69 Red Baron | John Svalander | N |
| S 70 Snorkfröken | B. & S. Eklund | L |
| S 71 Aurora | Erik Fromell | L |
| S 72 La Bamba | Stig Johansson | N |
| S 73 Play | Svan A. Svansson | N |
| S 74 Phillipin | Stefan Hellberg | F |
| S 75 SjuFemman | Mats Nyström | L |
| S 76 Lotte | Bertil Antonsson | N |
| S 77 Netan | Lars Tholst | D |
| S 78 Molin-Gee | Ralph Molin | N |
| S 79 Blue Shark | Per Lindberg | N |
| S 80 Plebb IV | Thomas Wrande | N |
| S 81 Mon Dieu | Peter Schultz | F |
| S 82 Amigo | Claes-Göran Borg | N |

| Name of Soling | Name of Owner | LB |
|-----------------------|----------------------|----|
| S 83 Aquavit | Arved von Gruenewald | D |
| S 84 Salting III | Anders Gunnarsson | L |
| S 85 Sundance | Lars Swahn | D |
| S 86 Silvervingen XII | 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 | Peter Wallenberg | D |
| S 91 Humbug | Sold into USA | D |
| S 92 Ingela | Roxberg. Brothers | K |
| S 93 NN | Jan-Olov Olsson | N |
| S 94 Kim IV | Kurt Blomgren | D |
| S 95 Magdalene | S. Eklund | N |
| S 96 Solita | Håkan Kellner | D |
| S 97 Acqua Blå | Olle Kinch | D |
| S 98 Amorita II | Ragnar Lindstadt | D |
| S 99 Humbug | Sold in West India | D |
| S 100 Blott XIV | Alfred Strohneyer | D |
| S 101 OHI Calcutta | Sold in Australia | D |
| S 102 Fox | Glaes Kellgren | D |
| S 103 Salting IV | Anders Gunnarsson | D |
| S 104 Solungen | Lars Lindén | N |
| S 105 Debutant | J. Sundelin | N |
| S 106 Spirit | Curt Duckman | N |
| S 107 Humlen | Johan Sundberg | D |
| S 108 Humbug | Pelle Pettersson | D |
| S 109 Cannon Ball | Elmar Nyblom | L |
| S 110 Spirit II | Curt Duckman | D |
| S 111 Blott XVII | Stig Wennerström | D |
| S 112 Cap | John Peter Ryyott | D |

SA - SOUTH AFRICA

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

Address:
South African Soling Association
Post Office Box 3540
Durban 4000
Republic of South Africa
Secretary and Treasurer: D.J. Hailburton

| Name of Soling | Name of Owner | LB |
|--------------------|------------------|----|
| SA 1 Solitaire | C.B. McCurrach | K |
| SA 2 Apollo | D.H. de la Porte | 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. Hailburton | K |
| SA 10 Merlemaid | G. Hegie | SA |
| SA 11 Aurora | D.N. Stuart | SA |
| SA 12 Aquila | D.N.J. Walton | SA |
| SA 13 Solecism | H.A. Campbell | SA |
| SA 14 Argonaut III | I. Haggie | SA |
| SA 15 Kate | E.S.K. Tucker | SA |
| SA 16 Skigwa | D. Ord | D |

SR - U.S.S.R.

Total of Soling numbers: 19, Paid-up Solings: 5, LBs: D 11 - N 3 - KC 1 - L 1. Not issued: 3.

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

Abbreviations:
*CSK VMF = Central Sport Club of Naval Fleet

| Name of Soling | Name of Owner | LB |
|-------------------|---------------------|----|
| SR 1 Aikhal | Yacht Club V.M.F.* | N |
| SR 2 | USSR Y.R.A. | N |
| SR 3 Makumba | Yacht Club Kalev | D |
| SR 4 Varlag | Yacht Club CVSK | D |
| SR 5 Admiral | Yacht Club Zenith | D |
| SR 6 | Sudimport | D |
| SR 7 Aihal | Yacht Club V.M.F.* | D |
| SR 8 Stimul | Yacht Club DSO Trud | L |
| SR 9 Nord | Yacht Club Trud | N |
| SR 10 | Sudimport | D |
| SR 11 Konflikt | Sportcom RSFSR | D |
| SR 12 Delphin | Y.C. "Sudostroitel" | D |
| SR 13 Vikings | Y.C. "Jalgiris" | D |
| SR 14 | Under Construction | - |
| SR 15 | Under Construction | - |
| SR 16 Olen | CSK VMF* | KC |
| SR 17 | Under construction | - |
| SR 18 Alehka | Sportkomitet AZ.SSR | D |
| SR 19 Makumba III | Y/C DSO "Kaley" | D |

TH - THAILAND

Total of Soling numbers: 2, Paid-up Solings: 2, LBs: D 2.

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

| Name of Soling | Name of Owner | LB |
|----------------|-------------------------|----|
| TH 1 | King Bhumibol Adulyadej | D |
| TH 2 Durian | Dawee Chullasapya | D |

US - USA

Total of Soling numbers: 655, Paid-up Solings: 262.
LBs: D 18 - F 27 - L 17 - KA 10 - KC 273 - L 1
- N 58 - US 186 - USA 30 - USB 15 - USC 6 - ZZ.
Not issued: 24.

Address:
United States Soling Association
Charles Q. Kamps
780 N. Water Street
Milwaukee, Wisconsin 53202, U.S.A.

National Officers:
President George Francisco, III
Vice President Sam Merrick
Treasurer Charles Kamps
Honorary Secretary Sam Mercer
Past President Bruce Lee

International Officers:

Elected to ISA: Bruce Lee (Vice President)
Appointed to ISA: Maurice Rattray, Jr. (Chairman of Technical Committee) and George H. Francisco III.

Regional Vice Presidents:

Atlantic Coast Northwest
Samuel N. Merrick Dr. Maurice Rattray, Jr.
401 North Street, V.P. 1315 Lexington
Southwest Washington, Way, East Seattle
D.C. 20024 Washington 98102

Midwest Southwest
Walter Nielsen Loe Ellis
Instud, West 18902 El Camino Real
Monroe Street 30 Houston
Chicago Ill. 60613 Texas 77058

West Coast Southeast
Sam Mercer John O. Ulbrich
40 Lundy Lane 2741 N.E. 35th, Dr
San Mateo, Ca 94402 Fort Lauderdale
Florida 33306

U.S. Soling Fleet Captains

| Fleet | Captain | Address |
|-------|------------------------|--|
| 1. | Charles M. Smythe, Jr. | 1111 S. Post Oak Rd., 706 Houston, Texas 77027 |
| 2. | Archie Cassingham | 378 Collado Rd. Scotts Valley, CA. 95060. |
| 3. | Ken Sprunt | 1726 Fairway Dr. Wilmington, NC 28401 |
| 4. | Bill Engle | 5702 218th SE Woodinville, WA. 98072 |
| 5. | Bob McNeil | 845 Pine San Francisco, California, 94180 |
| 6. | Art. Villavecchia | P.O. Box 51275 New Orleans, LA 70151 |
| 7. | David Sharpnack | 1518 Sonoma Ave. Albany, CA. 94706 |
| 8. | Alan R. Lillie | 1809 E. Cumberland Milwaukee, Wis. 53211 |
| 9. | John C. Meleny | 30 Brace Terrace Dobbs Ferry New York 10522 |
| 10. | William Hegarty | Mead's Point Greenwich Conn. 06830 |
| 11. | J. Kenneth Baxter | 10 Dartmouth Road Marblehead Mass. 01945 |
| 12. | Bill Fields | 30431 Paseo Del Valle Laguna Niguel CA 92677 |
| 13. | Ken Young | 532 Spoleto Pacific Palisades CA 90272 |
| 14. | John Hiagney | 37 Larchmont Avenue Larchmont New York 10538 |
| 15. | Lloyd & Marion Mahone | 270 Hillspoint Road Westpoint Conn. 06880 |
| 16. | Barnaby Blatch | 401st. National City Bank 399 Park Ave. New York. N.Y. 10010 |
| 17. | Bill Logan | 3748 Warner CA 92108 |
| 18. | Al Fay | 1834 Ralston Pl. Crofton, MD. 21113 |
| 19. | Ed B. Henry, Jr. | 961 South Brys Drive Grosse Point Woods, Michigan 48236 |
| 20. | John M. Odenbach, Jr. | 500 Whalen Road Penfield, N.Y. 14526 |
| 21. | William Wyckoff | 900 Illinois Rd. Wilmette, Ill. 60091 |

| | | |
|-----|--|--|
| 22 | Narragasset Bay - | 30. Peter Galloway 108-1B Woodside Village Stamford Conn. 06905 |
| 23. | | |
| 24. | John D. Moyers 1508 N. State St. Chicago, Ill. 60610 | 31. Bob Stengle 5438 Kirkwood Place Honolulu HI 98813 |
| 25. | Jonathan M'Kee 16709, 41st Ave NE Seattle, Wa 98155 | 32. Walther E. Blum 21 Brook Lane Great Neck, New York 11023 |
| 26. | David Fox 529 Highland Street Houston Texas 77009 | 33. Mark Hullings 622 Cape Cod Corpus Christi, Texas 78412 |
| 27. | Donal LeBaron 349 Greco Ave. Coral Gables Ill. 37146 | 34. Abbott L. Reeve Deep Cove, Mount Desert, Maine 04860 |
| 28. | Richard Hockart 905 Easton Place Dallas TX 75218 | 35. Dennis Kovach 204 Shady Lane Dr. Bellefontaine, Ohio 43311 |
| 29. | Arthur Sanson, jr. P.O. Box 3688 Bahai Mar Station Fort Lauderdale Florida 33316 | 36 Randall Schweitzer 1025 Santa Barbara CA 93101 |

Name of Soling Name of Owner LB

| Name of Soling | Name of Owner | LB |
|--|------------------|----------------------------|
| Abbreviations: B.H.S.C. = Boston Harbor Sailing Club. | | |
| US 1 | Charles Bridgers | K |
| US 2 | Harlequin | E. Stoltz |
| US 3 | Wirrinda | Douglas Arrol |
| US 4 | | Michael Bruneau |
| US 5 | | Offshore Sailing School |
| US 6 | | Offshore Sailing School |
| US 7 | | Offshore Sailing School |
| US 8 | | Alex Murcnison |
| US 9 | Cloud Ix | Ron White |
| US 10 | | Knowles Bittman |
| US 11 | Linda | Ann Kunz |
| US 12 | Pupdog | Williard Standiford |
| US 13 | | Roy Gunther |
| US 14 | Chip | Fred Monk |
| US 15 | | Sailing Symposium |
| US 16 | Promesas | Wh. & Sue Shay |
| US 17 | Shadowfax | Jerry Derryberry |
| US 18 | | Robert O'Brien |
| US 19 | Next Year | Gilbert Mc Kenzie |
| US 20 | Streak | George C. Francisco III |
| US 21 | | Robert Pearson |
| US 22 | | Thomas H. Wright |
| US 23 | | Jorge Mantilla |
| US 24 | Twist O'Lemon | John Wirhgt |
| US 25 | Moonlighter | Joe Hoksema |
| US 26 | Poch | Robert Scott |
| US 27 | | Tom Roe |
| US 28 | Flare | Thomas Droscher |
| US 29 | | Jack Freidman |
| US 30 | | Martin Bludworth |
| US 31 | Sea Train | Mark Hullings |
| US 32 | Bandit III | Charles Buckner |
| US 33 | Tabasco | Albert Fay |
| US 34 | | W.G. Wofford |
| US 35 | Zelda | Texas Intern. Sailing Ass. |
| US 36 | Hornet | Charles Milby |
| US 37 | Skol | Tom Curtis, jr. |
| US 38 | Spy | Ernie Fay |
| US 39 | Peril | Frank Howard |
| US 40 | Kahuna | Richard Wood |
| US 41 | Loki | Peter Meyer |
| US 42 | Shu | Nelson Steenland |
| US 43 | Mary Lee | Albert Crutcher |
| US 44 | Spark | Stanley L. Wessel, Jr. |
| US 45 | Cotings | Bill Foulk |
| US 46 | Flying Fox | Patricia Wallmuller |
| US 47 | Stinger | Michael Cary |
| US 48 | Nebulous | Wm. E. Hegarty |
| US 49 | | Condemned 1970 |
| US 50 | Spray VIII | Elmer M. Walsh |
| US 51 | Amadis | Leon Mc Intyre |
| US 52 | Prisa | Bill Hoagland, Jr. |
| US 53 | | Hans Kronanwaither |
| US 54 | | Edward Lores |
| US 55 | Skookum | Donald E. Hillman |
| US 56 | Rocinante | Zarry Palton |
| US 57 | Ile de Fleur | John Drisioll, IV |
| US 58 | Allegro | John Vernalie |
| US 59 | | Charles Collins |
| US 60 | | Jaffrey Robinson |
| US 61 | Red Devil | Charles Ullman |
| US 62 | | John Parsons |
| US 63 | Judy Tomorrow | Manning Grinnan |
| US 64 | Wesp | Kelly D. Williams |
| US 65 | Nothung | Rudy Kreybig |
| US 66 | | Bruce Hacker |
| US 67 | | Edmund Dubois |
| US 68 | Bellwether | Tom Pichard |
| US 69 | Hero | H.W. Sturges, Jr. |

| Name of Soling | Name of Owner | LB | Name of Soling | Name of Owner | LB | Name of Soling | Name of Owner | LB |
|----------------|-----------------------|----|----------------|---------------------------|----|----------------|---------------------------|-----|
| US 70 | | US | US 171 | Grey Fox | KC | US 273 | Marigold | KC |
| US 71 | John Holleran | US | US 172 | Iojo | KC | US 274 | Abby Pat | KC |
| US 72 | Psyched Out | KC | US 173 | Blackhawk | KC | US 275 | Gurnet | KC |
| US 73 | Epee | KC | US 174 | | US | US 276 | Resistance | KC |
| US 74 | Aspens | US | US 175 | O Sole Mio | KC | US 277 | Viva Crash | KC |
| US 75 | Warwick Tompkins | US | US 176 | | US | US 278 | Auslese | KC |
| US 76 | Paper Tiger | US | US 177 | Peregrine | US | US 279 | Elysium | KC |
| US 77 | Pretty Maiden | US | US 178 | | US | US 280 | Harlequin | KC |
| US 78 | Blade | US | US 179 | Blue Skies | US | US 281 | | KC |
| US 79 | Sea Date | US | US 180 | Star Board | US | US 282 | Saki | KC |
| US 80 | Hartley Turpin | US | US 181 | Hudris | US | US 283 | | F |
| US 81 | Greyhound | US | US 182 | Alan II | US | US 284 | Sailing Dynamics | US |
| US 82 | Luhahai | US | US 183 | William Maul | US | US 285 | Jack Wood | US |
| US 83 | Luhahai | US | US 184 | Buttercup | US | US 286 | Richard Powell | US |
| US 84 | Atom | US | US 185 | Chris Thorne | US | US 287 | Peter Lentz | US |
| US 85 | Richard Brewer | US | US 186 | Red Baron | US | US 288 | Ernst Reeh | US |
| US 86 | Mike Hirsh | US | US 187 | Don Ascher | US | US 289 | Thomas Hale | KC |
| US 87 | Schramble | US | US 188 | Allan Russell | US | US 290 | John B. O'Toole III | KC |
| US 88 | All Out | US | US 189 | Bruce Breiding | US | US 291 | Sailboat Headquarters | KC |
| US 89 | Green Flash | US | US 190 | Rush Creek Educat. Found. | US | US 292 | George Davis | KC |
| US 90 | Wayne J. Austero | US | US 191 | Richard Weening | US | US 293 | Andrew Kennedy | KC |
| US 91 | Little Leaguer | US | US 192 | Tom Olson | US | US 294 | Butte Yacht Sails | US |
| US 92 | Jackie-Diane | US | US 193 | Vincant Berzins | KC | US 295 | Ed Ulrich | KC |
| US 93 | Jason Coe | US | US 194 | Bill Kenny | KC | US 296 | Marguette Univ. S.C. | KC |
| US 94 | Joe Ellis | US | US 195 | James Maedel | KC | US 297 | Maurice Rattray jr. | KC |
| US 95 | George Suman | US | US 196 | R.G. Haysson & Kamlutin | KC | US 298 | Bill Polly | KC |
| US 96 | Jene Honore | US | US 197 | Moly B. | KC | US 299 | John J. Freiburger | US |
| US 97 | Cayote | US | US 198 | Aquarius | KC | US 300 | John Hitt | US |
| US 98 | Quest | US | US 199 | Tonic | US | US 301 | Rush Creek Educat. Fund | US |
| US 99 | Jezebel | US | US 200 | Sassafras | US | US 302 | Ben Weil | N |
| US 100 | Jack Simmons | US | US 201 | Queen Mab | US | US 303 | Justin McCarthy | US |
| US 101 | Jay Cassell | US | US 202 | Brigadoon | US | US 304 | Charles Morgan | US |
| US 102 | Paul Schreck | US | US 203 | Blitz Krieg | US | US 305 | Mark Jennings | US |
| US 103 | Merc Tenser | KC | US 204 | Asylum | US | US 306 | Robert A. Mosbacher | N |
| US 104 | James Samuels | KC | US 205 | Walter Roberts | US | US 307 | James G. Ulmer | N |
| US 105 | Paul Schieffens | KC | US 206 | Fred | US | US 308 | Gerald Madigan | N |
| US 106 | Robert Fisher | KC | US 207 | MK II | US | US 309 | Will. Stuart | N |
| US 107 | Bob Fischer | KC | US 208 | Impulse | US | US 310 | Michael Duncan | N |
| US 108 | Corwine Vansant | KC | US 209 | Dueling | US | US 311 | W. Oscar Neuhaus | N |
| US 109 | Wim Dijkman | KC | US 210 | Clutches | US | US 312 | Dale Anderson | US |
| US 110 | H.J. Covey | KC | US 211 | Xiphius | KC | US 313 | Alessandro Vitelli | K |
| US 111 | Wilkening & R. Jester | KC | US 212 | American | KC | US 314 | Richard Dowling | US |
| US 112 | Stan Schwartzberg | KC | US 213 | Beagle | KC | US 315 | Jack Cannon | US |
| US 113 | Tom Finegan | KC | US 214 | Leo | KC | US 316 | Walter Jørgensen | US |
| US 114 | William Schoendorf | KC | US 215 | Sunshine | KC | US 317 | Bill Schwalbach | US |
| US 115 | John E. Jacobs | KC | US 216 | Richard Bewley | US | US 318 | Dayton Titsworth | N |
| US 116 | Kenneth Lloyds | KC | US 217 | Dion's Boat Yard | US | US 319 | Donald Conover | KC |
| US 117 | Eric Bruton | KC | US 218 | Peter Galloway | US | US 320 | Campbell & Fisher & Lucks | KC |
| US 118 | C.J. Butler | KC | US 219 | Frank B. Aubert | US | US 321 | Starkey D. Davis | KC |
| US 119 | Si | N | US 220 | Ole Skaarup | US | US 322 | Mark Ploch | US |
| US 120 | Per Lorentzen | N | US 221 | Mark Powley | US | US 323 | Carroll Beek | N |
| US 121 | Alvin Levine | KC | US 222 | Peter Kinechek | US | US 324 | Rice University S.C. | US |
| US 122 | Arthur M. Sanson | KC | US 223 | J.M. Thornbery | KC | US 325 | Paul Miller | KA |
| US 123 | Richard Brown | KC | US 224 | Frank McCarthy | KC | US 326 | Bruce Armstrong | KA |
| US 124 | Mark Maurer | KC | US 225 | Ralph de Loach | US | US 327 | A. Vennema | K |
| US 125 | Robert Woolsey | KC | US 226 | John J. Swigart | KC | US 328 | Harry Sindle | F |
| US 126 | Reed Bryant III | KC | US 227 | Norm Walker | KC | US 329 | Walter Crump | F |
| US 127 | Jay Pettit | KC | US 228 | Lee David Braver | KC | US 330 | William Payne | F |
| US 128 | John Payne | KC | US 229 | Robert Taylor, Jr. | KC | US 331 | Sailboats Inc. | F |
| US 129 | Mary Jiratz | KC | US 230 | Bruce Lee | KC | US 332 | Selim Rahme | F |
| US 130 | Peter Grimm | KC | US 231 | Harold Dean | KC | US 333 | Ed Berman | F |
| US 131 | David Mac Lachlan | KC | US 232 | Island Yachts | KC | US 334 | Mrs. Arthur McCashin | US |
| US 132 | Robert Whittlesey, II | KC | US 233 | David Sharpnack | KC | US 335 | Tom Willson | F |
| US 133 | William Schnell | KC | US 234 | John C. Berry Co. | KC | US 336 | Walet Yacht Sales | F |
| US 134 | Dick Byron | KC | US 235 | James Coggan | KC | US 337 | Walet Yacht Sales | F |
| US 135 | Henry Muller | KC | US 236 | John Swigart | KC | US 338 | Walet Yacht Sales | F |
| US 136 | Robert T. Stine | US | US 237 | Allen Boat Co. | US | US 339 | Eugene Walet | F |
| US 137 | Dennis Dixon | US | US 238 | Mark Luttrell | US | US 340 | Bud Olsen | F |
| US 138 | Jonathan Fink | US | US 239 | Robert Park | US | US 341 | V.I. Maitland | F |
| US 139 | J.R. Whitmore | US | US 240 | James A. Hayes | US | US 342 | Arthur Scott | F |
| US 140 | Vineyard Haven Y.C. | US | US 241 | Julian Sayers | US | US 343 | Robert E. Nahm jr. | F |
| US 141 | Missile | US | US 242 | Marsh Boat Sales | US | US 344 | C.J. Kjonlien | KC |
| US 142 | Rumor | US | US 243 | David Shannon | US | US 345 | New Port Yacht Sails | US |
| US 143 | Va-t-elle | KC | US 244 | Mrs. Paul Vignos Jr. | K | US 346 | Glen Stokdyk | US |
| US 144 | Sirenusa | US | US 245 | J.B. Richey | K | US 347 | Williard Wentz | US |
| US 145 | New Moon | US | US 246 | Walter E. Blum | K | US 348 | P. James Roosevelt | US |
| US 146 | Machette | US | US 247 | Edward Adler | K | US 349 | Dike Mason | US |
| US 147 | Tasmanian | US | US 248 | Arthur Lohrman | K | US 350 | John Wolcot | US |
| US 148 | Douill | US | US 249 | Edward T. Krumeich | K | US 351 | Larry Glenn | US |
| US 149 | Fling | US | US 250 | Robert Mc Goe | K | US 352 | Sigmund Derron | US |
| US 150 | Kjale Bad | US | US 251 | Alan Cassingham | K | US 353 | Tom Wheeler Yacht Sales | US |
| US 151 | Cutlass | US | US 252 | AI Castle | K | US 354 | Walt Sherman | US |
| US 152 | Gaucho | US | US 253 | Peguot Y.C. | US | US 355 | Stan Miller Sailboats | KC |
| US 153 | Woomera | US | US 254 | John Mc. Mahan | N | US 356 | Gaston Ortiz | KC |
| US 154 | Kari Kari | US | US 255 | James Conway | US | US 357 | Arnold Lancaster | N |
| US 155 | Orion | US | US 256 | Norm Olson | US | US 358 | Ernest Gooding | KC |
| US 156 | James Krebs | US | US 257 | Andrew Van Hirsch | US | US 359 | Louis Dehmow | KC |
| US 157 | William Caldwell, Jr. | US | US 258 | Ralph Decker | US | US 360 | Steve Colgate | KC |
| US 158 | Feather | US | US 259 | Edward Jakmauh | US | US 361 | Art Villavecchia | US |
| US 159 | Fancy Free | US | US 260 | Frank Orum | US | US 362 | Burr Brothers Boats | KC |
| US 160 | Puma | US | US 261 | John A. Kennedy | US | US 363 | Stanley Van Vliet | KC |
| US 161 | Fancy Free | US | US 262 | Robert Larsen | US | US 364 | Harry Malkonian | KC |
| US 162 | Puma | US | US 263 | J. Finkelstein | US | US 365 | Donald S. Cohan | US |
| US 163 | Fast Buck | US | US 264 | John Greene | US | US 366 | Richard Lyons | US |
| US 164 | Robert Kane | US | US 265 | John Haigney | US | US 367 | Richard Berkefeld | US |
| US 165 | Robert T. Jones | US | US 266 | Jury Sawycky | US | US 368 | Frank Carter | US |
| US 166 | Ronald Grant | US | US 267 | Shelby Bryan | US | US 369 | Lowell North & R. Haines | US |
| US 167 | Ronald Grant | US | US 268 | Mike Michel | US | US 370 | Malcolm McKay | KC |
| US 168 | Hal Drake | US | US 269 | Arthur Knox | US | US 371 | Lloyd Mahone | KC |
| US 169 | Henry Bonnar | US | US 270 | Duncan McIntosh | US | US 372 | Albert Frost jr. | US |
| US 170 | Bryan Kowalskie | US | US 271 | Marina Sailboats | US | US 373 | Fred Cooper | US |
| US 171 | Tom Crosby | US | US 272 | E.G. Wilcox, jr. | US | US 374 | Alfr. Elk | US |
| US 172 | Olympic Sailing Com. | US | US 273 | Northport Boatyard | US | US 375 | Eugene J. Faust | US |
| US 173 | T. Schenidau | US | US 274 | Donald Looman | KC | | Glenn Litchfield | USA |
| US 174 | Robert Coe | US | US 275 | Horace Merwin jr. | KC | | | |
| US 175 | Paul Davies | US | | | | | | |
| US 176 | Rosemary's Baby | US | | | | | | |
| US 177 | Baby | US | | | | | | |
| US 178 | Numero Uno | US | | | | | | |
| US 179 | Elton Bellas | US | | | | | | |
| US 180 | Amor | KC | | | | | | |
| US 181 | Douglas Giddings | KC | | | | | | |
| US 182 | Dingo | N | | | | | | |
| US 183 | Donald Le Baron | N | | | | | | |
| US 184 | Lampoon | US | | | | | | |
| US 185 | Darryl Swenson | US | | | | | | |
| US 186 | Ripped Again | US | | | | | | |
| US 187 | Howard Canfield | US | | | | | | |
| US 188 | Shah Mate | US | | | | | | |
| US 189 | Thomas E. Povey | US | | | | | | |

| U | Name of Soling | Name of Owner | LB | U | Name of Soling | Name of Owner | LB | U | Name of Soling | Name of Owner | LB |
|--------|-----------------|------------------------|-----|--------|----------------|-------------------------|-----|--------------|-----------------|----------------------------|-----|
| US 376 | Agnes | Thomas Allen | USA | US 479 | Not issued | — | — | US 580 | Terrestrial New | Bill Engle | KC |
| US 377 | Sun | Larry Ashley | USA | US 480 | Not issued | — | — | World Cuckoo | Charles Milby | KC | |
| US 378 | Argo | Arthur Neville | KC | US 481 | Not issued | — | — | US 581 | Wringer | Lowell North | USC |
| US 379 | Viva | Wm. L. Hughes | USA | US 482 | Not issued | — | — | US 582 | Butterscotch | Stu Caton | KC |
| US 380 | | Robert Ryskisiwicz | KC | US 483 | Mim | Martyna M. Conway | KC | US 583 | Hallelujah | Al Lillie & D. Pfeiderer | KC |
| US 381 | | John E. Regan | KC | US 484 | | Gemico-Marlowe | USB | US 584 | Salerosa | Tony Smythe | KC |
| US 382 | Abacus | Mike Minietta | Z | US 485 | | Robert C. Cairns | USB | US 585 | King Fish | Hugh Bennett | USC |
| US 383 | | Jim Mayall | KA | US 486 | | Lawrence Suter | USB | US 586 | | John Mueller | USC |
| US 384 | | Holiday Harbor | KA | US 487 | | Not issued | — | US 587 | | George Hemmeter | N |
| US 385 | | Jim Beckner | KA | US 488 | | Not issued | — | US 588 | | Ojvind H. Lorentzen | KC |
| US 386 | | M.H. Harvey | Z | US 489 | Ultima | Linda Ann Kunz | KC | US 589 | | Kathleen Borkowski | KC |
| US 387 | Puffin | Smoak & Anderson | N | US 490 | | Barry O'Neill | F | US 590 | | David Froberg | KC |
| US 388 | | David A. Klein | N | US 491 | Proxy | Richard B. Nye | KC | US 591 | | Malcolm Bourne jr. | KC |
| US 389 | Sea Duce | Wm. Walters | KC | US 492 | Hardtack | Rob Alford | KC | US 592 | | Bill Buchan | KC |
| US 390 | Wind Wench II | Mike Lewin | KA | US 493 | | Sanford Smith | F | US 593 | | Barry Chessich | D |
| US 391 | | Thayer Crispin | F | US 494 | | Richard Norshorn | N | US 594 | Cocaracha | Wallace Springstead | USC |
| US 392 | Mystere | Joe Stewart | USB | US 495 | | Thomas Nelson | N | US 595 | | Jack Louv | KA |
| US 393 | | Gilbert I. Smith | USB | US 496 | | Jack McKenzie | USA | US 596 | | Manfred Rocker | KA |
| US 394 | | Randall Schweitzer | USB | US 497 | Freya II | Ken Young | KC | US 597 | | Bruce MacLedd | USC |
| US 395 | Caliente | Dealer | USB | US 498 | | Ted Keane | KC | US 598 | | Ronald Palm | KC |
| US 396 | | John McDonald | USB | US 499 | | Jim Flatt | USA | US 599 | Teal | Sold in Europe | KC |
| US 397 | Incredible Hulk | James Bewley | USB | US 500 | Rabbitt | Tom Slater | KC | US 600 | Shadow | John H. Van Dyke | KC |
| US 398 | | Joseph Stout jr. | USB | US 501 | Schroeder | Richard Dobroth | D | US 601 | | James V. Davis | N |
| US 399 | | Susan Hazlett | USB | US 502 | | George Summer | USB | US 602 | | R.N. Bavier & W.E. Hanson | KC |
| US 400 | Bacalao | Herbert H. Munsey, Jr. | USB | US 503 | Cumbac | Parker Reinhardt | N | US 603 | | Elliot Woodhull | KC |
| US 401 | | Allan P. Lucht | KC | US 504 | | Robert Mosbacher | KC | US 604 | Complication | Jerry Chambers | KC |
| US 402 | Grimmet | Lloyd F. Benson | KC | US 505 | Hoppe Quax | Schultz-Heik | D | US 605 | | N.Steenland & J. Lollar | KC |
| US 403 | Testa Rosa | Francies Tagbert | KC | US 506 | Hot Pants | Don Delorme | KC | US 606 | | Denis Doyle | KC |
| US 404 | Tri-Umph | Philip Drescher | KC | US 507 | | William J. Mayer | KC | US 607 | | Robert Whittlesey | KC |
| US 405 | | Allen Lucht | D | US 508 | | Walter W. Nielsen | KC | US 608 | | W.V. Castle jr. | KC |
| US 406 | Wotan | Gary van Tassel | D | US 509 | Caveat | Robert Mullaney | KC | US 609 | | John Regan | KC |
| US 407 | Chalala II | Douglas Buchholz | KC | US 510 | Windage | M.R. Morrison | KC | US 610 | | Don Peters | KC |
| US 408 | Fong | Manning Grinnan | USA | US 511 | Valhalla | Lawrence Jolma jr. | K | US 611 | | M. Rolleston | KC |
| US 409 | Eclipse | Charles P. Baker | USA | US 512 | Pat | Robert B. Polhemus | KC | US 612 | | Ernest Fay | KC |
| US 410 | Cuchulain | David Sprague | USA | US 513 | | Wm. Fuller | KC | US 613 | | William Fields | KC |
| US 411 | Ambush | Abbott Reeve | KC | US 514 | Frepon | Ed Clark | KC | US 614 | | Offshore Sailing School | KC |
| US 412 | Looseel | H.O.H. Frelingshuysen | D | US 515 | Godmother | David Fox | KC | US 615 | | John Ulbrich | KC |
| US 413 | Avenger | Gary Polage | USA | US 516 | Option | Tor Arneberg | KC | US 616 | | Offshore Sailing School | KC |
| US 414 | | Wm. Solari | USA | US 517 | | Richard Hokin | KC | US 617 | | Offshore Sailing School | KC |
| US 415 | Interloper | Bruce Chandler | USA | US 518 | Patriot | Robert Fry | USB | US 618 | | Offshore Sailing School | KC |
| US 416 | Goldbricker | J.C. Berry Co. | USA | US 519 | Strings | Gorden Britton | IC | US 619 | | Offshore Sailing School | KC |
| US 417 | | Jack Dollahite | USA | US 520 | Brise | R.A. Bennett | KC | US 620 | | Dr. T. Murphy | KC |
| US 418 | Gold Digger | W.P. Clements jr. | USA | US 521 | | Ed Powers | KC | US 621 | | Offshore Sailing School | KC |
| US 419 | | Phil Roach | USA | US 522 | Snaps | Hans Albertsen | D | US 622 | | Offshore Sailing School | KC |
| US 420 | Phoenix | Louis Aliaga | KC | US 523 | Plewacket | Lloyd Nelson | KC | US 623 | | Offshore Sailing School | KC |
| US 421 | Marlurugo | Offshore Yachts | KC | US 524 | Home Brew | Jack Dollahite | N | US 624 | | Offshore Sailing School | KC |
| US 422 | | Offshore Yachts | KC | US 525 | Crackerjack | Alfred Jaretzki III | KC | US 625 | Target | Don Asher | KC |
| US 423 | | Donald H. Stevens | KC | US 526 | | O.J. Young | KC | US 626 | | Edward Klein | KC |
| US 424 | Endeavor | S. Van R. Ulman | KC | US 527 | | Fred Ratiff | KC | US 627 | | Eldon M. Schalka | KC |
| US 425 | Noss | Larry Cavanaugh | D | US 528 | | Hoyt Miller | USA | US 628 | | Tom Murphy | KC |
| US 426 | Carpe Diem | Dave Orrik | N | US 529 | Hangower | John Odenbach | KC | US 629 | | William Moore | KC |
| US 427 | | Ed B. Henry | KC | US 530 | Seaweeb | Stewart Carter | N | US 630 | | Bud Melges | KC |
| US 428 | Bird House | Weems Estelle | KC | US 531 | Cirrus Richa | Richard A. Percoco | N | US 631 | | Richard Root | KC |
| US 429 | Nixe | John W. Lane | F | US 532 | Black Bean | Larry Brownback | N | US 632 | | Joe Ellis | KC |
| US 430 | Complex | G. Vandenberg | F | US 533 | | Ben Breining | KA | US 633 | | Greg Stevenson | KC |
| US 431 | Snooty Fox | Alan Berman | F | US 534 | | Charlie Robertson | KC | US 634 | Stick Bird | Bruce Goldsmith | USC |
| US 432 | Su-Su | Robert Taylor | KC | US 535 | | Mac Bargeron | F | US 635 | | Off shore sailing school | KC |
| US 433 | | Joe Dugan | KC | US 536 | | James McAteer | KC | US 636 | | Off shore sailing school | KC |
| US 434 | | John Welch | KC | US 537 | | S. Field Emerson | USA | US 637 | | Under constructions | — |
| US 435 | Slingshot | Bobby Weiss | KC | US 538 | Quest | Andrew Johnston | USA | US 638 | | Randy Schwitter | KC |
| US 436 | Rampage | Spencer Killogg, III | KC | US 539 | | Offshore Sailing School | USA | US 639 | | Chuck Blank | KC |
| US 437 | Winsong | L.H. Coffin | KC | US 540 | | Offshore Sailing School | USA | US 640 | | John D. Moyers | D |
| US 438 | | Arnold C. Gay Boatyard | USA | US 541 | Rub-A-Dub-Dub | Anthony Raimondi | D | US 641 | Jaws | Richard Stearns | KC |
| US 440 | High Voltage | George Crockett | KC | US 542 | Egret | James M. Baker | K | US 642 | | J.Alexander&L.Goodfield jr | D |
| US 441 | | Condemned 1970 | F | US 543 | Fire | Albert Fay | KC | US 643 | | John Meloney | KC |
| US 442 | Challenge | Morton Bromfield | K | US 544 | Filet | William Logan | KC | US 644 | | Steve Cooper | KC |
| US 443 | Esprit | Frank Rollins | F | US 545 | Challenge | Herman Whiton jr. | KC | US 645 | | Robert Park | KC |
| US 444 | Nosteal | Peter Brickfield | KC | US 546 | | A.B. Starratt | KC | US 646 | | John Lane | KC |
| US 445 | | P. James Roosevelt | D | US 547 | Campagna | Charles Kamps | KC | US 647 | | Albert Fay | KC |
| US 446 | Mandan | Leon I. Block | KC | US 548 | | Dwane Kime | KC | US 648 | | Peter Galloway | KC |
| US 447 | Apollo | Herb Lepage | KC | US 549 | Su Su | William Wente | D | US 649 | | Bob Mosbach | KC |
| US 448 | Sisu | Albert Cook | D | US 550 | Cumulus | Ancors Thompson | KC | US 650 | | Jack Denis | KC |
| US 449 | Apogee | Barnaby Blatch | D | US 551 | | Robert Stengle | N | US 651 | | Robbie Haines | KC |
| US 450 | Phantom | M. Taylor Dawson jr. | USA | US 552 | | Northeast Harbor Fleet | KC | US 652 | | Under construction | — |
| US 451 | | James Comfort | USA | US 553 | Velvet Hammer | Edward Madara | KC | US 653 | | Under construction | — |
| US 452 | | Carl Bolch | USA | US 554 | | Northeast Harbor Fleet | KC | US 654 | | Sam Merrick | KC |
| US 453 | | Charles Klein | USA | US 555 | | Tord Carmel | D | US 655 | | John Kolius | KC |
| US 454 | | Sail & Sun | USA | US 556 | | Northeast Harbor Fleet | D | | | | |
| US 455 | | Walter Cockerham | USA | US 557 | | Charles III | KC | | | | |
| US 456 | | Lars Peter Bang | D | US 558 | | Mrs. F.C. Zirkilton | KC | | | | |
| US 457 | | Sailing Symposium | KC | US 559 | | Robert Hincley | KC | | | | |
| US 458 | | Richard J. Hockert | N | US 560 | | Palmer Sparkman | KC | | | | |
| US 459 | | Thomas Keneflick | D | US 561 | | Alan McIlhenny | KC | | | | |
| US 460 | | Sailing Symposium | KC | US 562 | | Mark Foster | N | | | | |
| US 461 | | James Ostheimer | US | US 563 | | Todd Craun | L | | | | |
| US 462 | Grimmet | Sailing Symposium | KC | US 564 | | Hamilton Ford | D | | | | |
| US 463 | | Sailing Symposium | KC | US 565 | Blott | William T. Moore Jr. | KC | | | | |
| US 464 | | Sailing Symposium | KC | US 566 | | Herbert Hausmann | D | | | | |
| US 465 | | Steve Colgate | KC | US 567 | Frank | Frank Chambers | KC | | | | |
| US 466 | | Ken Sprunt | KC | US 568 | Freya | R.U. Nelson jr. | KC | | | | |
| US 467 | | Jon Colucci | KC | US 569 | | Norman Kern | KC | | | | |
| US 468 | | Sailing Symposium | KC | US 570 | | Denis Kovach | KC | | | | |
| US 469 | | Sailing Symposium | KC | US 571 | Miss Mona | Clifford Banthin | KC | | | | |
| US 470 | | Sailing Symposium | KC | US 572 | Light Brigade | Stuart Walker | KC | | | | |
| US 471 | | Sailing Symposium | KC | US 573 | | Herman F. Whiton jr. | KC | | | | |
| US 472 | | W.S.R. Beane | KC | US 574 | Nefarious | W. McComb Dunwoody | KC | | | | |
| US 473 | Humming Bird | Marlon Mecklenburg | KC | US 575 | | Terry Bowman | KC | | | | |
| US 474 | | Irwin Dom Meyers | KS | US 576 | Good News | Philip Wandel | USB | | | | |
| US 475 | Miss Carriage | Ph. Baumgarten | F | US 577 | | Robert Crane | KC | | | | |
| US 476 | Belle | Donald Newhall | KC | US 578 | | J. Kenneth Baxter | KC | | | | |
| US 477 | | R. Aranyosi | KC | US 579 | Scorplan | Jim Medley | USA | | | | |
| US 478 | | Not issued | — | | | | | | | | |

US - Associated Members

| | |
|--------------------|-----------------------|
| Abbott, Wm. | Cullen, James |
| Alford, Brad | Davis, James H. |
| Anderson, Jean, E. | DeMitchell, Mario |
| Barnes, Don | DeMuth, Harry C. |
| Beek, Charles | Deuss, Marc D.M. |
| Beek, Carroll | Devine, Gene |
| Bentsen, William | Diamond, Peter C. |
| Bird, Harry | Dietrich, Steven |
| Blumenstock, R.S. | Dixon, Dennis |
| Booth, Bill | Eppley, Geary |
| Bowers, Gordon | Fletcher, W.M.G. |
| Brown, C. Hayden | Fogh, Hans |
| Buchan Sails | Ford, Jonathan |
| Calman, Michael | Fowley, John S. |
| Cameron, B.M. | Fredericks, Jr., G.S. |
| Cauchois, Margaret | Fuller, William F. |
| Chance, Britton | Garapick, Jr. W.E. |
| Coggan, Don | Gardner, Cox |
| Comfort, Keith | Garrett, C.J.D. |
| Conolly, Jr. D. | Gifford, C.L. |
| Cox, Gardner | Gillette, Cy |
| Crane, James R. | Hack, Eugene |
| Crutcher, Jr. A.B. | Haines, R. |

Hallissy, Joseph M.
 Hard Sails
 Harross, Ray
 Harwood, R.B.
 Hayssen, Charles
 Hayssen, Robert
 Hayssen, R.G.
 Hayward, Jr., W.C.
 Hoepfner, Richard
 Hoepfner, Timm
 Horan, Ellen
 Ingherson, Charles J.
 Johnson, Jack D.
 Johnston, Andrew
 Johnston, II H.A.
 Kellett, William
 Kelly, Leslie
 Klarfeld, M.
 Kovach, Dale
 Kuber, T.J.
 Kurzawa, Michael
 Levin, Robert H.
 Loh, Daniel M.
 Lollar, John H.
 Luginbyhl, Weldon
 Madara, Edward S.
 Mahone, Marion
 McLaughlin, Dan
 McLaughlin, Martin
 Mitchell, Jr., E.B.
 Moore, Caroline R.
 Murphy, G.D.
 Myers, DMD, Donald
 Nelson, Al
 Olsen, Karin
 The Design & Offshore
 Yachtman

Palmberg, Robert
 Parsons, Ted
 Peiros, Frank
 Pfeider, David H.
 Philipp, Chas C.
 Philipp, Ernest J.
 Potts, II, Ewell
 Proctor Masts U.S.A.
 Quinn, T.
 Reilley, Paul
 Roosevelt, John E.
 Rosen, Rhoda
 Rummsey, Gerald
 Rumsey, John
 Russell III, T.M.
 Samuels, James
 Sandrine, Charles
 Schoonmaker, J.M.
 Schultz, Mike
 Scott, Artur L.
 Kurzawa, Michael
 Soling Yachts A/S
 Soundings
 Springstead, Rock
 Stearns, IV Richard I.
 Strassman, Charles
 Strassman, Richard
 Swigart, William G.
 Van Zandt, Jr., C.C.
 Vortex Model Engin.
 Wahl, Quentin
 Weil, B.G.
 Wentz, Willard E.
 Wilder, T.P.
 Wilson, James H.
 Woodworth, Daniel
 Wortex Model Eng.



V - VENEZUELA

Total of Soling numbers: 8, Paid-up Solings: 6, LBs: D 2 - KC 2 - N 4.

Address:
 Asociacion Venezolana de SOLING
 Mr. Edmund Napp
 Apartado 80199
 Caracas 108
 Venezuela
National Officers:
 Treasurer André A. Roche
 Secretary Edmund Napp

| Name of Soling | Name of Owner | LB |
|------------------|--------------------|----|
| V 1 Rondine | Juan Dupres | N |
| V 2 Chubasco | Enresto Armitano | N |
| V 3 Pandmonium | Denny Schlesinger | N |
| V 4 Rochela | Andres Roche | F |
| V 5 Kleine Brise | Edmund Napp | KC |
| V 6 Cerulea | Henrique Blohm | D |
| V 7 Pingvino | Enzo Cassani | KC |
| V 8 Chris | Humberto Constanzo | D |

VI - VIRGIN ISLANDS

Total of Soling numbers: 7, Paid-up Solings: 6, LBs: K 7 - Not registered: 1.

Address:
 Eastern Caribbean Soling Association
 P.O. Box 2972
 St. Thomas
 US Virgin Islands 00801

National Officers:
 President Douglas R. Craham

| Name of Soling | Name of Owner | LB |
|----------------------|-----------------|----|
| VI 1 | Robert Thompson | K |
| VI 2 Dawn | Jack Kenlley | K |
| VI 3 Mouette | Jean Braura | K |
| VI 4 Foxy | Dick Holmberg | K |
| VI 5 Gypsy's Old Man | Dick Johnson | K |
| VI 6 | Not registered | K |
| VI 7 Brahmin | Don Meyers | K |

Y - YUGOSLAVIA

Total of Soling numbers: 1, Paid-up Solings: 0, LB: Not known.

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

| Name of Soling | Name of Owner | LB |
|----------------|------------------|----|
| Y 1 | Split Yacht Club | |

Z - SWITZERLAND

Total of Soling numbers: 211, Paid-up Soling: 102, LBs: D 31 - F 1 - I 1 - IA 11 - K 15 - KC 3 - N 20 - Z 102. Not issued: 15, LBs unknown: 1.

Address:

Swiss Soling Association
 ASPRO SOLING SUISSE
 c/o R. Bucher
 Vogelsangstrasse 24
 CH - 8307 Effretikon
 Switzerland

National Officers:

President Luigi Balestra
 Vice President Uli Colombi
 Secretary Roland Bucher
 Treasurer Roland Bucher

Honorary Members:

Jürg Christen
 Xavier Selina
 Jean Jacques Bolle

Members:

Yves Couvreur
 Jean Pierre Marmier

International Officer:

Appointed to ISA: Jurg Christen

Fleet Captains:

Lake Zurich Karl Gautschi
 Lake Geneva Michel Clerc
 Lake Thun Uli Colombi
 Lake Biel A. Wittwer
 Lake Lucerne R. Birrer
 Lakes of Jura R. Bourquin
 Lakes of Ticino A. Ravelli

| Name of Soling | Name of Owner | LB |
|----------------------|--------------------------|----|
| Z 1 Tanit II | P.Y. Charrot | N |
| Z 2 Syrrah | Max Bonomo | N |
| Z 3 Tiburon | P.P. Vogel | N |
| Z 4 Ar-Men II | F. Vaudou | N |
| Z 5 | M.M. Floquet | N |
| Z 6 Anchois-Prunier | Segelschule Zug | N |
| Z 7 Rolebole | H. 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 Hotzenplotz | 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 | J. Gundry | N |
| Z 19 Bubulino | F. Scherer | N |
| Z 20 Gisele | P. Schreiber | K |
| Z 21 Eye Popeye | Beat H. Büchler | Z |
| Z 22 Koumari II | J. Bohonek | Z |
| Z 23 Easy Livin | H. Steiner | Z |
| Z 24 Sixtus II | A. Crivelli | Z |
| Z 25 Bunny | H. Hubmann | Z |
| Z 26 Anemone III | C.H. Mathys | Z |
| Z 27 | Sold in France | Z |
| Z 28 Aiolos | P. Kambler | Z |
| Z 29 Asmasi | R. Birrer | K |
| Z 30 Ulysse | B. Luthy | Z |
| Z 31 Arrubaz | R.L. Genillard | Z |
| Z 32 Milau | E. Künzler | Z |
| Z 33 Red Flipper | Ed. Frossard | Z |
| Z 34 Delphin II | P. Bohren | Z |
| Z 35 Yogi II | J. Braun | Z |
| Z 36 Diomedé VII | J. Rosset | Z |
| Z 37 Pitaluge IV | A. Neeser | Z |
| Z 38 Monsoon V | G. Hiller | Z |
| Z 39 Filou | H. Frei | Z |
| Z 40 Cheryl | P. Ravel | Z |
| Z 41 | Condemned | 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 Aquavelva | P. Kappeler | Z |
| Z 47 Petra | P. Gander | Z |
| Z 48 Marie-Galante V | C. Brumgarten | Z |
| Z 49 Light Blue Lady | F. Künzi | Z |
| Z 50 Hope | R. Merkt | Z |
| Z 51 Pacha | P. Neuweller | Z |
| Z 52 Napadélis | Antoine Besson | Z |
| Z 53 Black & White | R. Moser | K |
| Z 54 Maverick | E.-J. Eisenring | K |
| Z 55 Fibrejet | K. Huber | K |
| Z 56 Stormy Weather | Silvio End & L. Bachmann | Z |
| Z 57 Kotick VI | P.H. Gallay | Z |
| Z 58 Gailote | G. Bernhard | F |
| Z 59 Fortuna | H. Jud | K |
| Z 60 Rabiou III | Guy Burrus | Z |
| Z 61 Pai IX | M. André | Z |
| Z 62 Tegel III | Berbard Gay | Z |
| Z 63 Marabu III | W. Brunner | Z |
| Z 64 Santana | M. Giger | Z |
| Z 65 Eole | G. Thaulaz | Z |
| Z 66 Bepe | P. Kraus | Z |
| Z 67 Flemingo | P. Labhart | Z |
| Z 68 Imaglia | G. Froppé | Z |
| Z 69 Helios | H.J. Berger | Z |



| Name of Soling | Name of Owner | LB |
|---------------------------|--------------------|----|
| Z 70 Carol | W. Siegenthaler | D |
| Z 71 Suri | M. Walder | Z |
| S 72 | Not issued | - |
| Z 73 Le Clou | H. Peter | K |
| Z 74 Rackham | E. Dubois | Z |
| Z 75 | Sold in Germany W. | Z |
| Z 76 | Sold in Sweden | Z |
| Z 77 Eole | Gilles Pointet | Z |
| Z 78 Vendaal | E. Stauffer | Z |
| Z 79 | Not issued | - |
| Z 80 Nickian | A. Graham | Z |
| Z 81 Nudia | J. Scheidegger | Z |
| Z 82 | Not issued | - |
| Z 83 | Sold in Austrai | Z |
| Z 84 Tyton | E. Lauper | K |
| Z 85 Zetina | P. Vaney | Z |
| Z 86 Olaf | A. Froschauer | Z |
| Z 87 | E. Hauenstein | Z |
| Z 88 Oursin III | A. Ricci | Z |
| Z 89 Kontiki | U. Siegfried | Z |
| Z 90 Ginoeffel | H.-P. Müller | Z |
| Z 91 Samurai | Marco Bonomo | Z |
| Z 92 Don Qui-Flotte | Condemned | Z |
| Z 93 Dumbo | M. Heurteux | Z |
| Z 94 Nourse | A. Hoffmann | Z |
| Z 95 Hokai | M. Hanschke | K |
| Z 96 Pedro III | P. Carp | K |
| Z 97 Noccioina | Th. Blumer | K |
| Z 98 Flossy | Fr. Egli | I |
| Z 99 | W. Pfetsch | Z |
| Z 100 Fantsi | J. A. Itten | K |
| Z 101 Radis | M. et P. Hess | Z |
| Z 102 Whisky VIII | R. Hagenbuecher | K |
| Z 103 Bebecca | C. Pedrazzini | Z |
| Z 104 Priamos | K. Schlup-Emch | Z |
| Z 105 Jolly | E. Staib | Z |
| Z 106 Folle-Brise | R. Moret | Z |
| Z 107 Antigua | Yves Gouzer | K |
| Z 108 Bluebird | Werner Plüss | Z |
| Z 109 Gracy Ann | M. Kurz | Z |
| Z 110 Phaedra | E. Martin | Z |
| Z 111 Dyade III | G. Addor | Z |
| Z 112 Skaeling | H. Rebmann | N |
| Z 113 Deyfke III | P.K. Baaij | Z |
| Z 114 Love Bird IV | U. Casper | Z |
| Z 115 Kukulkan | J.C. et M. Jacquet | Z |
| Z 116 Duyfken III | P.K. Baaij | Z |
| Z 117 Jomaran | A. Schläppli | Z |
| Z 118 Ultimos | | |
| Ultimorum A. | A. Müller | Z |
| Z 119 Black and Tan | R. Bucher | D |
| Z 120 Pabo | R. Bourquin | Z |
| Z 121 Orah II | P. Gerber | Z |
| Z 122 Meltemi | B. Zoelly | Z |
| Z 123 Flame | Oscar Meyer | D |
| Z 124 Nike | W. Böhy | Z |
| Z 125 Green-Go | J. Monnier | D |
| Z 126 Tai-Fun | W. Schlatter | D |
| Z 127 Carinia | Rolf-M. Schmid | D |
| Z 128 | Not issued | - |
| Z 129 Delphin III | E. Bellwald | K |
| Z 130 Coquelicot II | A. Wittwer | Z |
| Z 131 Bubulino II | M. Capocchi | D |
| Z 132 Heja Mola | M. Lips | D |
| Z 133 Quastana | Mary Jean Blok | Z |
| Z 134 Maverick II | H. Bohny | Z |
| Z 135 Amanite | J. Veuthy | Z |
| Z 136 Gavroche IV | W. Meier | D |
| Z 137 Ti-Ouaka | C.&J.Y. Ray-Millet | Z |
| Z 138 Sereina II | J. de Tymowski | Z |
| Z 139 Jackie | F. Lanz | Z |
| Z 140 | Sold in Austrai | Z |
| Z 141 Taguan | S. Simona | D |
| Z 142 Chenaille | M. Gusthiot | D |
| Z 143 Mathé 2 | Max Rick | D |
| Z 144 Pigelli | G. Dangel | D |
| Z 145 Mistral | W. Knechtli | D |
| Z 146 Soukha | R. Martin-Du-Pan | D |
| Z 147 Nutia III | H. Fitting | Z |
| Z 148 Sandy | H. Sandrini | D |
| Z 149 Thobar | F. Wüthrich | Z |
| Z 150 Maria-Christina III | | |
| Z 151 Flame | R. E. Büchler | D |
| Z 152 Surprise | Peter Läubli | D |
| Z 153 Sidoja | Eric Uldry | D |
| Z 154 Camaro | S.Spreng | D |
| Z 155 Bepe II | K. Gautschi | D |
| Z 156 Angela II | C.V.S.N.G. | D |
| Z 157 Myriam | C. Künzi | D |
| Z 158 La Sardana | A. Amherd | D |
| Z 159 Marina | A. Dolci | Z |
| Z 160 Teal | E. Schenker | Z |
| Z 161 Mistere | R. Blattmann | KC |
| Z 162 St. Elme III | Bernet | D |
| Z 163 | J.P. Marmier | Z |
| Z 164 Porditsa | Under construction | - |
| Z 165 Arius | H.U. Müller | D |
| Z 166 Bepe II | H. A. Fortis | D |
| Z 167 Challenger | R. Cordier | D |
| Z 168 Tron 4 | E. Riggenbach | Z |
| Z 169 Dunja | P. Ravel | D |
| Z 170 Gitane | S. Dürig | D |
| | W. & Th. Frick | D |

| Name of Soling | Name of Owner | LB | Name of Soling | Name of Owner | LB |
|---------------------|-------------------|----|-----------------------|-----------------------|----|
| Z 171 Sally Tiger | U. Colombi | KC | Z 192 Ty cups II | Michel Clerc | D |
| Z 172 Soleil | G. Hauchecorne | IA | Z 193 Frai D'Aigue | Viscolo | D |
| Z 173 Nadia | J. Christen | D | Z 194 Passepartout II | Marcel Beauvert | IA |
| Z 174 | Not issued | - | Z 195 Caroline | Walter Schmid | D |
| Z 175 Snoopy | Marco Meier | D | Z 196 Jackie | Sold in other country | Z |
| Z 176 Gavroche IV | R. Guigrard | D | Z 197 Ti Ouaka III | C.Rey-Millet | D |
| Z 177 | H.P. Knoepfl | D | Z 198 | R.Müller | - |
| Z 178 Chouia-Chouia | Jean-Pierre Aernj | Z | Z 199 | E.Neef | - |
| Z 179 Criana | Michel Andrier | Z | Z 200 Take it easy | H.Knoepfel | D |
| Z 180 La Pedze | H. Corninboeuf | KC | Z 201 Bhelius | J.Straumann | D |
| Z 181 Richochet | Ami Blanc | Z | Z 202 | A.More | - |
| Z 182 Boreas | H.Stoeckli | D | Z 203 Hokai | A.Schuerch | D |
| Z 183 Skjelm | A. Meyer | IA | Z 204 | A. Ravelli | - |
| Z 184 Aesenlap | Peter Knobloch | IA | Z 205 | Lacasa | - |
| Z 185 Lida III | Ademaro Ravelli | IA | Z 206 | Zamadani | - |
| Z 186 Cometa | L. Gugliemetti | IA | Z 207 | J.C.Rebeaud | - |
| Z 187 Petra | P. Bernasconi | D | Z 208 | A. Lanz | - |
| Z 188 Challenger | Peter Mischler | D | Z 209 Black and White | E.Isler | KC |
| Z 189 Malube III | Luigi Balestra | IA | Z 210 Myriam | A.Amero | KC |
| Z 190 Onac III | A. Canonica | D | Z 211 Mistere | E.Bernet | KC |
| Z 191 | Not issued | - | | | |

Associate Members:

| | |
|------------------------|--------------------|
| Althaus, H. | Hopf, Lukas |
| Baumann, Hansjörg | Kesch, Alwin |
| Baumann, Jean-Louis | Knauts, Martin |
| Blanchi, Christiano | Landtwig, Eduard |
| Blaesi, Michel | Lauper, Rene |
| Bodenmuller, Eric | Marti, Alfred |
| Bonomo, Sergio | Mazzoni, Falvio |
| Dunand, Bernard | Meier, Oskar A. |
| Egli, F. | Muller, Gilbert |
| Egli, F. | Peter, Hans |
| Elmassian, Alan Gérard | Schenker, Ernst |
| Frangniere, R. | Scherz, Jürg |
| Gander, Peter, jun. | Toggweiler, Werner |
| Gowler, Y. | Wyss, Rolf |
| Hofacher, René | Zanini, Hans |

SOLING REGISTRATION

INTERNATIONAL SOLING CLASS REGISTRATION PROCEDURES

HOW TO BE ENTITLED TO RACE A SOLING

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, 15, 16 and 17, and further Constitution-rules 3.10, 4.2, 4.5, 4.6, 4.8 and 4.9. The CC (with two copies) is shown on next page. 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. (See: PS).
- 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 or the ISA.
- 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 Constitution-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 in 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 Class Rules and Measurement Diagram, see contents.

- NA The National Authority,** see Constitution-rule 3.3, in countries with no NSA.
- NSA The NSA is the National Soling Association** recognized by ISA according to Constitution-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.
- PS Paid-up SOLING.** A SOLING for which the owner has paid the current year dues, received the ISA-Sticker, which affixed to the aft deck as instructed shows that the Soling is entitled to race. (See MR 16.2 (iii)).
- 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: Constitution-rule 3.15. The RF is obtainable from ISA-office free of charge, see next page.
- 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). The numbering shall be an uninterrupted succession.

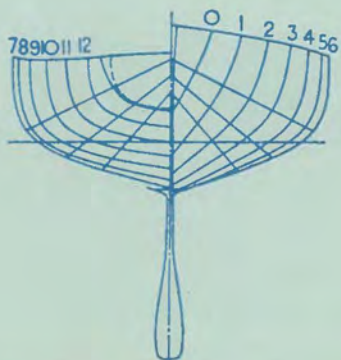
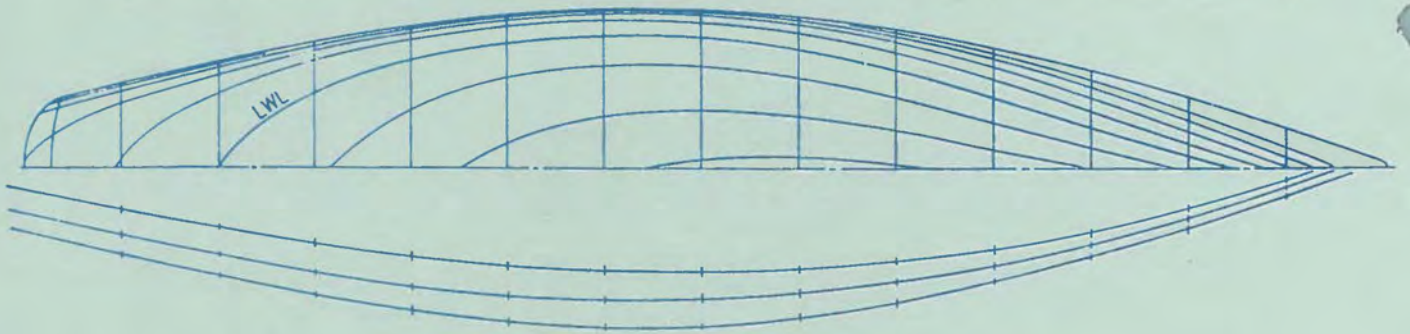
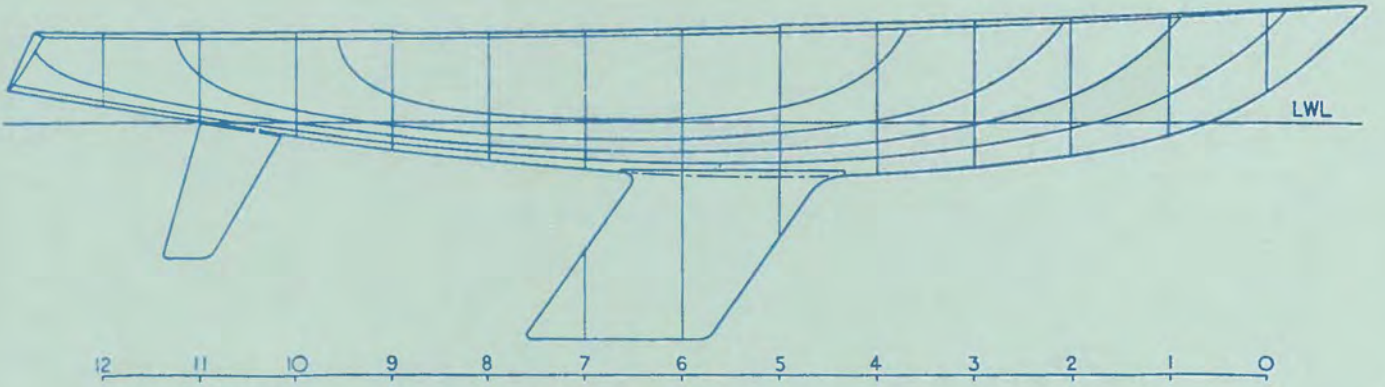
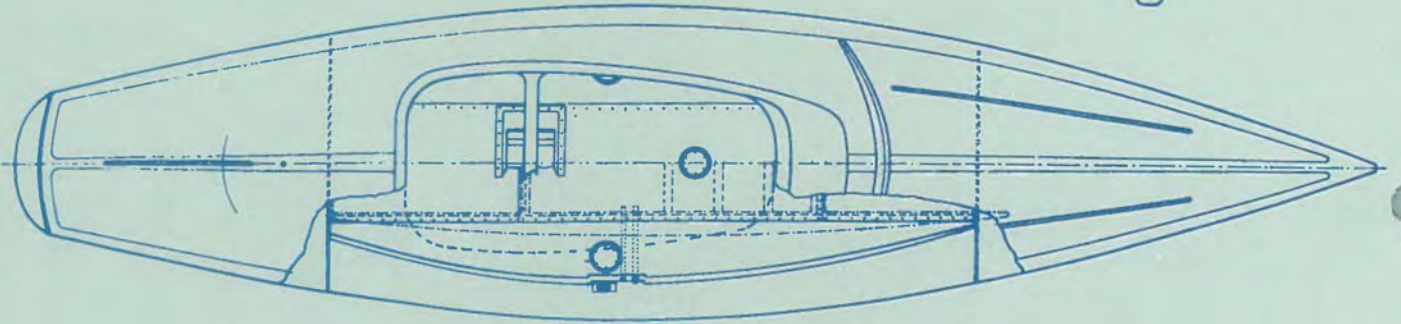
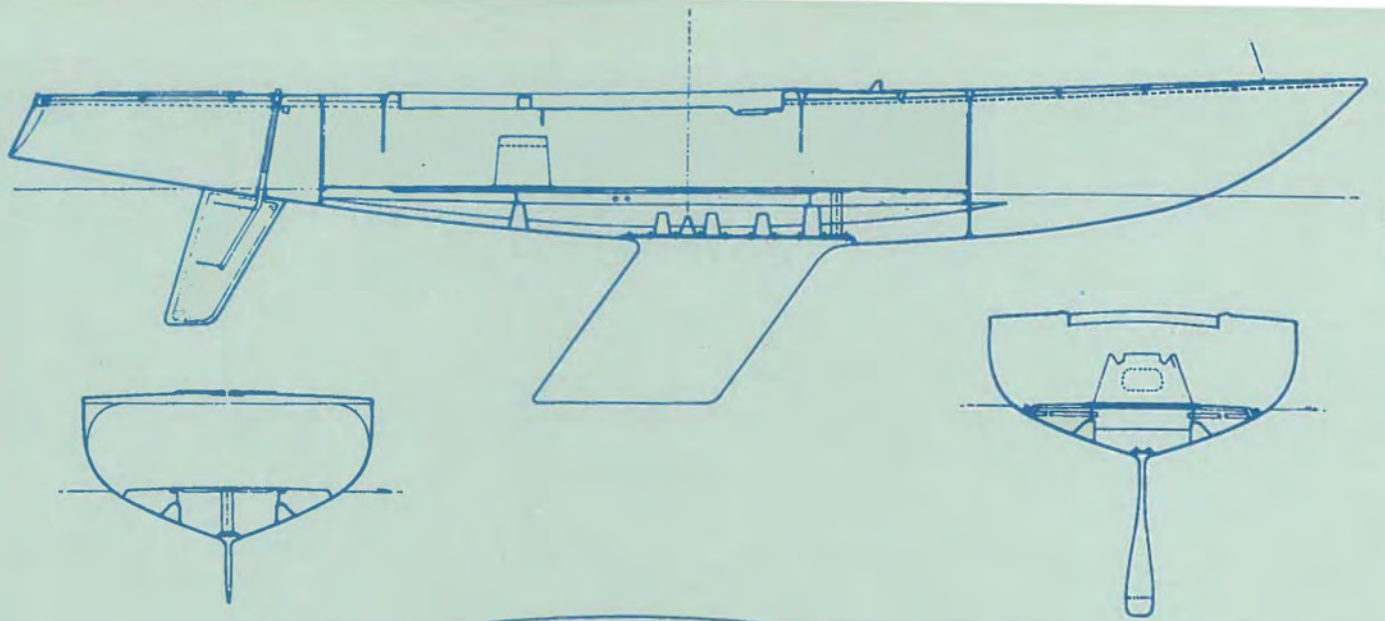
6. For any Soling built the Registration Form is filled in. The NSA or NA files this form under the assigned sail number. The RF-copy (yellow) is sent to the ISA for international registration.
7. When the owner has paid his due a Certificate can be issued. This is then valid for the current year, and 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.
9. **Transfer of Ownership inside the same country.**
 - 9.1 When a Paid-up Soling with Certificate:
 - 9.11 The former owner delivers the Soling to the new owner together with the CC.
 - 9.12 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 to become a paid-up SOLING (PS) in his own name.
 - 9.2 When a Registered Soling with MF:
 - 9.21 The former owner delivers the Soling to the new owner with the MF.
 - 9.22 The new owner applies to his NSA or NA for RS or CC (see above and item 5 - 7).
 - 9.31 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.
 - 9.32 If the new owner only wants to register the Soling it is the responsibility of the NSA og NA to inform the ISA of the change of ownership.
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 or the MF.
 - 10.2 The new owner applies to his NSA or NA for a new registration or certification as PS-Soling. The Soling is now assigned with the first free national sail number in the new country, (see item 5) 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 the IYRU National letters and distinguishing numbers.
12. **Lost CC.** The NSA, NA or ISA can furnish the owner with a copy of any CC at the fee of US \$ 10,-.
13. **Lost MF.** If the Soling is a PS-Soling with CC, then this CC is sufficient document for a new CC. If not – a copy of the MF must be procured from the LB. If this is impossible an AM must measure the Soling and issue a new MF. In presenting this to the owner's NSA or NA a CC can be issued, and the boat be a paid-up Soling with CC entitled to race.

| TYPE-OR BLOCKLETTERS ONLY REGISTER FORM | | | | | | | | | | ATTENTION: Carbonized INR-paper | | | |
|--|------|----------|------|-----------|------|----------|------|---------------------------------|------|---------------------------------|----------|----------------------------------|--|
| IYRU Plaque Serial Number: | | | | | | | | | | Sail letter: | | Sail Number: | |
| Builder's code: | | Hull no: | | Mould no: | | Plug no: | | Built before March the 1st 1970 | | | | | |
| Measurement Form dated: | | | | | | | | | | From Date: | To Date: | Certificate issued Date: Inside: | |
| Owner: | | | | | | | | | | | | | |
| Owner: | | | | | | | | | | | | | |
| Owner: | | | | | | | | | | | | | |
| Owner: | | | | | | | | | | | | | |
| Owner: | | | | | | | | | | | | | |
| Owner: | | | | | | | | | | | | | |
| Registration fee (Dues) paid: | | | | | | | | | | Former Sail Number: | | | |
| 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | | |
| Remarks: | | | | | | | | | | Issued by: | | | |
| *When a Soling is built before March 1970 and have no IYRU Plaque Number then tick off here. ISA-12-76-2800 int | | | | | | | | | | Stamp: | | | |
| | | | | | | | | | | Signature: | | | |

Register Form. For any Soling built this form shall be used and duly filled in when a Soling Sail Number is allotted for the first time. See Soling Registration (RF, RS, item 6 and 9.1.).

| CERTIFICATE INTERNATIONAL SOLING | | |
|---|---------------------------------|--------------------|
| Name of Yacht: _____ | | Sail Number: _____ |
| Owner's name: _____ | | |
| Owner's Address: _____ | | |
| Owner's Club: _____ | | |
| Measurement Form dated: _____ | | |
| The SOLING with PLAQUE-numbers: | | |
| IYRU Serial no.: | * Builder's Code: | _____ |
| Hull no.: | Mould no.: | Plug no.: |
| has been built in accordance with the Measurement Rules issued by The International Yacht Racing Union in force at the time of hull moulding commences. | | |
| Builder's name: _____ | | |
| Sails to be measured separately with the official Sail Measurement Form. | | |
| Issued by: | | |
| _____ | | |
| Authority | Place | Date |
| _____ | _____ | _____ |
| Signature | Original Certificate issued by: | |
| _____ | _____ | |
| Authority | Date | Sail no. |
| _____ | _____ | _____ |
| *Only for Solings built on or after March the 1st 1970 ISA-23-70-2800 int | | |

The Soling Certificate shall be duly filled in on the basis of either the official Measurement Form or the former Certificate of the Soling in question. The Certificate is valid only when dues are paid for the year the Soling is racing. By any transfer of ownership a new Certificate shall be issued, see Soling Registration: CC, MF, PS, and items 5, 7, 9, 10, and 12. If a paid-up Soling is sold during the year the ISA-Sticker to the new owner shall be placed on the back of the Certificate issued to the new owner.



FROM PALMA AT EASTER TO WINTER TRAINING



Inside of the Soling Sign:

Soling Sailing on Lake Léman north of Genève where the European Championship 1976 will take place. (Balestra)

The right leg from top:

US-630, Buddy Melges, second at the Worlds. (Schjöttz)

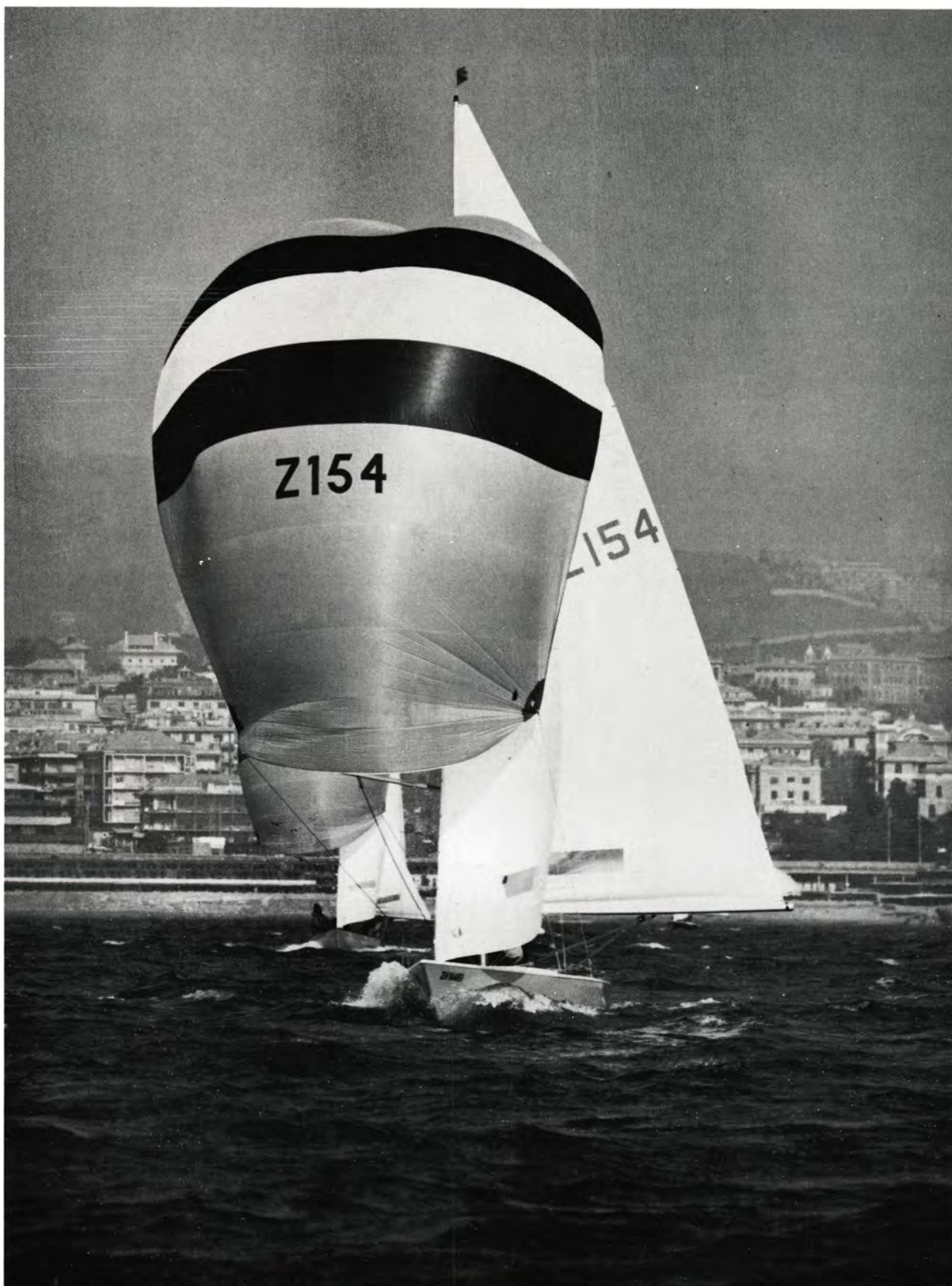
At Palma, Easter 1975:

No collision all rescued
F-122, André Hurtebize
G-125, K.J. Lindstedt
E-18, J.M.Alonso-Allende
(Béatrice Samuel)

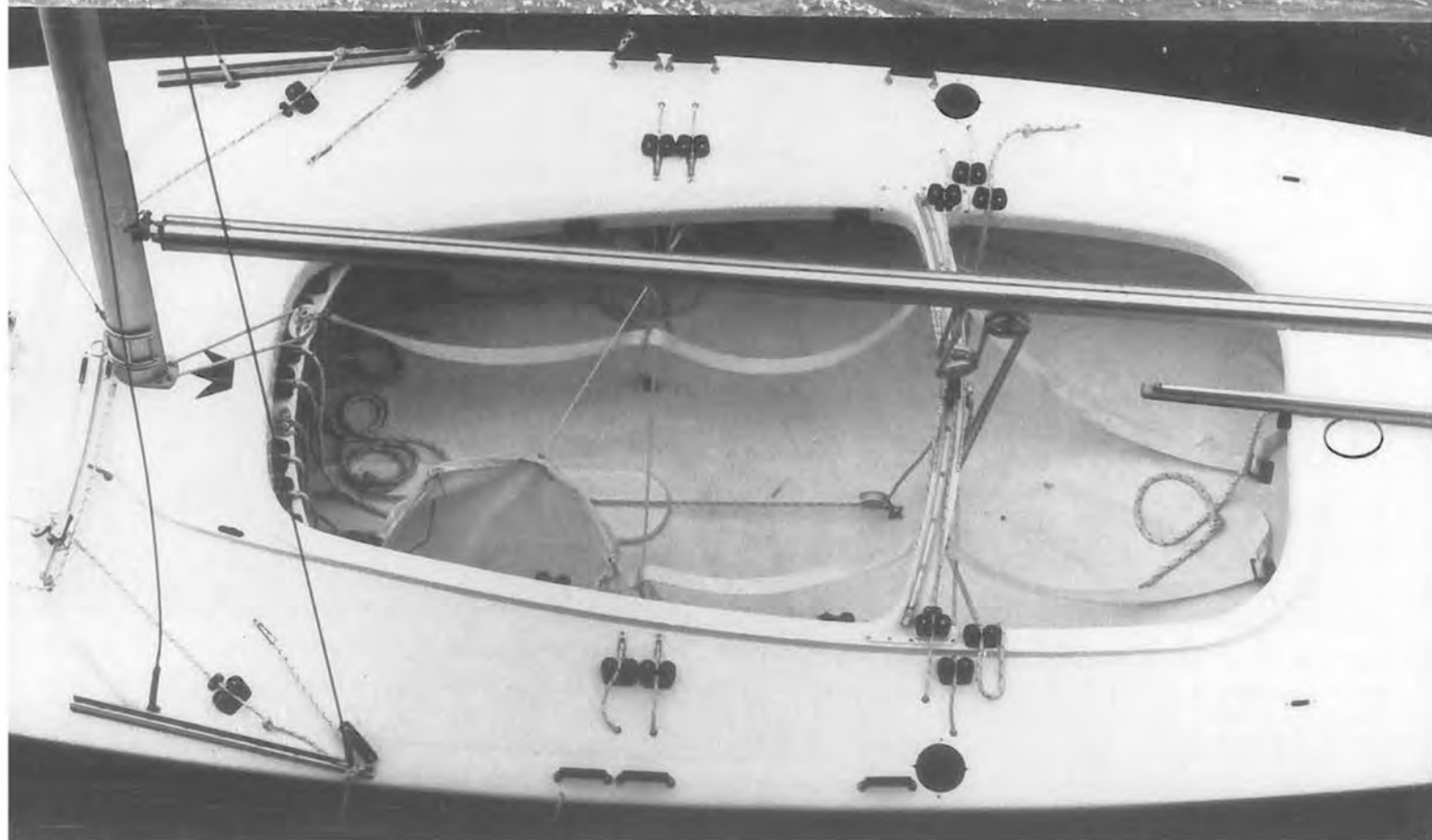
Phil Evans, the front man in "Chameleon Two" the British champion relaxes on the reach (OTIS)

A long, long line of Solings starting at Alassio for the European Championship 1975 (Béatrice Samuel)





Above: On Lake Léman. Tough racing at one of the many regattas in Switzerland. Z-154: "Camaro", Karl Gautschi. (Castello). Opposite page top: Easter racing for Underberg Cup in Denmark, GO-5 "Rasmus" helmed by the strong East German Dieter Below and D-53 "Mars" Mogens Nielsen. (Henrik Hansen). — A handsome cockpit in a fast racing boat. Many jam cleats — at least two dozens make all manoeuvres in the International Soling very efficient and fast. The ISA-Sticker shall be placed in the circle on the aft deck when dues paid and to show that the Soling is allowed to race.





Top from left: K-113, I. Woolard, US 630, Buddy Melges, OE-48: Ulrich Strohschneider, US-593: Bill Buchan, the World Champion.
 Middle from left: H-17 "Cadans", Geert Bakker and KA-144 "Terror", James Hardy. — H-17 just overlapping G-135 "Darling", Willi Kuhweide. — D-68 "Bo-Bo" Paul Rihcard Høj Jensen.
 Bottom left: S-111 tacking downwind with the fleet outside Chicago. All from the World Championship 1975. (Laurie Thal).
 Bottom right: At Palma de Mallorca, Easter 1975. Rounding the windward mark. F-117 "Rivo", Patrich Heageli. (Béatrice Samuel).

COUNTRY HISTORY REPORTS



TOUGH SOLING RACING IN ITALY

Notwithstanding a decrease in the development of the SOLING class, certainly due to the heavy price rise of the boats and accessories, the organizers of the various SOLING regattas in Italy have registered a growth of entries which, also due to the European Championship can be indicated around 1600 at all SOLING races in 1975.

Regattas such as: "The International Week of Genoa"— "Berniscelli Cup" in Alassio — "Schiesaro Trophy" at Torbole on Lake of Garda have been those with the largest number of foreign participants.

The Italian Championship which took place at Porto Ercole was won by the crew Scala/Bonvicini/Petrocchi out of 30 participants.

The "Italian SOLING Association Trophy" which includes the best results of the most important regattas of the year has been won for the third consecutive time

by the SOLING "Suzy III" with the crew Porta/Scaramucci/Zanasi.

The Italian centres where the SOLING Class is most popular are: Anzio, La Spezia, Genoa, Lake Maggiore and Lake of Garda.

Vittorio Porta
Associazione Italiano "Soling".

A HISTORY OF SOLINGS IN SOUTH AFRICA

The Soling Class in South Africa was started as a result of the enthusiasm of Hamish Campbell, who in 1969 arranged the purchase of 9 Solings built by the Tyler Boat Company in the United Kingdom. One of these boats went to Cape Town a second to East London, and the remainder to Durban where they have been consistently sailed as the major Soling fleet in South Africa. Attempts to have Solings built in South Africa succeeded when Nautilus Yachts (Pty.) Limited took up the fran-



"Stand at attention — Solings!" — What a line of nice, fast racing boats. A South American fleet in Buenos Aires (Y.C. Argentino).

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1972 Olympics Kiel Germany.

Gold Medal Winner (Abbott Built)

Bronze Medal Winner (Abbott Built)

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TEL:-SARNIA 542-2771

chise in 1971, and again Hamish Campbell was the first purchaser of a South African built boat. Six craft were produced before Nautilus Yachts ceased operations. In 1973, a further Danish built boat was imported by Don Ord, and the fleet has since then remained static at 16 craft. Eight of these are in the Durban area and six at Vaaldam near Johannesburg. Keen club racing takes place throughout the year at both these centres, and the National Championship is usually held off shore at Durban in May. A fleet of 12 craft is usual at National Championships, the current National Champion being Don Ord.

All of the Solings registered in South Africa are still sailing, and remarkably few gear failures have been encountered. Despite the current lack of growth in the class, the two major fleets provide keen and close racing, and a great deal of pleasure to all concerned.

D.J. Haliburton
South African Soling Association

VICIOUS TAX ON YACHTING IN THE U.K.

The expansion of the Soling fleet in the United Kingdom during 1975 was severely restricted by a new and vicious tax of 25% which was imposed on the whole sport of sailing. No such tax was imposed on golf or tennis or any other sport, but we have a class-conscious and vengeful Government which mistakenly believes that all people who sail in boats are especially rich.

Consequently only seven new Solings were added to the British fleet during the year — mostly before the tax became effective. It is difficult to foresee much further progress so long as this high rate of tax persists.

However, a full programme of sailing among some 60 active Solings was carried out both at club- and national level. Four Area Championships were held, respectively in the South, the East, the North and in Scotland, and all were well attended.

Our National Championships were sailed at Weymouth in June, and for the second year running the winner was *Charles Ingham* with his crew, *Miller* and *Evans*, who triumphed over an entry of 26 Solings.

At the end of the season a most successful training series was held which is described elsewhere in this Guide.

Duncan Simonds
British Soling Association

ENTHUSIASM IN MANY PARTS OF U.S.A.

The biggest event of 1975 was the World Championship Regatta held in early August on one of the inland great lakes of the United States.

Sixty-three SOLINGS from 19 countries assembled at Chicago at the southern end of Lake Michigan.

Skippers from this Host Country finished first, second and third, eight and tenth — not bad, if we do say it ourselves.

Bill Buchan was the winner (he had finished second at CORK) with the 1972 Gold Medalist, Bud Melges, in second and John Kolius third. Buchan was in his first year of sailing SOLING, but he isn't any beginner to Star sailors, 12 meters and such.



"Hokai" Sailing Club ENGE, owner Fredy Schuerch. (Balestra).

Of even greater importance to the class in the United States was the reorganization which was taking place at the year ended. SOLINGS have continued to attract a depth of talent and interest by many prominent skippers, but local fleets in too many areas of the country have lagged. It is apparent that the class cannot maintain a healthy condition in these conditions. A program

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Soling "Pampa", winner of the 5th South American Championship at Mar del Plata, helmsman: Ricardo Boneo. (Y.C. Argentino).

for local fleet development, more energetic communication and information, a new home, and improved promotional activities can be expected in 1976.

There is a lot of SOLING enthusiasm in Texas, in Puget Sound at Seattle, in the California fleets, in Lake Michigan (Chicago and Milwaukee), Rochester and Annapolis (Chesapeake Bay), but elsewhere competition from other boats, (which we think are not so good), is hurting. We are going to change that.

Sam Merrick
Executive Vice President
U.S. Soling Association

5TH SOUTH AMERICAN CHAMPIONSHIP IN ARGENTINE.

The *Argentina Soling Association* started in 1969 and organized its first National Championship in 1970, and first South American Championship in 1971 with 19 entries.

The places and the winners of the five South American Championships from 1971 to 1975 are: Buenos Aires, Argentina, *H. Campi* (A), Rio de Janeiro, Brazil, *G. Brun*, (BL), Buenos Aires, *R. Boneo*, (A), Rio de Janeiro, Brazil, *G. Brun* (BL) and Mar del Plata, Argentina, *R. Boneo* (A).

The latest championship was arranged in the open ocean in front of the beautiful holiday resort city *Mar del*

Plata. We were lucky to have plenty of wind with big waves convenient for surfing, and together with warm weather and clear Sunshine it was very pleasant racing. We were also lucky to have competitors from Spain (Juan Costas) and from Germany (Andres von Eichen), who together with the South Americans competed for the Trophy presented by the *Yacht Club Argentino*. The top five were:

1) R. Boneo, (A), 2) J. Costas (E), 3) P. Ferrero (A), 4) J. Vago (A) and 5) A.v. Eichen (G).

Ricardo M. Boneo
Agrupacion Argentina De Soling

CANADA – THE HOST OF THE OLYMPICS

The Canadian International Soling Association has been in existence since 1968.

The first fleets started in Halifax and Toronto and remain very active locally. Each area has produced its own International yachtsmen who have their eyes turned towards the Olympics this year.

In 1972 David Miller from Vancouver won the Bronze medal at Kiel.

The Canadian Olympic Regatta Kingston CORK has become increasingly popular since 1968 and during the last two years has attracted not only the best from USA but from Europe, Australia and South America. This has

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During the season of 1975 nearly all important Soling races in Europe were won with Raudaschl Sails:
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These successes confirm the superior concept of cut and consistent development.

We make two different mainsails and jibs for light to medium winds for flat water and a further set for allround sea conditions with rough sea. A detailed instruction for the trim explains the handling exactly. Soling sails from Raudaschl bring every sailor more speed on all courses, an increase in efficiency and herewith better places. Therefore it is time for a change now. For a change to Raudaschl Sails.

Soling regatta successes 1975

Kiel Week: 1st place
Genoa Week: 1st to 4th place
International Ski-Yachting Cannes: 1st, 3rd place
European championship: 3rd, 4th place
German championship: 2nd place
Italian championship: 1st place
Austrian championship: 2nd, 3rd, 4th place

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Tel. (0431) 33 43 31

Italy:
Teamwork SpA
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Henry SAMUEL, who is himself a member of the ISA, will show you the whole range of ISA badges made from enamelled silver with a gold symbol.

... Whilst discussing hull shapes and wind forces, have a look at the lovely, yachting-inspired, jewellery that Fred has just created: manilla-linked chain, necklaces, heavy medals, watches which are, of course, 100% waterproof, And, if you feel like going on a dream-trip, ask him to show you his treasures which have come from afar: the pearls, diamonds and precious stones that he has set together beautifully and transformed into marvellous jewels.

FRED
Jeweller in Paris, 6, Rue Royale
THE FRIENDLY EXPERT.



KC - 1, Bill Abbott (is it possible that this Soling Builder is still sailing the first boat built?) - Here he rounds the leeward mark at the Worlds, Chicago, in front of René Sence (F-119) and Maurice Ratray Jr. (US-296).

provided our Canadian Soling Sailors with very exciting sailing.

Our fleet numbers over 130 now, and since only one boat will enter the Olympics, a CORK type regatta will be held at St. Margaret's bay near Halifax. This will be our "Canadian National Soling Open" and will run from August 2-6.

We would be delighted to have foreign boats join us in this superb week of racing and socializing.

Rhoda Rosen
Canadian International
Soling Association

TOP-TEAMS IN SWEDEN

1975 has been another successful year for Swedish SOLING sailing with Stig Wennerström winning the

European Championship and with very good results at the World Championship.

In Sweden we have today three "top-teams", but they are getting competition from a new generation of Swedish teams. For these coming teams it is also important to race in international competition.

For 1976 we will try to arrange races in Sweden which will gather international Soling teams. The International Swedish Championship will take place in the beginning of June and an International Regatta at Sandham late July.

We hope to see you there!

Mats Nyström
Swedish Soling Association

INTERNATIONAL SOLING CLASS-HISTORY IN SHORT

Designer: Jan Herman Linge.

- | | |
|---|---|
| <p>1964 SOLING Prototype tested and evaluated.</p> <p>1965 First SOLING mould for GRP-production.</p> <p>1966 Five SOLINGS from GRP-mould sailing trials.</p> <p>1966 Autumn: SOLING entered for the first Three-Man-Keel-Boat trials at Kiel.</p> <p>1967 60 SOLINGS built. Racing in Scandianvia 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.</p> <p>1968 First European Championship. About 300 SOLINGS built. November: The International Soling Class was adopted for the 1972-Olympics. 9 NSAs launched.</p> <p>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.</p> <p>1970 Second World-, third European- and second North American Championship. 1300 International Solings built. 24 NSAs in operation.</p> <p>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.</p> <p>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.</p> | <p>1973 Monaco (MO) entered the I.S.A., now 41 countries affiliated.</p> <p>4th Worlds at Quiberon, France, and the 6th Europeans at Medemblik, Holland, both counting close to 60 competitors, and at these events Meeting of Members. In September two Committee Meetings and Annual General Meeting at Helsingør Denmark (in office).</p> <p>1974 5th Worlds at Sydney, Australia in February.</p> <p>7th Europeans at Glasgow, Scotland in September, and the Annual General Meeting in London held in conjunction with the I.Y.R.U.-session early November 1974. Start of Recommended Events in Europe, and SOLING SAILING as international Soling Association Magazine.</p> <p>1975 About 100 SOLINGS competed in Easter Regattas including the first Recommended Event of the year at Palma de Mallorca. 6th World Championship at Chicago in August, had 63 entries, and the 8th Europeans at Alassio, Italy, 62. At the end of the year the provisional ranking list (Villenia Cup): 1. Kuhweide, G, 2. Forbes, KA, 3. Buchan, US. ISA receive the Finnish Cup for I.R.E.E. and the Alpen Cup a Trophy for series in the Mid-Europe. Three meetings of Members: Palma, Alassio and Chicago.</p> <p>Now 2500 SOLINGS built. First year with ISA-Stickers as receipt for dues paid 1975. Another year with four issues of the SOLING SAILING, and the Annual General Meeting in London, November 1975.</p> <p>1976 The second Soling Olympic year. European Championship at Genève in May, above 60 entries received. Many nations are expected to Kingston for the Olympics. About 120 new Solings built.</p> |
|---|---|

STEADY GROWTH OF SOLINGS IN JAPAN

The Soling Class in Japan started in 1970 by import of a trialboat from Norway. The purpose was to make this class popular to take over from the international Dragon. At that time we had only ten boats all told of the Dragon and 5.5-meter classes. It was appreciated very much when the Japan Yacht Association took this step forward.

However, the geographical placing of Japan far from U.S.A. and Europe with long distances of transportation makes it very expensive to import Solings. It was a great help when the Licensed Builder of Japan was established, and the class has had a steady but slow growth since then.

In 1972 the Japan Championship was held at Enoshima with participation of four Solings including one built in

Japan and one imported from Australia (KA-56). After that event the Japan Soling Association was launched. The next year — in 1973 — 12 Solings participated in the Second All Japan Championship. Now a rapid increase of Japan Solings were expected, but unfortunately that year the "Oil Crisis" produced world-wide business recession and affected the Japan Soling Class seriously, but thanks to the participation of two Japan Solings in the World Championship in U.S.A. 1975 and a still growing interest in Japan in this fast racing boat, the number of Solings in this country is 23 at the beginning of 1976, and we are expecting 10 more to be launched during the coming 12 months.

Fukuo Akiyama
Japan Soling Association

INTERNATIONAL SOLING ASSOCIATION



Name, Address, Phone and Telex List — per January 1, 1976

Codes after names:

CH — Chairman
 CM — Committee Member
 ED — Editor
 EM — Events Committee Member
 LB — Licensed Builder
 MC — Mailing Centre

Codes after names:

PR — President
 SE — Secretary
 TC — Technical Committee Member
 VC — Vice Chairman
 VP — Vice President

Phone, Cable and Telex Codes:

OA — Other Affiliates
 HO — Home phone Number.
 OF — Office Phone Number.
 CA — Cable Number.
 TE — Telex Number.

Note: Figures after Country- Name: Dial number for the Country (See also footnote).

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 1458 London Road
 Sarnia-Ontario
 Canada (1)

OF: (519) 542 3011
 OF: (519) 542 2771

Bakker, Geert, PR.
 Nassaupark 3
 Warmond
 Holland (31)

OF: 1828 7322
 HO: 1711 10120

Bandolowski, Valdemar, CM.
 Italiensvej 69
 DK 2300 - Copenhagen S
 Denmark (45)

OF: 1 15 15 63
 HO: 1 58 77 47

Barrozo, Augusto, CM, EM.
 Rua Campos da Paz 53
 Rio Comprido - 20.000
 Rio de Janeiro
 Brazil (55)

OF: 21 254 1130
 OF: 21 234 4472
 HO: 21 235 1070

Berkeley, Ken, CM, EM.
 22 Bridge Road
 GLEBE, N.S.W. 2037
 Australia (61)

OF: 660 4055
 HO: 450 1480
 TE: AA 27404 (NA)

Bianchi & Cecchi, LB.
 16016 Cogoletto
 Arenzano, Genoa
 Italy (39)

OF: 10/918 02 05
 OF: 10/918 92 24
 CA: CANACO-GENOA

Bischoff, Terry, MC.
 SOLING SAILING, East
 Capitol Drive, Hartland
 Wisconsin 53029
 U.S.A. (1)

OF: 414 367 3470
 HO: 414 367 3470

Capri-Cruciani, Giovanni Battista, CM.
 Via dei Laghi 60 —
 00040 Frattocchie Roma
 Italy (39)

HO: 6 6110118

Christen, Jürg, CM, EM, VC.
 Weststrasse 10, CH-3074
 Muri
 Switzerland (41)

OF: 31 22 56 11
 HO: 31 52 29 03
 CA: Christenco Bern (NA)
 TE: 33452 CCB CH (NA)

Clare, J. Anthony, TC, VC
 18A Seymour Walk
 London, S.W. 10
 England (44)

OF: 1 628 4000
 HO: 1 352 1608
 CA: Marmidbank
 London (NA)
 TE: 884605 IMBCOGEN
 B LDN (NA)

Eichenlaub Boat Company, LB.
 19760 Franzier Drive
 Rocky River
 Ohio 44116, U.S.A. (1)

OF: 216-671-0033

Elvstrøm Boats A/S, LB.

Klædebo 12
 Kokkedal
 2970 Hørsholm
 Denmark (45)
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 TE: 37425 ELSAIL

Francisco, III Geo C., CM, EM.

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 Houston - Texas 77002
 U.S.A. (1)
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 HO: (713) 468 5380

International Yacht Racing Union, OA.

60 Knightsbridge
 London SW1X 7JX
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 OF: 1235 6221
 OF: 1235 6222
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 TE: 85 554 Yachting
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 Takapuna, Auckland
 New Zealand (64)

Kellner, Håkan, TC.
 Riddarvägen 52
 181 40 Lidingö
 Sweden (46)

Kjærulff, Jan H, TC.
 Strandvejen 216
 2942 Skodsborg
 Denmark (45)

OF: 2 86 75 75

Lee, Bruce, VP, ED.
 "Readers Digest" Press
 200 Park Avenue
 New York 10017
 U.S.A. (1)

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 HO: 212 348 2927
 CA: READIGEST
 New York (NA)
 TE: 421209 (NA)

Linge, Jan Herman, LB.
 Soling Yachts A/S
 Stortingsgate 14
 Oslo 1
 Norway (47)

OF: 2-411927
 OF: 2-415031
 HO: 2-554258

Miller, Kenneth B., CM.
 Auchenlea, RHU
 Dunbartonshire
 Scotland (44)

HO: 43 682 205

Nyström, Tom, CM.
 Båvervägen 8
 161 45 Bromma
 Sweden (46)

OF: 8-541950
 HO: 8-257111
 CA: REMASYSTEM (NA)
 TE: 17041 REMA S (NA)

Orlandi, Sergio, CM.
 21013 Gallarate-Largo
 Camussi 1
 Italy (39)

HO: 331 79 54 10

Parker, Tony, MC.
 P.O.Box 318
 Seven Hills
 N.S.W. 2147
 Australia (61)

OF: 624 1133
 HO: 449 1277

Polyform S.R., LB.
 Usine D'Usieres
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 Switzerland (41)

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 HO: 21 93 10 05
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 1315 Lexington Way
 East Seattle
 Washington 98112
 U.S.A. (1)

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 HO: (206)322 5264

Reich, Herbert, CM.
 8000 Munchen 40
 Ohmstrasse 11
 West Germany (49)

OF: 89 371361
 HO: 89 397240
 TE: 5 21 51 85 REIC,D.

Samuel, Henri, CM, EM, CH.

55, Rue Vaneau
 75007 - Paris
 France (33)
 OF: 1-26.03.065
 HO: 1-22.21.159
 TE: 640155 FRED F (NA)

Schiøtz, Eyvin, SE, MC.

Marienburg, Opheliavej 1
 3000 Elsinore,
 Denmark (45)
 OF: 1-ASTA 6160
 HO: 3 21 01 13

Simonds, Duncan, CM, ED.

Winload - Pangbourne
 Berks — RG8 8LB
 England (44)
 HO: Pangbourne 2003

Steinbach, Charles, CM.

21 Hudson Drive
 Toronto M4T 2K1
 Canada (1)
 OF: (416)368 6626
 HO: (416)485 4998
 CA: CEHASE Toronto (NA)

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7805 North River Road
 Milwaukee, Wisconsin
 53217, U.S.A. (1)
 HO: (414) 352 9454

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 Höhenbergstrasse 6
 West Germany (49)
 OF: 8158 8676
 OF: 8158 8561
 TE: 5-26021 NORTH
 SAILS,G (NA)

Footnote:

(NA) after number: Start text with name (not own Cable or Telex).

SOLING GUIDE ZUSAMMENFASSUNG AUF DEUTSCH

Einleitung des Präsidenten

Obwohl englisch die anerkannte Yachtsprache ist, haben wir erfahren, dass nicht alle den rechten Nutzen des Soling Guides haben. Deshalb diese Zusammenfassung des Inhaltes.

Die Einleitung "Lieber Soling Segler" wurde von unserem eben zurückgetretenen Präsidenten geschrieben. Hier wird über das Jahr, das vergangen ist, ein Überblick gegeben, mit den Änderungen, die in "Class Rules", "Constitution" und "Championship Rules" vorgenommen wurden, und alle im Soling Sailing mitgeteilt worden sind und die jetzt im Anhang dieses Guides vollständig wiedergegeben werden: "Soling Rules and Register". Der Film "Soling Action", der Vorstoss der Klasse in P.R. wird erwähnt, und man empfiehlt NSAs die Anschaffung einer Kopie als eine gute Investierung. 10 Kopien sind bereits verkauft.

Villenia Cup – von Frankreich geschenkt – trug zu dem ersten "Ranking List" für alle unseren tüchtigen Soling Segler, die 1975 an grösseren Regatten teilnahmen, bei. Über die Zukunft teilt der Präsident mit, dass beschlossen worden ist, jedes Jahr eine Weltmeisterschaft zu arrangieren, u.a. weil die besten Rudergänger diesen Wettbewerb jeder Olympiade voraus wünschen.



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„EIN JEDER WECHSEL SCHRECKT DEN GLÜCKLICHEN“

Schiller: Die Braut von Messina, I/7.

Die Einleitung endet mit einem "Willkommen" für den neuen Präsidenten des ISA's, Herrn Geert Bakker, und den besten Wünschen für die Zukunft der Klasse.

Bill Buchan

Der Weltmeister 1975, Bill Buchan, ist zum Soling Segler des Jahres (Who's Who) gewählt worden. Der Artikel wurde von Julia W. Rattray geschrieben. Die Familie Buchan segelt seit 3 Generationen und Bill seit seinem 14. Lebensjahr. Zuerst als Gast bei seinem Vater, später, im selben Jahr, als Rudergänger mit seiner Mutter als Mannschaft. Das Resultat war ein vierter Platz unter den 8 besten amerikanischen Seglern. 20 Jahre lang war Bill ein sehr sicherer Starbootsegler, mehrmals sowohl amerikanischer Meister als auch Weltmeister. Bill ist auch für seine Leistungen in grösseren Bootsklassen respektiert. Mit "Buchan 37" gewann er 23 erste und 7 zweite Plätze. Im Jahre 1974 war er Ersatzrudergänger und Taktiker auf dem 12 Meter "Intrepid".

Wenn man sich ertüchtigen will, hält es Bill für notwendig, in den Klassen zu segeln, die den Schärfsten Wettbewerb haben, deshalb hat er die Soling gewählt.

Auftakt zur Weltmeisterschaft 1975 war eine Reihe von Treffen in Nordamerika, wo er nicht unter Nummer 2 war und seine Serie zur W.M. in Chicago war so gut, dass er am letzten Tag vom Start befreit wurde. Die Mannschaft von Bill Craig Thomas und Joe Goldberg sind beide Solingsegler und Spitzensegler in anderen Klassen. Julia Rattray endet ihren Bericht mit der Auskunft, dass die Familientradition weitergeführt wird: Bill's Sohn Carl ist Vorschoter in Bill's Soling "Caper"; gemeinsam brachten sie 1975 "Pacific Coast Meisterschaft" nach Hause, und als Rudergänger bewann der Sohn Carl die Jugend-Weltmeisterschaft in Scotland 1975.

Soling Europameisterschaft in der Schweiz. Auf Seite 13 berichtet der Vize-Präsident im Organisationskomitee des Gastgeberklubs von seinem Aufbau und seinen grösseren Regatten für Solingen, 5.5-Meter und Ynglinge W.M. und mehrere Goldpokalregatten.

Die Lokalitäten im Klub werden als die denkbar besten bezeichnet und im Hafen, der dazu gehört, gibt es Platz für 800 Boote.

Kingston

Olympiaden 1976 und 1980. Unser neuer Präsident gibt Seite 7 den Soling Seglern seine Erfahrungen aus King-

ston zum besten. Geert Bakker meint, dass die Bedingungen für Segeln mit Windstärke von 1 bis 40 Knoten gut sind. Er meint weiter, dass 3 Klassen auf derselben Bahn nicht die ganz grossen Probleme geben werden, wenigstens nicht für die Solingen. Er hofft auf ebensogute Bedingungen im Juli 1976. Geert Bakker erwartet die stärkste Soling Flotte, die je bei einer Olympiade gesehen worden ist und schliesslich hofft er auf noch viele olympische Jahre der Solingklasse und viele gute Regatten der Klasse im wahren olympischen Geist.

Tallin

Von der sowjetischen nationalen Behörde hat der Soling Guide einen Bericht der Veranstaltung für 1980 bei Tallinn empfangen. Die Zeichnung zeigt die 3 Bahnen, wo die Platzierung der vierten Bahn westlich von Bahn "B" denkbar wäre.

Die Vorbereitungen der nächsten Olympiade sind im vollen Gang. Ein grosser Hafen und Anlagen an Land werden gebaut und auch für Gäste soll reichlich Platz geplant werden. Der Soling Guide fügt einige historische Auskünfte über Tallinn zu, so etwa dass dieses "Stadt der Dänen" bedeutet, weil es von König *Waldemar Sejr* im Jahre 1219 angelegt wurde. Die Sage erzählt, dass die dänische Flagge während der Schlacht bei Tallinn vom Himmel hinabschwebte.

Soling Geschichte. Die Geschichte der Soling Klasse ist, wie früher erwähnt, in einem Auszug Seite 30 gegeben. Weiterhin hat eine Reihe von Ländern aus allen Kontinenten mit kurzen, historischen Berichten über die Entwicklung der Klasse in den verschiedenen Ländern beigetragen.

Sonniger Sommer

Sunny Soling Sailing Season. Dieser Titel der Farbphotographie Seite 15 leitet eine Bildserie über besondere Ergebnisse der vergangenen Saison ein. "Der sonnige Sommer" ist in einer Serie von Farbphotographien festgehalten, die eine leicht verständliche internationale Sprache sprechen. Eine der Aufgaben des Soling Guides ist, Auskünfte, die dem Solinginteressierten nutzen können, zu sammeln. In diesem Jahr haben wir diese Auskünfte mit einem Verzeichnis von Segelmachern in vielen Ländern erweitert: Namen, Adressen, Telephonnummern u.s.w. Diese Auskünfte, zusammen mit dem Register von 2500 Solingen, sind ebenso verständlich wie die Bilder.

Es gibt fast keine Inserenten aus den deutschsprechenden Ländern und das ist bedauernswert. Hat diese Zusammenfassung aber unseren deutschsprechenden Soling Seglern eine Hilfe zum Verständnis des Inhaltes gegeben, hoffen wir, dass sie uns hilfreich mit mehreren Annoncen für den Guide des nächsten Jahres beistehen werden. Weiterhin wird sowohl auf *Contents* Seite 4 als auch auf *Soling Guide Appendix 1976* hingewiesen.



SOLING GUIDE RÉSUMÉ EN FRANÇAIS



Introduction par Président.

Introduction "*Cher Soling yachtsman*", par notre Président en retraite, avec un résumé de l'année et des changements des règles de la classe, du championnat et de la constitution.

Voir addendum: "Règles du Soling et du registre". Le Président mentionne aussi notre effort en public relations, le film "Soling Action" et conseille aux comités nationaux d'en acheter une copie; 10 exemplaires en ont été déjà vendus.

Villenia Coupe — dotée par la France — a contribué à la première "liste de rang" pour tous nos yachtsmen qualifiés, qui ont pris part aux grands événements de 1975.

Le président annonce, qu'il y aura un championnat mondial *chaque* année, et exprime les meilleurs vœux pour le nouveau ISA Président Geert H. Bakker et pour la classe.

Bill Buchan

Yachting est une affaire de famille, par Julia W. Rattay, Who is Who, page 9, Soling Yachtsman de l'année,

SAIL NUMBERS

CLASS EMBLEMS, NATIONAL LETTERS AND DISTINGUISHING NUMBERS (IYRU-Racing Rule 25)

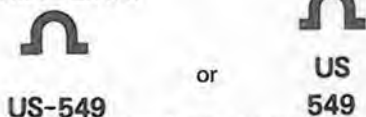
Slight alteration of placings effective from 1 April 1977.

At the Racing Rules Committee Meeting in November 1975 it was decided to delete rule 25.1(c) and insert a new rule with the following wording:

FD
A 3

On sails made on or after the 1st April 1977 a yacht's national letter(s) shall either be separated from her distinguishing number by a horizontal line approximately 5 cms long or be placed above the number.

On Soling sails it can be:



Please remember that the National letter(s) and distinguishing number shall be shown on **spinnakers at all times**. (MR-Rule 10.81).



Bill Buchan a fait du yachting pendant 3 générations, et Bill depuis sa 14^{ème} année; pendant ses 20 ans dans les "stars" il a plusieurs fois été champion américain et mondial. Il est aussi respecté dans les plus grandes classes, où il a gagné beaucoup de fois dans le "Buchan 37", construit par son père et il était tacticien et barreur de réserve dans le douze-mètre "Intrepid".

Il a choisi le Soling pour se perfectionner dans la concurrence la plus aigüe.

Avant le championnat mondial en 1975 il n'a jamais été au-dessous du second dans une série de courses en Amérique du Nord, et au championnat mondial à Chicago il a en tant de succès, qu'il aurait pu ne pas starter la dernière journée.

Son équipage: **Craig Thomas** et **Joe Goldberg**, tous les deux grands spécialistes.

Son fils **Carl Buchan** continue la tradition familiale: père et fils ont gagné le championnat de la côte du Pacifique en 1975, et Carl fut le champion mondial de la jeunesse en Ecosse 1975.

Soling Championnat Européen en Suisse. Sur page 13 le vice-président du club organisateur rend compte de l'organisation et des compétitions principales pour Solings, 5,5 mètres, Yngling etc. Les facilités sont les meilleures possible, et le port peut contenir 600 yachts.

Kingston

Jeux Olympiques 1976 et 1980. Notre nouveau Président qui nous donne ses expériences de Kingston page 7 a pris part aux jeux pré-olympiques l'année dernière, et a trouvé que les conditions étaient parfaites avec vents de 1 jusqu'à 40 noeuds.

Avec trois classes sur la même course il a trouvé qu'il n'y avait pas de trop grands problèmes pour les Solings, sauf la dernière journée.

Geert Bakker prévoit pour les jeux olympiques la plus puissante flotte de Solings, qu'on ait jamais vue, et il finit par souhaiter pour la classe Soling beaucoup d'années olympiques encore et beaucoup de bonnes courses en notre classe dans l'esprit olympique.

Tallinn

Le comité national soviétique a envoyé à la Guide Soling une description de l'arrangement 1980 à Tallinn. 3 courses sont prévues dans le dessin, et la quatrième course, mentionnée dans le texte pourrait être placée à l'ouest de la course "B".

L'Olympiade de 1980 est déjà en pleine préparation. Un grand port ainsi que des facilités à terre sont en construction.

Histoire Soling. Voir page 23, et les résumés concentrés des pays respectifs.

Saison Soleil

La saison Soling du soleil. Ce titre de la photo en couleurs page 15 introduit une série d'images des événements caractéristiques de la saison dernière. Le but principal de ce Guide Soling est de réunir des informations actuelles et intéressantes pour la classe; on trouve également cette année des listes de voileries, avec adresses, numéros de téléphone, dans plusieurs pays.

Les Registres du Guide sont, pour toutes les langues, aussi compréhensibles que les images. Malheureusement, nous n'avons presque pas d'annonceurs des pays de langue française, mais nous espérons, que ce résumé amènera plusieurs annonces pour notre Guide l'année prochaine.

Voir la liste du contenu page 4, ainsi que **Soling Guide Appendix 1976.**

LÆRLING 12'

LINGE-DESIGN
NORWAY

THE
CHILDREN'S
SOLING-
SMALL
AND
CHEAP
EQUIPED
LIKE
A
SOLING

| | |
|------------------------|--------------------|
| LENGTH OVER ALL | 3.75 M |
| BEAM | 1.35 M |
| DRAFT | 0.55 M |
| WEIGHT OF HULL | 65 KG |
| REMOVABLE LEAD BALLAST | 5x12 KG |
| SAILING WEIGHT | 140 KG |
| SAIL AREA (3.0+1.5) | 4.5 M ² |
| SPINNAKER | 5.0 M ² |



LÆRLING is designed by Jan Herman Linge – the man behind the SOLING the Olympic keel boat.

The idea behind the Lærling which means "apprentice" is to have a small and safe fixed keel sailingboat for children and adults' training in "the art of sailing". Her equipment is very much the same as one would find on board a SOLING. She carries a mainsail (3 sq. meters), jib (1 sq. meters), spinnaker (5 sq. meters).

Although her speed is not comparable to centerboards like Lasers, Flippers etc., the performance is startling. She is stable and safe, and the cockpit has ample room for one child and one adult – even two adults. In rough seas, the boat is astonishingly dry. Any splash or rain will disappear into the deep keel, where a pump can be used to empty out the water at the helmsman's convenience. The total weight of the boat is 65 kg. (Without ballast weight.) She is therefore easily carried on a car roof, with the keel pointing up.

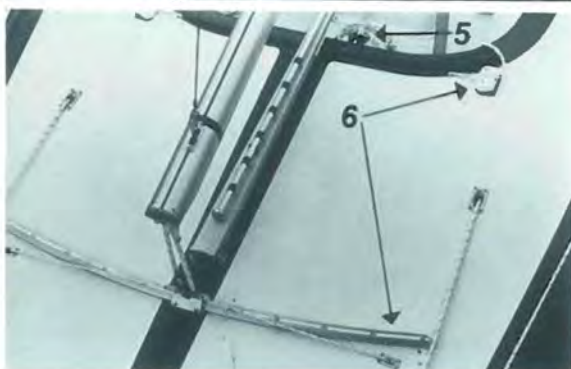
For sailing, 5 removable lead bars of 12 kg each are installed and fixed in the keel. In fact, the whole process of making the boat ready for sailing takes only a few minutes. Preparations are already under way to make the Lærling an international class junior sailing boat. The interest registered throughout the world, does indicate that this may soon be a reality.

**INSTRUCTIVE AND FASCINATING TO SAIL
FITTED OUT (IN MINIATURE) WITH THE
EQUIPMENT AND THE GADGETS NORMALLY
FOUND ON A FULL SIZE RACING KEEL BOAT.**

**CAN NOT SINK
400 LITRE FOAM BUOYANCY GIVES AMPLE
FREEBOARD EVEN WHEN FLOODED.**

**CAN NOT CAPSIZE
FIXED HOLLOW KEEL WITH 5x12 KG REMOVABLE
LEAD BALLAST. SELF RIGHTING FROM ANY
ANGLE OF HEEL.**

**"CAR TOP KEEL BOAT"
WHEN LEAD BALLAST, RUDDER AND RIGG IS
REMOVED: SUFFICIENTLY LIGHT (65 KG) AND
SMALL ENOUGH (3,75 x 1,35 M) TO BE PLACED ON
THE RACK OF A FAMILY CAR.**



Paul Elvström has made the Soling his sweetheart again!

He has decided that The Elvström Soling once more is going to be the fastest in the world.

With the new 1976 model, Paul has improved and simplified the handling of the adjustments.

He has also redesigned the cockpit layout to make it cleaner and more efficient.

For further details, just call Paul or one of his crew direct.

- 1 New wide selftacking traveller.
- 2 Simplified mainsheet system.
- 3 Metal cleats, using rope less than 10 mm.
- 4 Choice of compass placing.
- 5 Simplified backstay adjustment with metal cleat on turnplate.
- 6 Improved control of mainsheet traveller.
- 7 Metal cleat for spinnaker sheets.
- 8 10 mm rope for cunningham adjustment and outhaul on boom.

Elvström



Ved Klædebo 12 · DK 2970 Hørsholm · Denmark
 Telex: 37425 ELSAIL DK-Tlf. 02 - 86 75 75



USSERØD KONGEVEJ

**THE
CHILDREN'S
SOLING-
SMALL
AND
CHEAP
EQUIPED
LIKE
A
SOLING**



LÆRLING 12'

Further details, see page 34

