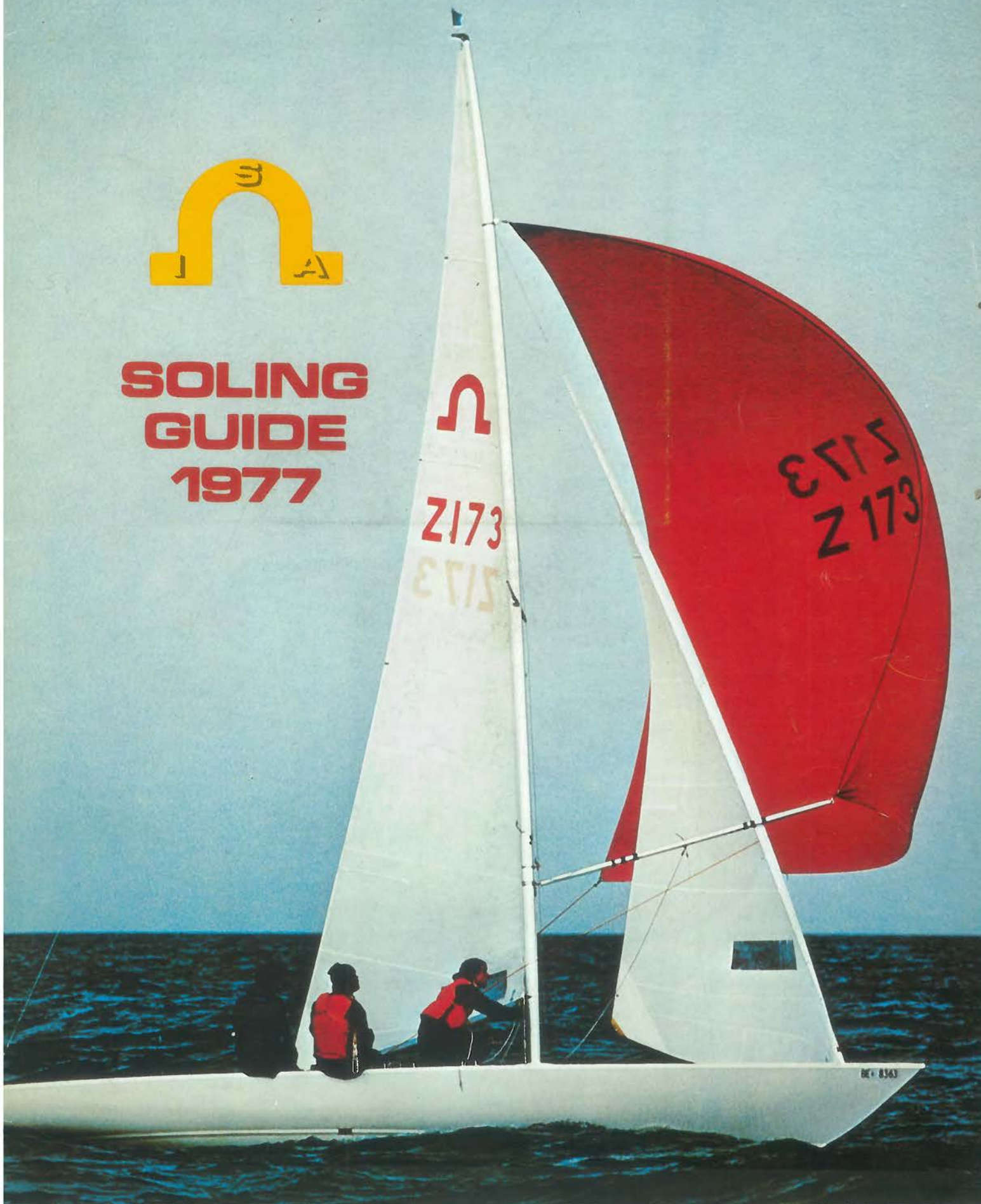


INTERNATIONAL SOLING ASSOCIATION



SOLING GUIDE 1977



BE 8363

ELVSTRÖM SOLING SAILS

MAINSAIL:

For the 1977-season Paul Elvström and Waldemar Bandolowski have in co-operation with Elvström A/S developed the following:

Two new mainsails, which will suit the new, slightly stiffer mast, which is now being used.

Light/medium, 5,0 oz Bainbridge Y.T. 0 – 5 m/sec.

Medium/heavy (all-round), 5,75 oz Bainbridge Y.T. 3 – 30 m/sec.

JIB:

Elvström Sails recommend 2 models also:

Light/medium, 5,75 oz Bainbridge Y.T. 0 – 6 m/sec.

Medium/heavy, 6,5 oz Bainbridge Y.T. 3 – 30 m/sec.

SPINNAKER:

Our spinnaker programme includes:

Spinnaker No. 1 max., 0,75 oz Bainbridge Stabilkote

Spinnaker No. 2 reaching, 0,75 oz Bainbridge (DYNAC)

Spinnaker No. 3 storm/reaching, 0,75 oz Bainbridge

All spinnakers are with *butterfly* cut and are among most of the Soling sailors regarded as being the fastest.

The following *results* have already been achieved in 1977.

I.a. at the Underberg Cup, Skovshoved, Copenhagen 34 competitors from 8 nations:

	Elvström Soling	Elvström Rig	Elvström main + jib	Elvström Spinnaker
1) Dieter Below	GO	X		X
2) Bandolowski	D	X	X	X
3) Gruenewald	S	X		
4) P.R.Høj Jensen	D	X		
5) Kadelbach	G	X	X	X

Elvstrom



Ved Klædebo 12 · DK 2970 Hørsholm · Denmark
Telex: 37425 ELSAIL DK · Tlf. 02 - 8675 75



SOLING GUIDE

1977

**THE TENTH ANNIVERSARY
INTERNATIONAL SOLING**





Soling Z-173 "Nadia" owner Jürg Christen, Thuner Yacht Club.

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

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Advertisers in Soling Guide: ("A" refers to Appendix)

Abbott Boats	A-36	Linge Yachts A/S	34
Bianchi & Cecchi	A-20	Linge, Jan Herman	36
Buchan Sails	A-31	Melges Sails	24
Elvstrøm Sails	2	North Sails	A-20
Elvstrøm Boats	35	Polyform-Nautic S.A.	33
Fogh Sails	A-34	Raudaschl Sails	A-32
FRED Jeweller	A-32	Servo Cleat	A-37

CONTENTS

Committees of the International Soling Association	6
A Ten Years Adventure of the International Soling	7
Soling Who's Who The Three Gold Medal Winners	11
Soling Class-History in short	10
Hoisting Colours in Norway	10
Country History reports	13
Denmark, Italy, Japan and U.K. (13), Australia, Bermuda, Hungaria and Austria (16), Sweden, Jugoslavia and U.S.A. (21), Switzerland (23).	
Women can Master Solings by Julia W. Rattray	14
Soling Persons in ten years	18
Inside Turn at Mark, two German Solings	25
Soling Plaque, International	26
Underberg Cup, First Recommended Event 1977	27
Two Sailmakers prepare for the Olympics at Tallin	30
Soling Storm Story, by John Rousmaniere	32
Soling Scarf for the beauties	32
ISA-Constitution, Rules, Addresses, Register of Solings, IYRU-Information etc. etc. See Soling Guide Appendix 1977, page 2 (enclosed)	

Soling Gallery of Persons

Andreadis, G.	19	Isler, E.	18
Bakker, G.	9, 19	Jensen, P.R.H.	12, 18
Bandolowski, V.	12	Keizer, P.	9
Berkeley, E.	18	Koch, M.	18
Below, D.	27	Lightfott, J.	14
Buchan, M.	14	Melges, B.	9, 18
Croce, B.	19	Pon, André du	9
Devaud, G.	23	Rattray, J.	14
Elmassian, A.	19	Samuel, B.	18
Fewster, J.	18	Schiøttz, K.	18
Hansen, Erik	12	Schuh, R.	18
Hellemond, J. van.	9	Van Dyke, J.H.	19

THE INTERNATIONAL SOLING ASSOCIATION'S CONTACTS

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KC	Canada:	Charles H. Steinbach, Toronto	Z	Switzerland:	Jean-Pierre Marmier, Lausanne
KJ	Jamaica:	J. A. Blackwood, Kingston			
KR	Rhodesia:	Yachting Association Rhodesia			

For further information see Register of International Soling Class Yachts.

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



SOLING GUIDE 1977

10TH ANNIVERSARY YEAR OF THE INTERNATIONAL SOLING



Dear Soling Sailor,

When the plans that were developed in the annual meeting in London can be realised, this 8th edition of our annual Soling Guide will be the last on in its present form. In 1978 we hope to be able to publish for the first time a Soling Book, containing all information and articles about our class of more permanent interest, that can serve as a handbook for all yachtmen interested in our Class for a period of 3 to 4 years. At the same time, we propose to publish a supplement containing all information that is subject to annual revision and which will be published and distributed every year together with the Spring Issue of Soling Sailing.

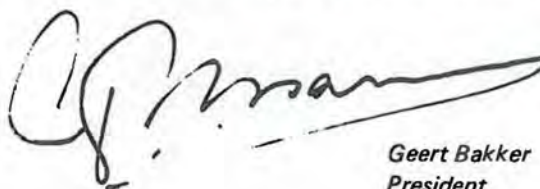
When the life-time of a successful one-design international class is estimated to be a possible 30 to 35 years the 10th anniversary may be considered to mark the end of the adolescence-period.

In this period the fine original design of Jan Linge was further developed – under a strict control to maintain the one-design character – to the perfect three men keelboat that it is to-day: perfect for racing at the top-level of yachting, at the same time suitable for local racing on club-level, also very good to be used for training in sailing schools and by many yachtmen accepted and used for day-touring on all kinds of navigable waters !

For the first as well for the last mentioned purpose it has moreover the important advantage that it can be trailed easily with a normal family-car. All these favourable properties have no doubt contributed to the unanimous vote of the IYRU Permanent Committee to adopt our Class again as one of the six Olympic classes in 1980. This is providing a sound basis for the expectation that such a decision can be repeated many more times !

In the period that we have now begun your Committee will not support any drastic technical developments that will endanger the one-design concept and the acceptance of which has created considerable problems in other classes.

We shall concentrate our endeavours on further improvements and strengthening of our Class-organization because we believe that many more yachtmen in all yachting countries around the world could enjoy the thrill of sailing a Soling and can find new friendships in the friendly atmosphere of our Class Association.



Geert Bakker
President



International SOLING
Association Flag,
white and light blue

THE INTERNATIONAL SOLING ASSOCIATION COMMITTEES 1977

Honorary Member of the Committee: His Majesty King Konstantin

Life Members

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

The ISA-Committee

President (elected for 1976 and 1977)
Geert A. Bakker, Holland
Vice-President (elected for 1977)
Maurice Rattray Jr., U.S.A.

Elected Members

Geert Bakker, Holland (1978)
Valdemar Bandolowski, Denmark (1978)
Augusto Luiz de Campos Barrozo, Brazil (1979)
Ken Berkeley, Australia (1979)
Tom Nyström, Sweden (1977)
Maurice Rattray Jr. U.S.A. (1979)
Herbert Reich, Germany West (1977)
Henri Samuel, France (1978)
Duncan Simonds, U.K. (1977)

Year in brackets after name: Last year of term

Members appointed for 1977:

Philippe Chevrier, France
Jürg Christen, Switzerland
Samuel V. Merrick, U.S.A.
Kenneth B. Miller, U.K.
Walter Nielsen, U.S.A.
Fabrizio Serena, Italy
Charles H. Steinbach, Canada
Norbert Wagner, Germany West
Max Whitnall, Australia

The Executive Committee (elected for 1977):

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

The Technical Committee

Maurice Rattray Jr., U.S.A., Chairman
Tony Clare, U.K. Vice Chairman
George Andreadis, Greece

The Events Committee

Henri Samuel, France, Chairman
Walter Nielsen, U.S.A. Vice Chairman
Augusto Luiz de Campos Barrozo,
Brazil – *South America*
Walter Nielsen, U.S.A.
– *North America*
Ken Berkeley, Australia,
– *Africa and Australia*

ISA-Editor

John H. Van Dyke, U.S.A. *Soling Sailing*

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Bahamas, Jamaica, Philippines, Puerto Rico:

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Wisconsin, 53058
U.S.A.

Australia, Japan, New Zealand, Thailand:

Australian International Soling Association.

International Soling Association Secretariat

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

Addresses, Telephone numbers etc.

Please turn to the Appendix page 51.

A TEN YEARS ADVENTURE OF THE INTERNATIONAL SOLING



The Soling is a Real Child of the Olympics

Jan Herman Linge, the Norwegian designer, conceived the initial idea of a new type of racing keelboat whilst he was doing tank test research work for the 1960 Olympic Games.

In his mind it was evident that a lighter displacement hull with a short fin keel and a separated spade rudder would have a far greater speed potential. If mass-produced in glassfibre reinforced polyester at a reasonable cost it was obvious that the type would give a lot more of racing fun to more people.

In 1962 the IYRU declared an opening for a new international three-man-keelboat. After this meeting Jan Linge completed the design and it was shown at the 1963 IYRU-meeting as an example of what sort of boat he thought one should aim at. The majority, however, wanted to keep the limits open for a larger boat.

Soling Sign Story

About the same time Linge was approached by Sverre Olsen, chairman of Holmen Yachtyard, who was pre-

pared to arrange the financial part of the project and it was decided to build a wooden prototype. The name Soling was chosen as a combination of the two names. SO from Sverre Olsen and LING from Linge, and with some imagination everyone can combine the two letters: "O" and "L" to the Soling Sign, which is not an Omega sign!

Further the Olsen/Linge Company was full of hope for this design. The Scandinavian word: "Sol" is in English: "Sun", and they wished the Soling "a place in the sun". They started the Soling sign as a sunrise – like:



but at the end the horizon was cut away, and now all clearly can see the "O" and the two "L"s of the sign. For the Soling Class we all wish that the "sun will never set" – and always when naming SOLing and Sun it could be: "Talk of angels and you will bear the flutter of their wings"!

First Five GRP-Solings

This prototype was tested and evaluated by Linge and Finn Ferner (now a Life Member of the ISA) during 1964. A lot of experiments with variations to sailplan, rudder and keelposition were carried out before they were satisfied and sure that the project was good and worth the further investments for production tooling. Moulds were made in 1965 and the first five GRP boats were manufactured for the 1966 season.

A Small, Cheap Boat with Lots of Racing Fun

IYRU had by that time sent out invitations for the international three-man-keelboat trial races which were going to take place at Kiel the same autumn. The Soling was entered although she could have no chance of beating the much larger boats. Generally she was about 3 feet shorter, carried about 20% less sailarea and her total displacement was less than the weight of the ballast-keel of the other competitors, but Linge wanted to prove his point: "One could have just as much racing fun in a smaller and cheaper boat".

The trial races at Kiel were held in general heavy weather conditions, and to everybody's surprise Soling was steadily hanging on to windward, and was even faster than any of the others down-wind!

A Percentage Slower, but Less than Half the Costs

Although she never won a race, she was the belle of the ball because she was twice second and never disgraced herself. According to a comparison after about 50 miles of racing, Soling turned out to be only about 2 1/2 percent slower than the fastest boats, and somebody's com-



"Insolent" (K-52) and "Nisse" (S-87) both built in 1970, the former from Tyler, UK, the latter from Soling Yachts A/S. (Beken, Cowes).



"Cadans" — H-17 — helmed by the President of ISA Mr. Geert Bakker through a rough sea.

ment was: "They are certainly not 2000 dollars faster"! The jury decided to recommend new trials the following year, and that the jury should take the cost of the boat and road-transport (trailerability) into consideration.

The Soling adopted in Scandinavia

During the winter 1966/67 some 60 boats were built and fleets were started in Scandinavia, United Kingdom and U.S.A. The Soling was also adopted as a one design class by the Scandinavian Yacht Racing Union. Licensed Builders were appointed in U.S.A. and later in Australia and Canada.

In 1967 the IYRU second trials for a three-man-keelboat were arranged at Travemünde. A couple of new boats had entered too, and a Dragon and a 5.5 metre took part for the purpose of comparison. The final result was that the Soling was recommended to be adopted as an international class by the IYRU.

Soling International and Olympic Class.

A launching committee for the International Soling Class Association was formed and during the 1967-IYRU meeting the Soling was formally given status as an international one design class. This of course started the wheels rolling! — The growth of the class was very satisfactory and National Class Associations were established in many countries. During the 1968 season about 300 Solings were racing all over the world. The first European Championship was held in Copenhagen with 25 entries. The ISA-President, Mr. Geert Bakker, took

part in this first European, and after a series of 6 races he finished as runner up to the Norwegian Per Spilling. At the 1968 IYRU meeting the International Soling was chosen as an Olympic Class for the 1972 games. The first Soling World Championship was arranged in Copenhagen 1969. There were 97 entries from 17 different countries, and Paul Elvstrøm, Denmark, became the first World Champion of the class.

The European Championship was arranged in Sandhamn, Sweden, with 46 entries from 11 countries and was won by Arved von Gruenenwald, Sweden. By this time some 600 Solings were registered throughout the world, built by 12 licensed builders. National Soling Associations were established in 20 countries.

At the International Soling Association's Committee Meeting in London, November 1969, it was decided to have all competitors in a race in one start and to limit the entries to approximately 60 Solings. In view of this the eliminating rules were adopted and with success they have been used since then. Both the cubic-root-rule for the Worlds and the square-root-rule for the Europeans have worked well. At the 13 events since these rules were adopted the entries have varied from 42 to 63 Solings in each event.

Soling number 2600 launched this summer.

Now the international Soling Class has fulfilled two Olympics and the boat is re-elected for the next (22 votes of 22 possible). We have had 6 World Championships and 9 Europeans and about the same number of

Continental Championships outside Europe. Besides these an infinite number of major international events and national regattas.

The Class is well organized both on local basis and internationally with a strict control of the One Design by measurement-procedures at any event of importance. The Class amounts to 2600 Solings all over the world being built under control both from the Class Association and the IYRU.

For further information of the Soling history please look up page 6 in the Appendix: Champions in the Soling Class and page 10: Soling Class History in Short.

The Soling Grandfather

This year is not only the 10th anniversary of the International Soling.

Another name is closely connected with the event. Inside the ISA-Committee this great man is named 'The Soling Grandfather'. You will also know him as the President of the Class, *Mr. Geert Bakker*. He joined the Soling Class just after its international status.

In his first Soling, H-1, "Cadans", he competed in the first European Championship at Skovshoved, Denmark. Since then he has been one of the most steady active

sailors in the Class. This year — 1977 — still a rather young season — he has raced in two of the major events of the Class: South American Championship, Brazil, and Underberg Cup, Denmark. Geert Bakker has also been a member of the International Soling Association nearly from the time this organization was launched in 1967. — No wonder that all on the ISA-Committee are proud of having such an active and clever Soling-sailor as leader. His "Cadans" has finished among the ten best boats. In the first European Championship in 1968 she was runner up to a Norwegian Soling. However to jump fast through the long row of successes this light-blue Soling has achieved, it is to mention only the top of the successes. Last year at Kingston the Soling-President finished on pointscore in a fifth place. This he managed as grandfather and being the oldest helmsman of all, — in fact in possession of respectively 23, 30 and 21 years of more experiences of life than the three medal-winners.

Please don't say that the Olympic Soling is for young sailors only.

The name of Geert's Soling: "Cadans" is the Dutch word for the French/English 'Cadence', and believe me: all will like the rythm of this Soling and her helmsman.

Mascot.



Early start of Olympic training in Holland. The ice is broken in Medemblik harbour, the thumbs are raised for a successful season. From left: Geert Bakker, Jack van Hellemond, Harald de Vlaming, André du Pon, Pieter Keizer all from Holland and Buddy Melges, USA.

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 Scandinavia and U.S.A. First international regatta July 1967 (6 races) at Copenhagen (17 competed). First National Soling Association (NSA) and International Soling Association (ISA) launched. Second trials in Germany. - November 9th: The SOLING received international status.</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 8th 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.</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.</p> <p>1976 From January 1976 Mr. <i>Geert Bakker</i>, Holland, took over as President from Mr. <i>John H. Van Dyke</i>, U.S.A. The second Soling Olympic Year. 24 Soling Nations at Kingston, Canada. Europeans in May at Geneva, 53 Solings from 18 countries. Three Life Members appointed: <i>Eggert Benzon</i>, <i>Finn Chr. Ferner</i> and <i>John H. Van Dyke</i>. Egypt is starting a Soling fleet. The Soling Action Movie produced in 14 copies, a great success. Meeting of Members at Geneva, first race-series for Alpen Cup and Finnish Cup. At the meetings in London, November 1976, the Soling Class was re-elected for the Olympics in 1980 at Tallinn. A working group was established for making Standard Soling Sailing Instructions.</p> <p>1977 The activities — especially in launching new Solings — very good. This 10th anniversary of the International Soling Class will be celebrated in Norway — the country of the designer — at the World Championship. By printing this year book the ISA has received around 60 entries of which approximately 12 from overseas countries.</p> |
|--|---|

Hoisting Colours in Norway

The Royal Norwegian Yacht Club (K.N.S.) on April the 26th hoisted colours of the season 1977 in an atmosphere of the Soling World Championship.

The designer *Jan Herman Linge* arrived to the hoisting ceremony in one of his new designs — the 15 feet long "Wesling" — from which he by radio control equipments helmed an exact model of the Soling (1:5) from "Kongen" (the King and Linge Marina) across the bay to

"Dronningen" (the Queen — KNS Club House). When the Soling very nicely in a smart manoeuvre went into the wind at the jetty the many members assembled on the bridge applauded, and someone jingled in Norwegian: "Linge is funny today!", — and then it was time for hoisting the flag and burgee of the 10th Anniversary season of the *International Soling*.

Mascot.

SOLING WHO'S WHO:



Paul Richard Høj Jensen Valdemar Bandolowsky and Erik Hansen, Denmark

This article is based on interviews with the three Olympic Gold Medal winners and on an observer's point of view.

Since the Closing Ceremony at Kingston the three Gold Medallists have been honoured by many organisations and presented with the most beautiful mementoes of their success.

The ISA-Committee has decided to have them as Who's Who in this Guide, which is a special honour – a tribute to these three Soling Sailors from the whole international fleet.

Started in the Training School.

Paul Richard Høj Jensen (32) started as cadet in the training school of his home club, Hvidovre Sejlklub (three miles south of Copenhagen). The water in this part of the Sound is very pleasant for sailing the KDY-Juniorboat, a 15 square-meter keelboat, a very popular training boat at the time he started sailing at 12 years of age. A year later he was number 7 in this class in a National regatta with participants from the whole country.

Very soon the OK-Dinghy became his favourite, and before leaving the Cadet Training School he managed to win his first National Championship in this class.

This first Champion-title was repeated in several classes: Trapeze-Dinghy, Dragon, H-Yacht, Knarr, Soling, IF-Yacht (an international Folkboat), Spækhugger. Two of these titles he won this year after his return from Kingston.

Important Game of Trimming.

Paul Richard likes very much to race different classes; his opinion is that changing class pushes one never to forget the important game of trimming the boat before each race.

Going further in his performances, three times he has been Scandinavian Champion in two different classes: H-Yacht and Dragon. He is always well up and after six races in the Dragon class at Kiel-week (June 1972) he finished every race in the first three places. All in Denmark thought we had a fairly good card in hand as our representative for the Olympics that year.

Success in the Soling Class.

If we look at his helming in the Soling Class since the Olympics at Kiel no one has been faster on average: He has been runner up for the Worlds 1973 (Quiberon, France), the Europeans 1974 (Glasgow), and again at Genova 1976, and he was fourth at the Worlds 1975 (Chicago).

Still he is a member of the Hvidovre Sejlklub and now also of Aabenraa Sejl Club and the Royal Danish Yacht Club – the latter honoured him after the Gold Medal with the "Honoris Causa". (See Soling Sailing, Autumn 1976).

The Stiff Olympic Soling.

On his return from Kingston it was natural to question him on the necessity of chartering a Canadian Soling. Again we were told that this Soling was a stiffer boat. But why? – this is a One Design! Then we received for the Soling Guide the technical explanation, which we have illustrated in a drawing.

Please note – that according to the Class Rules and drawings the design, size and shape of the mast support stanchion under the mast from deck to bottom is optional. Therefore it is more the rig than the hull that is made stiff, and also the arrangement of leading the shrouds to the base of stanchion takes the burden from the hull and deck.



*Close running under spinnaker on Lake Ontario. The Danish Soling leading the Soviet entry: SR-16, and a Canadian auxiliary vessel very close with the fender out!
(Bent K. Rasmussen).*

Paul illustrates this by explaining that in trimming the rig from light breezes to strong winds they could do the change by four turns on the turnbuckles in stead of the normally twelve turns, and even in a very hard blow the leeward shrouds would stand stiff.

Turning a bad position to a lead.

The very exciting races and the lucky result is well known. It was the second time this crew succeeded in turning a rather bad position to a lead. During the Europeans at Geneva this team rounded the first windward mark in the final race as number 31 and moved up during the race to 8th place which on total score placed them as runner-up. This was the first regatta the three raced together in the same Soling.

The Runner-Up Helmsman As Crew Member.

Valdemar Bandolowski (30) was a helmsman runner-up in the Danish trials for the Olympics. He thought it possible to manage as sailing master for Paul in the Olympic Soling. By getting the three to crew together — and as they did well at Geneva — there was good reason to continue this team-work.

Valdemar Bandolowski started sailing in the good old-fashioned way. A special Danish type of boat the "Kragejolle" (crow dinghy), a rather heavy clinker-built keel-boat with gaffrig gave him his education in sailing with a background of useful seamanship.

He is a yachtsman from the southern part of the "Øresund" — the Island Amager, south of Copenhagen.

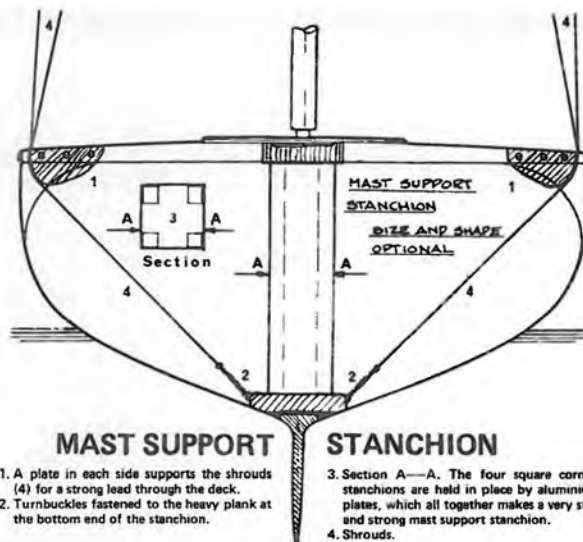
From Heavy Boat to Light Dinghy

From the heavy training vessel he jumped into light dinghy-classes: The OK, Trapeze Dinghy and the 5-0-5. In 1971 he joined Paul Elvstrøm in his Soling, and this team-work lasted through the Olympics at Kiel until Valdemar bought a Soling himself and helmed successfully in many races.

His records in these few years in Soling: National- and European Champion, runner-up in the Scandinavian and the European Championships and again at Geneva together with Paul Richard, with whom he also, as mentioned brought home the Gold Medal from Kingston.

A Heavy Athletic Boat-Trimner

To manage the foredeck on the Danish Soling we find the heavy, but athletic *Erik Hansen* (31) from the same area of the Sound as Valdemar. Both of them are mem-



bers of the Dragør- and Sundby Yacht Clubs. Erik started sailing OK-Dinghy. In this class he continued for 10 years. Then he joined as crewmember in Trapeze and 5-0-5 dinghies. Occasionally he has also crewed for Valdemar in H-Yachts. (Scandinavian Champion) and in Soling for the Worlds at Chicago 1975.

Besides hiking and managing the foredeck, Erik very efficiently takes care of the rig- and boat trimming and further he patiently does the smallest changes (which many a yachtsman might overlook), in order to obtain the highest possible performance and boat-speed.

Perfect Team-Work

In the closest competition ever seen in the Soling Class the three Who's Whos were well prepared and even when the situation was very tough, perfect team-work combined with skill and good fortune brought them over the finishing line as Gold Medallists.

An Observers Point of View

We asked one interested observer at Kingston if he could suggest any one factor which contributed especially to the success of this team. He told us that in his own mind they deserved to win because of the outstanding amount of work which the team achieved by actually practicing *on the course* in the ten days prior to racing.

Their early start each morning and the hours which they spent each day sailing nine miles to the course and then working all over it were an example of the dedication necessary to win Gold Medals.

They were also an object lesson to aspiring champions both at the Olympic Games and at Championship regattas everywhere in the World.



COUNTRY HISTORY REPORTS



COMPETITION IN DENMARK

1976 was a very successful year for the Danish Soling Fleet with Jensen's 2nd place at the European Championships and his gold medal at the Olympics. These achievements have encouraged quite a few young people to try the Soling. In order to get these young crews better and more experienced they have to get international competition. Therefore, we are hoping that a lot of crews will show up in Copenhagen during Easter for the Underberg Cup and in Århus during Whitsun for the international regatta taking place there.
Hope to see you around.

Per Buch

Danish International Soling Association

SERGIO ORLANDI TOP WINNER IN ITALY

The sailing season 1976 has produced for the Italian Soling Class very few important results as far as competitions at international level were concerned.

It has been bad at the Olympic Games, worse at the European Championship: the number one, *Albarelli*, had to be content with the win of "Genoa Week" and

"Regatta of Riva del Garda" where nonetheless were also present the best European Championship helmsmen.

Soling activity has been intense from February to October especially at *Anzio* (Rome) where competitions have taken place during practically the whole year.

At Anzio gathered a fleet of about 20 boats with very competitive spirit, and when there were no important competitions in other places, the "Circolo Vela Roma" every week-end organized successful Soling Regattas. *Sergio Orlandi* won in 1976 both the "Italian Championship" and the "Trophies of Associazione Italiana Soling" which rewards the best sailor of all competitions during the season.

As for 1976, the programme for 1977 will pivot upon four "National Regattas" and the "Italian Championship".

The four regattas will take place in Alassio - Lago di Garda - Lago Maggiore - Porto Ercole (Argentario).

The "Italian Championship" will be open to a certain number of foreigners and it will be contended at Anzio (Rome) from the 19th to the 23rd September 1977.

Vittorio Porta

Associazione Italiana "Soling"

THREE SOLING FLEETS IN JAPAN

At the end of 1976 the Japan Soling Association had 35 members including associate members. Several of the latter are enrolled thanks to the beautiful Soling Guide 1976 and the quarterly Soling Sailing.

Two new Solings will be build, and very soon the Japan fleet will round no. 30.

A Soling team competed in December at Hawaii and we hope to have some more international competition at the Pacific Coast this year.

A new fleet at Nagoya (central Japan) is formed. Now we have three fleets of Solings with very good local and national competition and the interest of the Soling Class in Japan is still increasing.

Fukuo Akiyama

Japan Soling Association

BRITISH APPLICATION FOR BUILDING SOLINGS

The Soling Class in the United Kingdom in 1976 was very much concerned - perhaps a little too much concerned - with preparation and selection for the Olympic Games.

A strong squad of 10 boats in all attended the training organized by the Olympic Coach in January - February - March and the Class was well represented at "Underberg Cup", Denmark, Hyères, France and European Championships, although the best result which could be achieved was third in "Underberg Cup".

cont'd page 16



"Okutan" (J-9) Yasnie Ishii. The vertical stripes are white and red, a Japanese sign of happiness. (J-Ass.)

WOMEN CAN MASTER SOLINGS

The Last Word on Soling Sailing

By Julia W. Rattray

The Soling is commonly considered to be a man's boat, needing a heavy and brawny crew. Soling sailing can be very demanding. Yet women, as well as men, enjoy the challenge of racing a responsive high performance boat. The 1976 North American Women's Sailing Championship (Adams Cup) was held in Solings and women across the United States fell in love with the boat. After sailing and practicing in the boat, one contestant from Seattle bought her own Soling, making that the second Soling in our fleet owned by a woman. Another Adams Cup contestant raced in the North American Soling Championship and was competitive with her allfemale crew. Mara Buchan (the 17 year old daughter of 1965 Soling World Champion Bill Buchan) was crewing for the brother on the winning boat. There were other women among the crews as well.

This is a great change from the first North American Soling Championship when everyone was shocked at how competitive my father (Maurice Rattray, Jr.) was with my mother and I (then 14 years old) as crew. People were surprised to see two women minihiking before the men had grown accustomed to the idea!

Of course, this does not mean that women can always be as competitive as men in the Solings. In heavy wind con-

ditions, the weight and strength of the man are necessary and important. Nevertheless, women can master the brainwork and the technical aspects of sailing.

During the North American Womens Sailing Championship, we women proved to ourselves that we could handle the Soling in any wind conditions. We contented with passing storm fronts, very shifty wind conditions and lumpy seas. At our area eliminations in Hawaii, my crew (Mara Buchan & Julie Lightfoot, both 17) and I were able to control our boat in up to 35 knots of wind in large ocean swells with our combined weight of approximately 360 pounds (164 kilograms), in spite of our not being allowed to use hiking straps (one of the problems of sailing a womens series). We were also able to fly and gybe a small spinnaker in these conditions. Nothing beats the thrill of simultaneously planing and surfing in a Soling!

Although women can handle the boat in any conditions, it is obvious that we could only be competitive against men in light to moderate conditions due to our physical limitations. Yet, there seem to be compensations for this — — — the sight of us in bikinis brings us the first tow on a windless day!

Julia W. Rattray
Seattle, U.S.A.



Opposite page: K-97 "Avalanche" owner Terry Wade, a lucky helmsman with two hiking beauties crewing: Mrs. S. Monroe and Miss K. McIntosh. (Roger Smith, Cowes).

Second generation Soling sailors, runners-up in the North American Women's Sailing Championship. From left the author Julie Rattray, Julie Lightfoot and Mara Buchan.



Very close competition at the selection trials at Weymouth resulted in victory for Ian MacDonald-Smith and his crew, who went to secure 13th place at Kingston.

Apart from this, the usual Area Championships were held and there were reasonable turn-outs for some excellent racing at the big sailing weeks at Burnham, Clyde and Cowes.

However, regular sailing at club level was not too well supported, and we have to report that only one new boat was added to the fleet during the year (the fourth Soling for one enthusiastic owner) whereas several were sold overseas.

The task of the British Soling Association during 1977 will be especially to encourage growth of the class at the club level.

In this effort the BSA-sailors will be very pleased to be backed up by the advent of a new British builder who has applied for a licence and hopes to be producing high quality Solings at a very reasonable price by the end of the year.

Duncan Simonds
British Soling Association

AUSTRALIAN HISTORY REPORT

Despite the let-down after the Olympics, interest still runs high in Solings in most parts of Australia. A new fleet has recently been added, in Albany, Western Australia. Already twelve boats are racing there.

Further Soling development in Australia is being hampered by the high cost of new boats. The volume of orders is inadequate for the licensed builder to keep prices down. Imported boats are subject to heavy duty.

Solings are now racing in Sydney (2 fleets), Melbourne, Port Lincoln, Perth, and Albany. We hope to maintain our level of representation in World Championship series, with the 1980 Olympics in view.

Tony Denham
Australian Soling Association

A BRIEF HISTORY OF SOLINGS IN BERMUDA

In January 1968 a group met at the Royal Bermuda Yacht Club for the purpose of considering the formation of a Soling class in Bermuda. A steering committee consisting of Ward Young, Charles Kempe and Warren Brown further investigated the potential of Solings in Bermuda. In December 1968 as a result of the steering committee and the I.Y.R.U. decision to include Solings in the 1972 Olympics, fourteen Solings were purchased by Bermudian sailors.

Solings have participated in several race weeks and Bermuda has been represented in the 1972 and 1976 Olympics.

In the last two years most of the boats have changed hands and many of the skippers are quite young, which makes the future of Solings in Bermuda look brighter than it has in recent years.

Bruce D. Lines
Bermuda International Soling Association

HUNGARIAN SOLING PROGRESS

The Hungarian Soling Fleet has been enlarged considerably in the year past. Five new Solings are delivered from the Licensed Builder: Hungarian Shipyards and Crane Factory boat department at Balatonfüred. Three

more are under construction and will be ready before the 1977-season.

A national Championship was arranged during 1976, the winner was *Béla Dominek* of Balatonfüzfő Athletischer Club.

The visit from the ISA-Office in the Autumn of 1976 was a great help, and resulted in the formation of the Hungarian Soling Organization with Mr. *Estván Németh* as chairman.

We have prepared an international championship event at Balaton Lake just after the European Championship at Athens, and we sincerely hope that many Soling sailors will take part on the route back from Greece.

Hungarian Soling Organization
H-8232, Balatonfüred

ALPEN CUP AND AUSTRIA

The first season of the Alpen Cup showed a very satisfactory competition. Close to 40 Solings competed in the four regattas: Riva (I), Ascona (Z), Prien (G), and Sankt Gilgen (OE). The winner of this Cup was Soling G 177, Berchtold with the Koch Brothers as crewmembers. They managed a first at Ascona, a second at Prien and finished as number 7 at Sankt Gilgen.

Runner-up (only 1.7 points behind the winner) was Soling G 152, Geis-Braren-Grawe.

The Ranking-list 1976 of Austria has the following very well known helmsmen at the top:

OE 41 — Hubert Raudaschl, OE 58 — Ulrich Strohschneider, OE 46 — Niki Schreiber and OE 47 — Christian Beurle. The most impressive is the latter, moving from a placing as number 20 in 1975 to a 4th place in 1976.

cont'd page 21

In close quarter on the bay outside Rio (the venue for the Worlds 1978): BL-26 "Condango" in safe leeward of BL 20 "Futio V" Augusto L. de Campos Barrozo the winner of the 1977-South American Championship (BL-Ass.).





Top left: "Staccato" K-94, Dr. Gavin Watson, one of three brothers who are all Soling owners. Clyde Week 1976. Right: KA-126 "Humbug" with a broken backstay, owner Ken Berkeley. Geelong Races 1975. (KA-Ass.). Middle: Racing under the Mountains for the Alpen Cup at Riva, Lake Garda 1976. Bottom: More lake-racing from left: G-131 "Momo V" H. J. Bilk, G-87 "Quetzalcoatli" Herbert Reich and G-95 "Sanzahn", Reinard Niemann (G-Ass.).



1967

The tenth anniversary
of the International
Soling Class



- 1.. Madame Beatrice Samuel. A loyal spectator at any SOLING event and a marvelous photographer being the author of many beautiful photos for the Guide.
2. Jimmy Fewster familiar to countless Soling Sailors all over the world — just as Jimmy — and as the enthusiastic coach of the British team.
3. Buddy Melges the first Olympic Gold Medallist (Kiel).
4. Paul Richard Høj Jensen obtaining the same rank at Kingston last year, see Who's Who, page 11.
5. Checking in for the Worlds 1973 at Quiberon. Behind the (toilet)-window the two ladies taking care of all 63 Solings: Mrs. Elsie Berkeley, Australia and Mrs. Karen Schiøttz, Denmark.
6. Alpen Pokal donated by Carl Auteried (OE-36). Here Dr. Isler, Switzerland (extreme left) at the prize-giving, followed by Dr. Rudolf Schuh, Mrs. Max Koch and her husband, the 1976-winner with Soling 'Manzi' (G-177).



1. The ISA-President, Mr. Geert Bakker. At the postponement of a day's race he takes his time for some ISA-writing. (Geneva 1976).
2. The former ISA-President, Mr. John H. Van Dyke watches racing at Oyster Bay, U.S.A. (1971).
3. Mr. Alan Elmassian, the European championship-MAN at Geneva.
4. The coming MAN at Athens, Mr. George Andreadis, here having a nice talk with wife of the ISA-Secretary at Kiel (1972).
5. A very good friend of the International Soling Class, the President of the IYRU, Mr. Beppe Croce watching the fleet at the Soling World Championship on Lake Michigan in his capacity of a highly appreciated Jury-President.
7. Mr. Garret Vandenburg, the chief-measurer at the World Championship at Chicago 1975.



Photos by Beatrice Samuel: 1-nos: 2, 4 and 0-no. 3. Schiøttz: 1-nos: 1, 3, 5 and 0-nos.: 1, 2, 4, 5, 7. OE-Ass: 1-no.: 6 and Laurin Thal: 0-no.: 6.

SOLING GUIDE APPENDIX 1977

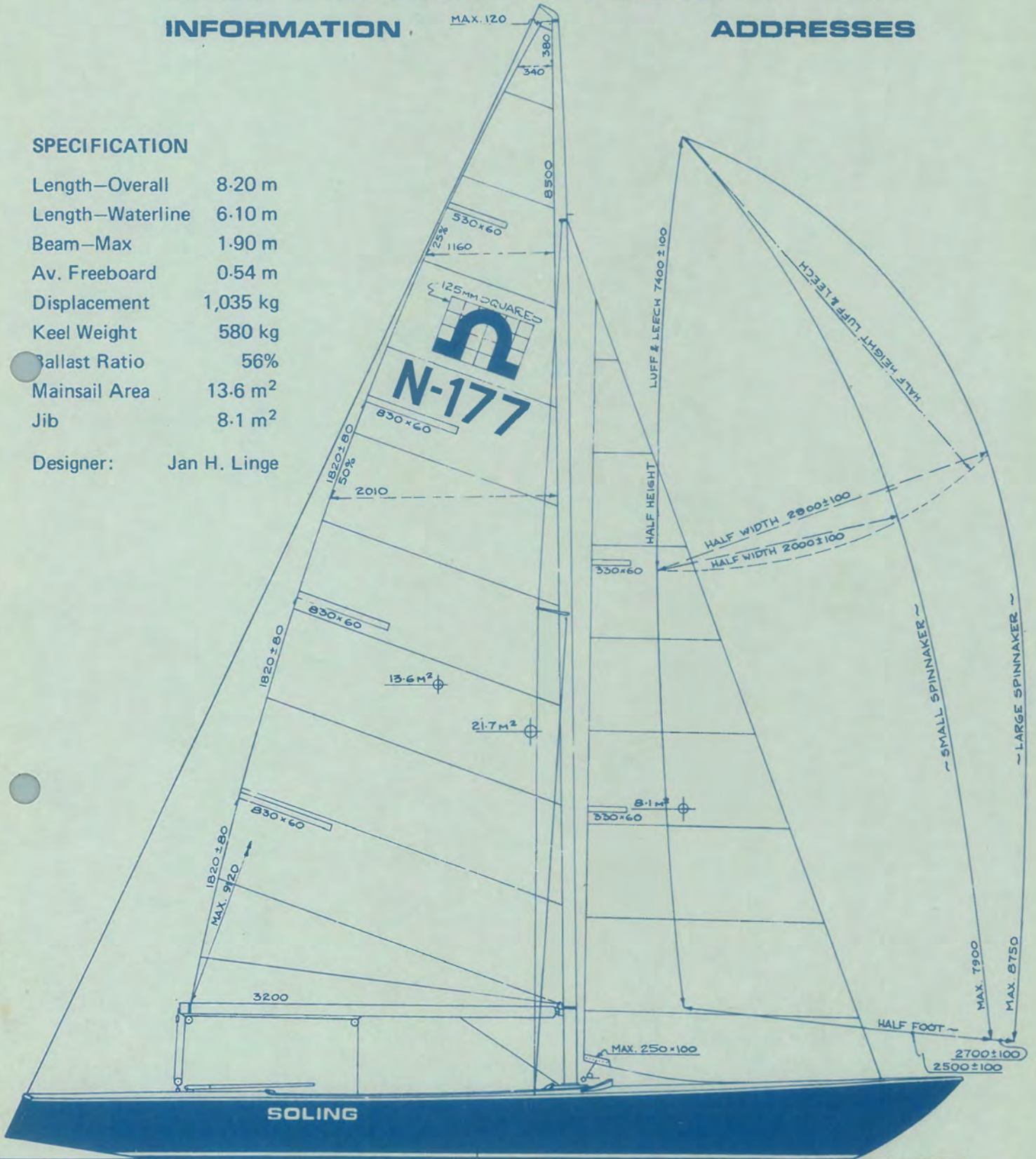
CLASS RULES INFORMATION

REGISTER ETC. ADDRESSES

SPECIFICATION

Length—Overall	8.20 m
Length—Waterline	6.10 m
Beam—Max	1.90 m
Av. Freeboard	0.54 m
Displacement	1,035 kg
Keel Weight	580 kg
Ballast Ratio	56%
Mainsail Area	13.6 m ²
Jib	8.1 m ²

Designer: Jan H. Linge



Jan H. Linge.

CONTENTS

SOLING GUIDE APPENDIX 1977



Addresses:

Committee Members etc	51	IYRU Information	28	Regatta Report Form	16
Magazines	15	IYRU, Previous	33	Register of Solings	37
Measurers	17	Jib Diagram	23	Registration of Solings	13
Sailmakers	19	Kevlar	29	Responsibilities	18
Alpen Cup, Rules	11	Ladies Championship	29	Sail Labels	6
Badges - ISA	6	Licensed Builders	13	Sailmakers, Names and Addresses	19
Builders, Soling Licensed	13	Magazines, Yachting	15	Sail Measurement Form	30
Certificate for Solings	14	Measurement Diagram	26	Templates, Application of	35
Championship Rules	8	Measurement Form	28	Tip Weight of Mast	18
Champions in the Soling Class	6	Measurement Rules	21	World Championship Rules	8
Class Rules, International Soling	21	Measurers Names and Adresses	17	Yachting Magazines	15
Constitution of the ISA	3	Measurers Responsibilities	18		
Cup-Rules, International	11	Memberships of the ISA	35		
Dispensations	33	Olympic Classes	28	ADVERTISERS	
European Championship Rules	11	Olympic Scoring System	14	Abbott Boats	36
Events Committee Rules	7	Owner's Responsibility	18	Bianchi & Cecchi	20
Finnish Soling Cup, Rules	11	Plaques issued from IYRU	12	Buchan Sails	31
Information of		Prices, Badges, Sail Labels etc	6	Fogh Sails	34
international interest	28	Procedures Class Registration	13	FRED Jeweller	32
International Cup Rules	11	Race log	16	North Sails	20
Interpretations	30, 33	Records of Solings 1969-1977	38	Raudaschl Sails	32
				Servo Cleat	37

ISA CONSTITUTION INDEX

Accounts	11.0	Dues,		Measurement Rules		Paid-up Soling	
Agenda, CM	8.1	-- associate member	5.3	-- Solings within	4.7	-- votes AGM	6.22a
-- AGM	9.3	-- determined	6.1	-- submissions	7.561	Plaque, IYRU, definition	3.10
Airmail	8.2	-- due Jan. 1st	6.21	Measurement Form	3.11	President, Exc.Com.	7.57
Agreement, written	8.2	-- October 1st.	6.23	-- completed	4.5	-- terms in office	7.51
Annual General Meeting	9.1	-- Full Member	5.2	Measurers		-- vacancy	7.61
Applic. for LB	4.1	-- not paid ISA	6.3	-- appointment of	4.4	Procedures, definition	3.7
Appointed Members	7.21	-- paid	4.6	-- register of	4.4	Proxy, CM	7.25
-- authority	7.23			Meetings		-- NSA at AGM	7.37
-- substitute	7.25	Elected Members	7.21	-- of Members	10.1	-- representing	9.4
Assistance to CM	7.11	-- election of	7.31	Meeting, next CM	7.58		
Attorney, CM	7.25	-- nine	7.22	-- Notice CM	8.1	Quorum, Gen.Meeting	9.4
-- NSA	7.37	-- nomination of	7.32	-- AGM	9.1	-- Com. Meeting	8.3
Auditor	7.55	-- substitute of	7.25	Memberships	5.0		
		Executive Committee	7.57	Motions, AGM	8.4	Racing, dues	6.2
Ballot votes, Members	5.6	Financial Statem.	11.2	Nat. Associat. (NSA)	3.4	Register, class	
-- NSAs	6.22b	-- audited	11.3	-- attorney AGM	7.37	-- CC, LB and MR	4.2
Certificate		Full Member, vote	5.6	-- limit of pay	7.54	-- ISA	7.53
-- acceptance of	4.9	General Meeting,		-- remit to ISA	6.3	-- Licensed Builders	4.3
-- invalidate	4.8	-- election	9.1	-- register	4.3	-- Measurer	4.4
-- obtain	4.5	-- voting	5.6	Nomination	7.3	-- NSAs	4.3
-- valid	4.6	Honorary member	5.4	-- AGM	7.32	Retirement CM	7.24
Changes, Constit.	7.11	-- attend	5.6	Notice, AGM	9.3	Sail M.F. definition	3.12
-- Class Rules	7.11	Hull Number	3.13	-- CM	7.32	-- Number, definition	3.14
Class, definition	3.5	IYRU, definition	3.8	Object of Class	2.0	Secretary	7.53
-- register, def.	3.15	-- Holdings Ltd.	3.9	Officer ISA	7.5	-- and treasurer	7.54
-- rules MR, def.	3.6	-- MR - Class	7.11	-- auditor	7.55	Substitute of CM	7.24
Committee, def.	3.2	-- Plaque, definition	3.10	-- editor	7.563	-- at meetings	7.25
Committee Meeting		Licence, cancelled	4.7	-- events	7.562	Technical Com.	7.561
-- annual	7.5	Licensed Builder	3.17	-- executive	7.57	-- control LBs	4.1
-- member appointed	7.21	-- application	4.1	-- president	7.51	Terms of office	7.41
-- communication	8.2	-- register	4.3	-- secretary	7.53	Treasurer, appointm.	7.54
-- elected	7.31	-- responsibility	4.7	-- technical	7.56	Vacancy CM	7.24
Contribution		Life Member	5.5	-- treasurer	7.54	-- at meetings	7.61
-- annual	7.5	Linge, Jan H.	3.5	-- vice president	7.52	Vice president, elect.	7.52
Copyright holder		Management, ISA	7.0	One Design	4.1	Voting, AGM	9.5
-- LB	4.7	Measurement Rules	3.6	Owner, definition	3.16	-- attorney AGM	7.37
-- licence	4.1	-- changes	7.11	Owner, FM joint	5.2	-- Full Member	9.1
Correspondences	8.1	-- comply with	4.6	-- change of	4.8	-- Life Member	5.5
		-- in accordance with	4.2	Paid-up Soling	3.16	-- NSA	7.33
Dates for Worlds				-- App. member	6.22a	-- NSA for AGM	6.22b
and Europeans	7.12			-- count at AGM	7.36	-- power	7.33
Defintions	3.0					-- quorum AGM	9.4
Dues, annual	6.1					-- rights	5.0

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: Kiel, Germany
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
- 1976: Kingston, Canada
Gold: Poul Richard Høj Jensen (D 67)
 Valdemar Bandolowski
 Erik Hansen
Silver: John Kolius (US 655)
 Richard Hoepfner
 Walter Glasgow
Bronze: Dieter Below (GO 5)
 Olaf Engelhardt
 Michael Zachries

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)
 1972: No World Championship in the Olympic year
 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 (S 21)
 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: Dieter Below (GO 8)
 1974: Clyde, Scotland: Willi Kuhweide (G 135)
 1975: Alassio, Italy: Stig Wennerström (S 111)
 1976: Geneva, Switzerland, Dieter Below (GO 5)
 1977: Greece: _____

North American Champions:

- 1969: John Dane III, New Orleans (US 95)
 1970: David Curtis, Marblehead, Mass. (US 437)
 1971: R. Mosbacher, Texas (US 504)
 1972: David Curtis, Marblehead, Mass. (US 575)
 1973: Sid Dakin, Ontario (KC 84)
 1974: John Kolius, Houston (US 576)
 1975: Dave Forbes, Rochester (KA 128)
 1976: Carl Buchan, Seattle (US 593)

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)
 1976: Gastão Brun, Rio de Janeiro (BL 15)
 1977: Augusto Barrozo, Rio de Janeiro (BL 20)

African Champion:

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

ISA FORMS, DRAWINGS, RULES, BADGES ETC



ISA BLAZER BADGE

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



Sail Label

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

From IYRU:

- Year Book £ 3.-
 Racing Rules £ 3.-
 Measurement Manual . . . £ 5.-
 Complete set of Plans . . . £ 10.-
 Class Rules + Diagram . . . £ 0.50
 Measurement Form £ 0.40
 Sail Measurement Form . . £ 0.25
 Plaque (Builders) US \$ 150.-
 Templates £ 352.-

From ISA-Office:

- Sail Label US \$ 6.-
 Soling Tie US \$ 8.-
 Blazer Badge US \$ 3.-
 Anniversary Badge:
 Silver US \$ 3.-
 Gold US \$ 5.-
 (Se enclosed card)

Forms: Register, Certificate, Race Log, Regatta Report, all free of charge.

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

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 1977 are:

1. 7-10 April: Underberg Cup, Denmark
2. 19-22 May: Semaine International, La Rochelle, France
3. 15-18 September: Attersee, Austria

For these events the Finnish Soling Association has presented a Trophy, see the rules on page 11.

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 January 1, 1976, and he will continue in 1977 with Mr. Walter Nielsen, USA as vice chairman. The complete committee is stated on page 6.

Re item 3. The World Championship 1977: Hankö, Norway, with the Royal Norwegian Yacht Club as host. 1978: Rio de Janeiro with Iate Clube do Rio de Janeiro as host. Further it is scheduled to have the Worlds 1979 in Sweden and 1980 at Puerto Rico.

The European Championship will be held in 1977 at Piraeus with Yacht Club of Greece as host, for the following years the schedule is: 1978 in Germany, 1979 in France and 1980 in Finland.

Rules for the Finnish- and Alpen Cup see page 11.

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	Basic Quota	Entry entitlement per country when more applications than 65 are received as indicated in column headings						Nos. of Paid-up Yachts
		60-65 appl.	66-70 appl.	71-75 appl.	76-80 appl.	81-85 appl.	86-90 appl.	
1	1	1	1	1	1	1	1	1 - 3
2 - 7	2	2	2	2	2	2	1	4 - 8
8 - 26	3	3	3	3	3	2	2	9 - 15
27 - 49	4	4	4	3	3	3	3	16 - 24
50 - 63	5	5	4	4	4	4	3	25 - 35
64 - 99	6	6	5	5	5	4	4	36 - 48
100 - 124	7	7	6	6	6	5	5	49 - 63
125 - 149	8	8	7	7	6	6	6	64 - 80
150 - 199	9	9	8	8	7	7	6	81 - 99
200 - 215	10	10	9	8	8	7	7	100 - 120
216 - 249	11	10	10	9	9	8	8	121 - 143
250 - 299	12	11	11	10	10	9	8	144 - 168
300 - 342	13	12	12	11	10	10	9	169 - 195
343 - 349	14	13	13	12	11	11	10	196 - 224
350 - 399	15	14	14	13	12	11	10	225 - 255
400 - 449	16	15	14	13	13	12	11	256 - 288
450 - 499	17	16	15	14	14	13	12	289 - 323
500 - 511	18	17	16	15	14	13	13	324 - 360
512 - 549	19	18	17	16	15	14	13	361 - 399
550 - 599	20	19	18	17	16	15	14	400 - 440
600 - 649	21	20	19	18	17	16	15	441 - 483
650 - 699	22	21	20	19	18	16	15	484 - 528
700 - 728	23	22	21	20	18	17	16	529 - 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.**
- 7.1.1 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:
- 8.2.1 That there shall be no shortening of course.
- 8.2.2 That there shall be no alternative penalties for infringement of a rule of part IV of the 1973 Yacht Racing Rules of the IYRU.
- 8.2.3 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).
- 8.2.4 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.

INTERNATIONAL CUP-RULES

Rules for the Finnish Soling Cup:

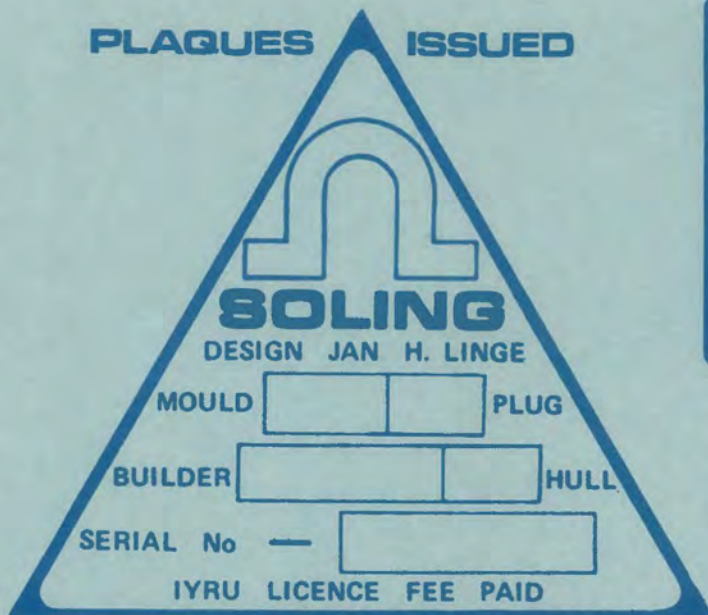
1. This Cup is donated for competition every year.
2. The competition is individual and open to all paid-up Solings.
3. All competition shall be arranged in accordance with the IYRU Racing Rules and the Olympic Scoring System shall be used.
4. This Cup shall be awarded every year to the best Soling in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

Rules for the International Alpen Cup (Alpenpokal)

1. This cup is donated by Mr. Carl Auteried for competition to be arranged every year at regattas in countries surrounding the Alps.
2. The competition is individual and open to all ISA paid-up Solings.
3. All competition shall be arranged in accordance with the IYRU Racing Rules, and the Olympic Scoring System with the amendments stated in 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.

Events 1977: Competition for the Finnish Cup will take place as stated page 7: Notes, Re Item 1. For the Alpen Cup the events will be as outlined in the Country History Reports, see Alpen Cup and Austria. Paid-up Solings from any country can enter all events.

PLAQUES ISSUED



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

The receipt issued by ISA for Building Fee paid for Solings finished until March 1970.



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

INTERNATIONAL SOLING ASSOCIATION

Received equivalent to U.S. \$

Royalty boat for no.

Builder

Date

INTERNATIONAL SOLING ASSOCIATION

This copy shall follow the builders declaration or measurement certificate.

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 1179 from IYRU Holdings Ltd. Of the first triangular type the numbers from 1 to 479 have been used, and of the new rectangular type the numbers from 1001 to 1700 as per 1. January 1977.

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, 1608-1618, 1654-1663, 1672-1681, 1696-1700	454
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, 1664-1666, 1685-1687, 1693-1695	57
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
KAA 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, 1638-1642, 1644-1653, 1667-1671, 1688-1692	230
KZ MacKay Boats	1051-1054, 1144-1146, 1361-1363, 1597, 1643	12
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	12
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, 1682-1684	88
Not issued or scrapped	40, 69-72, 241, 369, 396-405	17
Total of IYRU-Plaques		1179

SOLING REGISTRATION

INTERNATIONAL SOLING CLASS REGISTRATION PROCEDURES HOW TO BE ENTITLED TO RACE A SOLING



International Soling Class Registration Procedures

General Note: Where within this Soling Registration is stated NSA it covers a country's *National Authority* as well as *National Soling Association* whichever is actual.

REQUIREMENTS

The owner of a Soling must comply with the following requirements:

- 1.1 Produce a *valid* certificate issued by his NSA indicating:
 - the sail-number assigned for this yacht to the owner by the NSA
 - the proper name of the yacht
 - the name, address and club of the owner
 - the IYRU plaque-number of his yacht with name of the licensed builder
- 1.2 Proof that this certificate is *valid* can be given:
 - for a new Soling or one that belonged to the same owner in the previous year by the ISA- Sticker of the current year fixed on the aft-deck
 - for a second-hand Soling bought during the year by an additional ISA-Sticker of the current year fixed to the back of the certificate.

OWNER-ACTIONS

In order to meet these requirements the Soling-owner must perform the following actions:

2. In case of *continuous ownership*:
 - 2.1 Pay his annual dues to the NSA in time.
 - 2.2 In return he will receive the Sticker of the current year, to be fixed on the aft-deck
 - 2.3 Keep the NSA and ISA informed about an eventual change of address.
3. In case of acquisition of a *new Soling*:
 - 3.1 Obtain from the builder the completed Measurement Form; check this and the IYRU plaque in the yacht.
 - 3.2 Apply for a Sail-number from the NSA in accordance with Measurement Rule 15.1 the *first* free national sail number must be assigned, and the numbering shall be an uninterrupted succession.
 - 3.3 Apply for Registration by the ISA (through the NSA) by submission of the Measurement Form and by payment of the annual dues to the NSA. ▶

SOLING LICENSED BUILDERS:

PRESENT LICENSED BUILDERS:

Country	Builders name and address	Code	Plug	Mould
Canada	Abbott Boats Ltd., 1458 London Road Sarnia 519, Ontario	KC	10	5 or 6
Denmark	Elvstrøm Boats A/S Ved Klædebo 12 2970 Hørsholm	D	3 13	I or II III or IV
Hungary	The Hungarian Shipyard & Crane Works, P.O.Box 280, Budapest 62	M	3	9
Italy	Bianchi & Cecchi Via S. Lorenzo, 23-9 Genova	IA	3	8
Japan	Ishihara Dockyard Co. Ltd. No. 1471-1 Mukojima-cho, Takasago-cho Takasago-city, Hyogo	J	3	4
New Zealand	Jim MacKay Boats Ltd., 150 Sunnybroe Road Takapuna, Auckland	KZ	9	1 or 2
Norway	Ingeniør Jan Herman Linge Tordenskjoldsgate 1 Oslo 1	NA	3	3
Switzerland	Polyform SA, Usine d'Ussieres 1099, Ropraz VD	Z	5	1

FORMER LICENSED BUILDERS:

Further licenses have been issued to the following companies for building Solings in the years stated. None of these are building now.

Country	Builders name and address	Code	Plug	Mould	Years
Australia (1)	Rudders Yachts Pty. Ltd.	KA	9	1 or 2	1968-1973
Australia (2)	Halvorsen, Gowland Pty. Ltd.	KA	9	3	1973-1976
Finland	Veneva OY	L	8	1	1971-1976
France	La Stratifie Industrial (M. Dufour)	F	6	1 or 4	1968-1972
Holland	H.V.M. Kunststofverwerken de ind. N.V. (W.H.Maarse)	H	3	5	1969-1973
Italy	Companis Impress Marit- time (C.I.M.A.)	I	3	1	1969-1976
Norway	Soling Yachts A/S	N	2	1 or 2	1968-1973
South Africa	Proderite S.A.(Pty.) Ltd.	SA	11	1	1969-1973
U.K.	Tyler Boat Co.	K	4	S 26	1968-1973
U.S.A. (1)	Gemico Corporation	US	2	1 or 2	1968-1971
U.S.A. (2)	Plastrend Corporation	USA	2	1 or 2	1970-1972
U.S.A. (3)	Gemico-Marlowe	USB	2	1 or 2	1970-1970
U.S.A. (4)	Eichenlaub Boat Comp.	USC	12	1 or 2	1972-1976
W.Germany	H.A.Hagelstein (Hastra)	G	7	1 or 2	1971-1973

Note, please: When a Soling is registered the above stated relevant Code, Plug- and Mould number shall be issued on all forms (Certificate (CC), Measurement Form (MF), and Register Form (RF), see Registration Procedures, page 13-14.

3.4 Fix the Sticker of the current year to the aft deck of the Soling.

4. In Case of acquisition of a *second hand* paid-up Soling:

4.1 Obtain from the previous Owner the Certificate.

4.2 The new owner send this Certificate to the NSA applying for a Certificate in his own name. In doing so inform the NSA of the new name of the yacht.

Note: when the yacht is bought in another country a new Sail number has to be applied for as well. See 3.2 above.

4.3 Pay the annual dues to the NSA and have the ISA Sticker of the current year fixed to the back of the Certificate.

5. In case of acquisition of a *second hand* Soling without a valid Certificate.

5.1 The Soling must be delivered with the Measurement Form issued by the builder. — If this form is not available an official measurer must measure the Soling and complete a Measurement Form.

5.2 With this form the owner follows the procedures outlined in 3.3 and 3.4 above.

Rules and Forms

All the above mentioned rules and forms are printed in this Guide-Appendix.

Olympic Scoring System

This is a re-print from the IYRU Racing Rules. More details are in the Rule-Book, Appendix 5, page 61-62. On the ISA-Race Log (page 16) points are calculated from no. 1 – 70.

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.

2.1 Each yacht *finishing* a race and not thereafter retiring or being disqualified shall score points as follows:

Finishing Place	Points	Finishing Place	Points
1.	0	5.	10
2.	3	6.	11,7
3.	5,7	7. and there- after	Place + 6
4.	8		

Lowest total score wins.

2.2 All other yachts, including a yacht that *finishes*, and thereafter retires or is disqualified, shall score points for the finishing place one more than the number of yachts whose entry for the series has been accepted.

3 In applying rule 12, (Yacht Materially Prejudiced), or rule 68.5, (Protests), when it is deemed equitable to adjust the score of the prejudiced yacht by awarding points different from those she received for the race in question, the following possibilities may be considered:

- (i) Points equal to the average, 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.
- (ii) Points equal to the average, to the nearest tenth of a point, of the points she had received before the race in question.
- (iii) An arbitrary number of points based on the position of the yacht in the race in question at the time she was prejudiced.

4 When there is 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 when the tie remains the most second places and so on, if necessary, for such races as count for total points. When the tie still remains, it shall stand as part of the final series results.

TYPE- OR BLOCKLETTERS ONLY
REGISTER FORM

ATTENTION: Carbonized NCR-paper

IYRU Plaque Serial Number:

Sail letter: _____ Sail Number: _____

Builder's code: _____ Hull no: _____ Mould no: _____ Plug no: _____ Built before March the 1st 1970

Measurement Form dated: _____ From Date: _____ To Date: _____ Certificate issued Date: _____ Initials: _____

Owner: _____

Owner: _____

Owner: _____

Owner: _____

Owner: _____

Owner: _____

Registration fee (Dues) paid: _____ Former Sail Number: _____

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

Remarks: _____ Issued by: _____

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

Stamp: _____
Signature: _____

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

CERTIFICATE INTERNATIONAL SOLING

Name of Yacht: _____ Sail Number: _____

Owner's name: _____

Owner's Address: _____

Owner's Club: _____

Measurement Form dated: _____

The SOLING with PLAQUE-numbers: _____

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

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

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

Builder's name: _____

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

Issued by: _____

Authority _____

Place _____ Date _____ Signature _____

Original Certificate issued by: _____

Authority _____ Date _____ Sail no. _____

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

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. 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.

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. The ISA-office wrote December 1976 all our contacts in the nearly fifty affiliated countries. Many NSAs have corrected the list of last year, and thanks to this we are able to print a more complete list of Magazines in nearly all the countries with *Soling* fleets.


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

COUNTRY	YACHTING MAGAZINES
Letter	Name Names and Addresses
A	Argentine 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, Wassenaarseweg 220, Postbus 2200, NL-Den Haag. Tel. 070 26 44 26. OLYMPIC SAILING REPORTER of the WATERKAMPIOEN, Mr. Andriaan Pels, Drecksenstraat 20, Gouda. Tel. 1820 - 18190. SAILING REPORTER OF 'WINNEN' and 'The Telegraph': Mr. Paul Knoop, Scholeksterlaan 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. UOMO MARE, 27 Piazza Castello, 2021 Milano. 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. SEA REC, 1-7-8 Kagiyama-Bld. Kidabashi, Chiyoda-Kn, Tokyo BOATS & YACHTS, 1-7-8- Kagiyama Building, Kidabashi Chiyoda, Tokyo.
K	U.K. 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 SAILING, 42 Evans Street, Waverley NSW 2024 SEA CRAFT POWER AND SAIL, 142 Clarence Street, Sydney 2000 SEA SPRAY, 3 Queen Street, Chippendale NSW 2008
KC	Canada MODERN BOATING, 21, RYRIE HOUSE, 15 Boundary Street, Ruscutter's Bay, N.S.W. 2011 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 Benzer, 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. LAKELAND 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.

RACE COMMITTEES AND ORGANIZERS: LOOK HERE !

RACE RESULTS - Race Log

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


Place	Letter	No.	Points	Place	Letter	No.	Points
1		0	36				42
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
 Mist
 Overcast
 Fog
 Rain
 Thunder
 Yachts (inc. (prem. start): _____
 Yachts (inc. _____
 Yachts (inc. _____
 Yachts (inc. _____
 Yachts flying Protest-Flag: _____
 Other Observ.: _____
 O.D.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:	Streight in knot:	Current against	kn.	Sunshine	Overcast	Rain	Course
NO: 1. Date:								
1.								
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.		1	2	3	4	5	6	7			
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.

MEASURERS ISA-CONSTITUTION RULE 4.4



COUNTRY		MEASURERS, Names and addresses	Notes
Letter	Name		
A	Argentina	Yakim Palombo, Castro Barros 1344, Martinez	
AR	Egypt		
B	Belgium	Simon Hermans, 334 Boulevard Louis Mettewie, 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. Francesco Ciccolo, 5 Sal. Vecchian, S. Del Monte, Genova	2
I	Italy	5. Tomaso Venturini, p. le Vittoria 12, 25100 Brescia	2
I	Italy	6. Raffaele Calzecchi, V. Casamari 25, 00144 Roma	2
I	Italy	7. 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	
K	United Kingdom	F. D. Berry, Alderfen, Neatishead, Norwich, NOR 37Z	
K	United Kingdom	R. P. Fisher, 7, Fieldgates Dock, Waterside, Brightlingsea, Essex	
K	United Kingdom	O. S. S. Roberts, Aidenburn House, Kilcreggan, Dunbartonshire, G84 OHG.	
K	United Kingdom	R. Snaith, 27a, Quarry Rigg, Windermere, Cumbria	
K	United Kingdom	A. Watts, International Yacht Racing Union, 60, Knightsbridge, London, SW 1 7JX	
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 SF 00570 Helsingfors 57	7
L	Finland	Leif Haglund, Rönnvägen 23 A 14, SF00270 Helsingfors 84	7
M	Hungary	Bela Bzvegvi 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. Hovdan A/S, Skippergate 5, Oslo 1	3
OE	Austria	1. H. H. Böcker, D-8000 München 60, Meyerbeerstrasse 47, bzq. A-9210 Pörschach/Wörthersee	
OE	Austria	2. W. Rihl, A-5020 Salzburg, Auerspergstrasse 42	
OE	Austria	3. Paul Römer, A-4810 Gmunden, Dr. Feursteinstrasse 14	
OE	Austria	4. H. Koller, A-5082 Gröden-Fürstenbrunn, Salzweg 14	
OE	Austria	5. A. Bannmüller, A-6900 Bregenz, Kennelbacherstrasse 28	
OE	Austria	6. O. Fleischmann, A-1080 Wien, Feldgasse 11/10	4
OE	Austria	7. H. Nölscher, A-1030 Wien, Hohlweggasse 2	4
P	Portugal		0
PK	Pakistan		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. Myburg, "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

COUNTRY		MEASURERS, Names and addresses	Notes
Letter	Name		
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 7 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 Regions 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).

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.

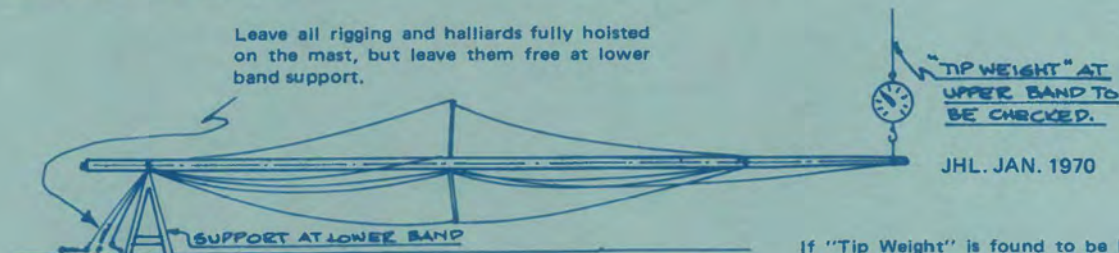
The measurement of a class yacht is an important and responsible procedure and a measurer is entitled and recommended to charge a measurement fee as laid down by his National Authority.

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.

Mast Tip Weight Control



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

If "Tip Weight" is found to be lower than 11 kgs, either mast weight or centre of gravity is in the 'danger zone', and it would be advisable to strip the mast for further control. (Rule 6.62).

SOLING SAILMAKERS ALL OVER THE WORLD



Last year ISA served Soling owners with a list of Sailmakers from the whole world. 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 order of Sail Letters and Countries.

It cannot be complete. 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
84,2 ° 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 31

WALTER MORITZ

SEGELMACHEREI
2400 Lübeck-Travemünde 1
Tel. 5000

H - Holland

JONGKIND SAILS n.v.
Postbus 74 - Uiterweg 184
Aalsmer
Tel. 02977 - 5415 - 6256

I - Italy

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

VELA NACA

Ceparana
La Spezia

J - Japan

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

NINOMIYA SAIL

1375, Issha Bld.,
Kamiuchi-Koshi
Issha Nagoya

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 6ZA
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.

ROLLY TASKER Pty. Ltd.

256 Stirline Highway
Claremont, W.A.

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 HOVDAN 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. Jeffeson 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

BURGER SAILS

Postfach 43
CH-3604, Thun

BRUCE BANKS

41 Av. de la Gare
CH-2002-Neuchâtel



OUR PRE OLYMPIC TESTING HASN'T STOPPED

OUR SAILS WILL BE FASTER IN 1977 THAN IN 1976

Results 1976

Olympics - Bronze Medal
North Americans - 1st
U.S. Final Trials - 2nd



North Sails Australia
879 Barrenjoey Rd.
Palm Beach, 2108 N.S.W.
Australia

North Sails Chesapeake
Box 26, Thompson Creek Rd.
Stevensville, Maryland 21666

North Sails Germany
Traubingerstr. 24
8132 Garatshausen,
West Germany

North Sails San Diego
1111 Anchorage Lane
San Diego, California 92106

North Sails Toronto
214 Evans Ave.
Toronto, M8Z 1J8, Canada

JUST IMAGINE HAVING A SOLING FITTED LIKE THIS !



16016 COGOLETO (GENOA) ITALY - TEL. (010) 9180 205

International SOLING Class Rules and Measurement Diagram

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.

- 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 $1500 \text{ mm} \pm 25$ mm from the Transom Measurement Point measured along the centreline of the counter.
- 5.6 The design of tiller and tiller extension shall be optional.

6. MAST

- 6.1 The mast shall be stepped on deck and on the centreline. The forward side of the mast shall be located $270 \text{ mm} \pm 50$ mm aft of the Breakwater Measurement Point (see also Rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at $550 \text{ mm} \pm 300$ mm aft of the Breakwater Measurement Point, and not more than 100 mm from the outer edge of the deck.
- 6.3 The forestay shall meet the deck at $2320 \text{ mm} \pm 5$ mm forward of the Breakwater Measurement Point.
- 6.4 The mast shall be of an alloy extrusion with a minimum 90 per cent aluminium content with a continuous fixed groove (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 $80 \text{ mm} \pm 10$ mm athwartships and $120 \text{ mm} \pm 10$ 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 Below a point 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 fully hoisted and the standing rigging secured along the mast. The ends of the rigging below the band defined in Rule 6.91 may rest on the ground or be removed so as not to affect the tip weight.
- 6.7 Holes may be made in the mast only for fittings and rigging.
- 6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 50 mm between upper and lower bands shall be permitted.
- 6.9 Bands of contrasting colours shall be painted on the mast as follows:
 - 6.91 with its upper edge $700 \text{ mm} \pm 5$ mm above the deck.
 - 6.92 with its lower edge 6800 mm above the upper edge of the band defined by Rule 6.91.
 - 6.93 with its lower edge not more than 8500 mm above the upper edge of the band defined by Rule 6.91.

7. MAST RIGGING

- 7.1 The standing rigging shall be of steel construction, and shall consist of only:
 - 7.11 Two main shrouds of not less than 3.8 mm dia. shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at 6800 ± 100 mm above the band defined by Rule 6.91.
 - 7.12 Two lower shrouds of not less than 3.8 mm dia. shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at 3400 ± 100 mm above the band defined by Rule 6.92 and a point 100 mm below it.
 - 7.13 One permanent forestay of not less than 3.8 mm dia. shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located between the lower edge of the band defined by Rule 6.92 and a point 100 mm below it.
 - 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.

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

- 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 to 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 inside length of the three lower batten pockets shall not exceed 830 mm and the inside length of the top batten pocket shall not exceed 530 mm. The inside width, excluding local widening for purposes of batten insertion, 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 Only two battens shall be permitted. The inside length of the batten pockets shall not exceed 330 mm and the inside width, excluding local widening for purposes of batten insertion, shall not exceed 60 mm. With the jib totally within the profile of the diagram, the lower edges of the batten pockets shall fall within the limits given by the diagram.
- 10.74 The forestay shall not be detached for the attachment of the jib. The fore edge of the jib luff, or its extension when hoisted, shall intersect the deck aft of, and not more than 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 x 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 ± 100 mm.
 - 10.832 The width of half the foot, when folded tack to clew, shall be 2700 ± 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 $2900 \text{ mm} \pm 100 \text{ mm}$.
 - 10.834 The total distance from the head to the centre of the foot shall not exceed 8750 mm. This measurement shall be taken with the sail opened out, laid on a flat surface and with sufficient tension applied at the head and centre of the foot just to remove the wrinkles across the line of measurement.
- 10.84 Small spinnaker:
 - 10.841 The length of luff and leech shall be 7400 ± 100 mm.
 - 10.842 The width of half the foot, when folded tack to clew, shall be 2500 ± 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 $2000 \text{ mm} \pm 100 \text{ mm}$.
 - 10.844 The total distance from the head to the centre of the foot shall not exceed 7900 mm. This measurement shall be taken with the sail opened out, laid on a flat surface and with sufficient tension applied at the head and the centre of the foot just to remove the wrinkles across the line of measurement.

11. WEIGHT

- 11.1 The dry weight of the complete boat as raced, including one set of sheets only but, excluding only the equipment listed below, shall be not less than 1035 kg. The only equipment to be excluded when weighing is as follows: sails and battens, paddle, life jackets, hand pump, hand bailers, anchor and anchor rope, mooring line, fenders, lifting slings, tool kit and personal effects.
- 11.2 Corrector weights, totalling not more than 7 kg, shall be fastened to the underside of the deck with two-thirds of the total weight forward and one-third aft of the cockpit. Any additional corrector weights required shall be permanently fastened to the underside of the deck. Two-thirds of these shall be not less than 700 mm forward of, and one-third not less than 4000 mm aft of, the breakwater measuring point. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat.
- 11.3 From 1st March, 1971, all existing boats shall comply with Rule 11.1. Boats built prior to 1st March, 1970, without a cockpit sole shall, before applying the provisions of Rule 11.2, be permitted to have up to 15 kg of corrector weights, located below the floorboards. Approximately 50% of any such corrector weights shall be permanently fastened to the foremost floor-member and approximately 50% to the aftermost 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 $550 \text{ mm} \pm 100 \text{ mm}$ forward and $3400 \text{ mm} \pm 100 \text{ mm}$ 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 cm^2 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 $280 \text{ mm} \pm 20 \text{ mm}$ 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 remains attached to the user after such release shall have:
- (i) 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

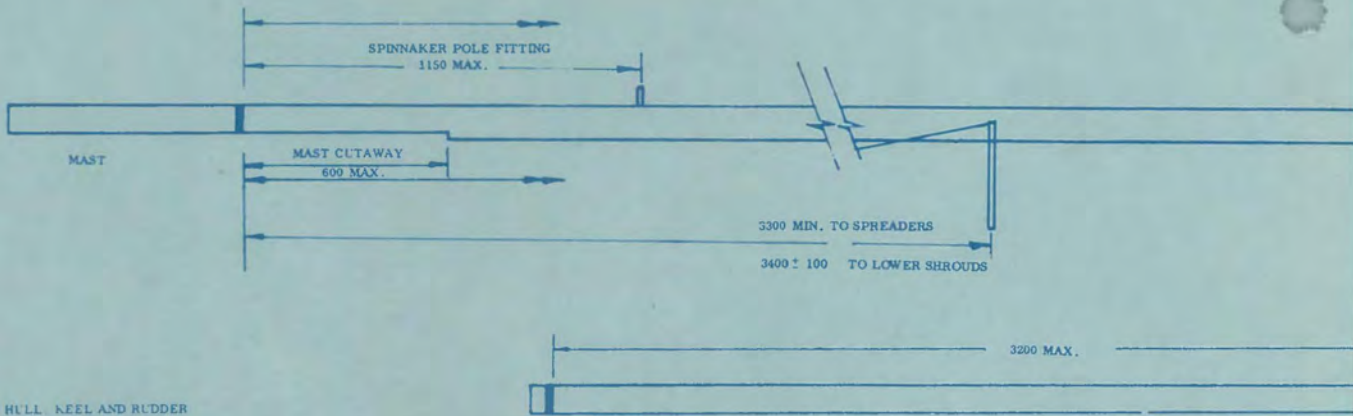
- 16.1 The owner shall be obliged to satisfy himself that the one-design principle has not been violated and to do nothing during the course of his ownership to cause this principle to be violated.
- 16.2 No boat shall be entitled to race as a bona-fide Soling unless:
- (i) the owner holds a valid certificate 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 I.S.A. 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

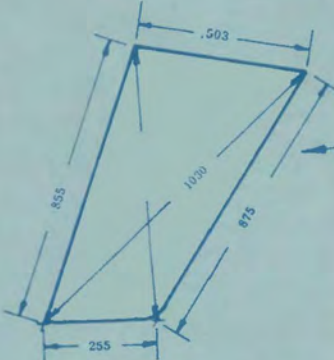
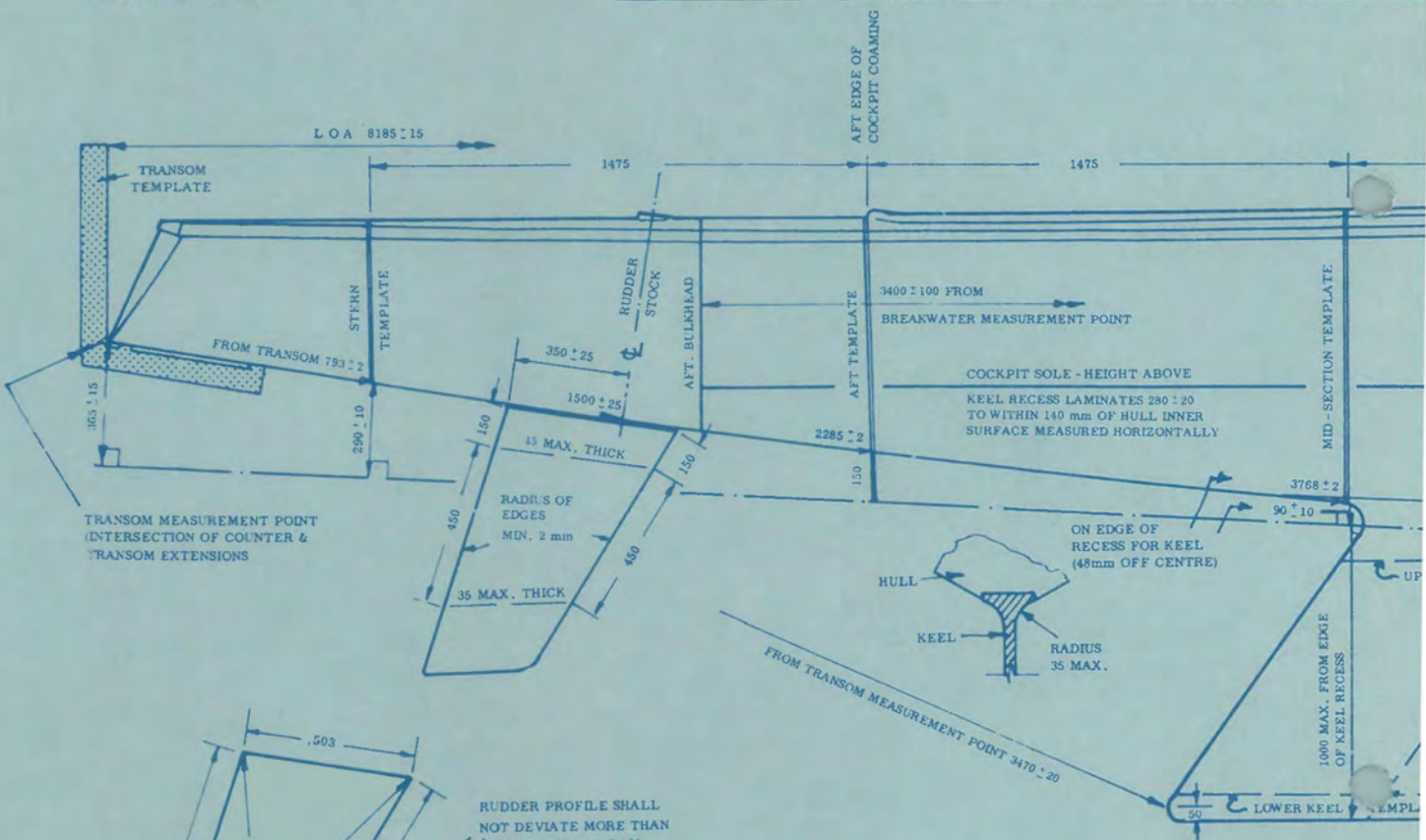
- 17.1 All certified boats shall be liable to re-measurement at any time on protest or at the discretion of the I.Y.R.U., the National Authority, I.S.A., National Soling Association or Race Committee.
- 17.2 If a builder is found to have signed a measurement form for a boat that did not measure correctly, 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

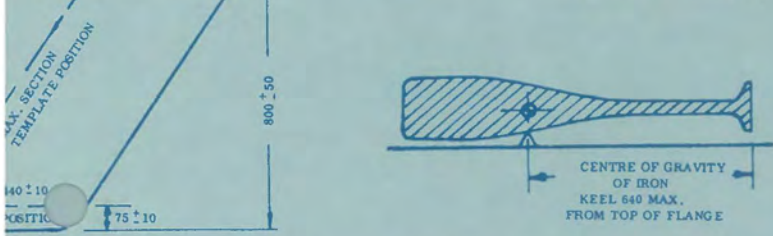
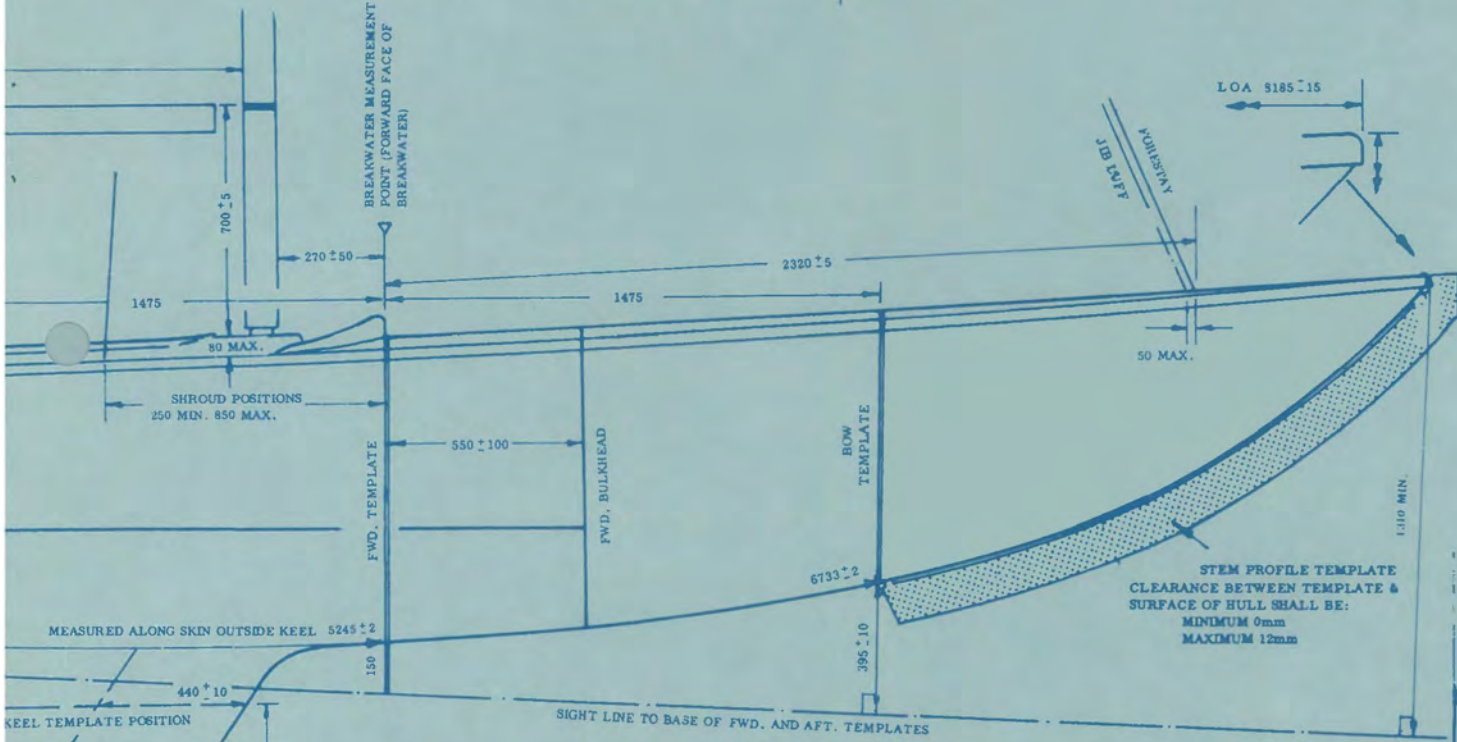
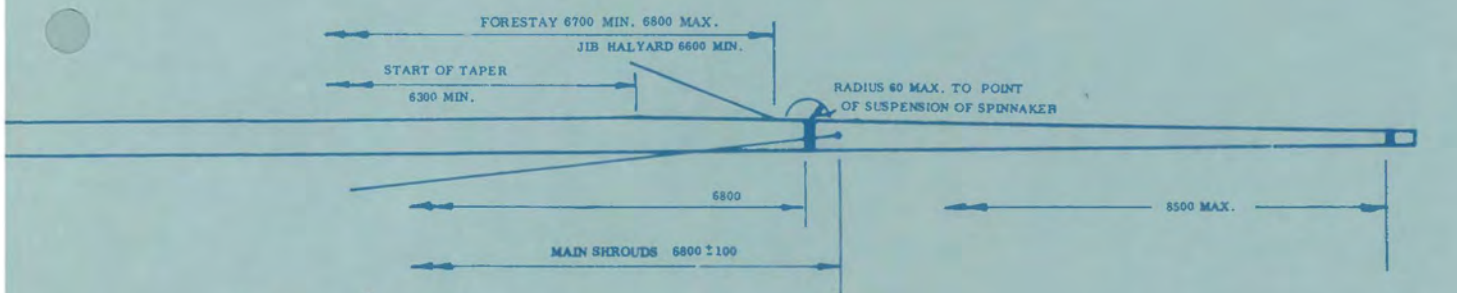


RUDDER PROFILE SHALL NOT DEVIATE MORE THAN ± 5mm FROM DIAGRAM

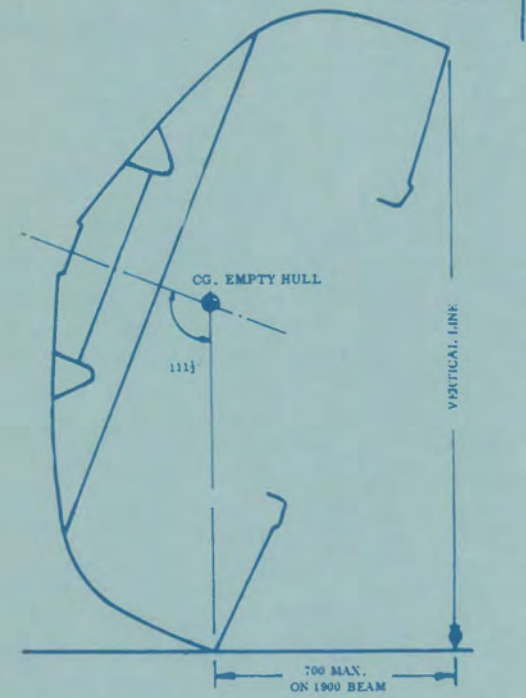


HULL TEMPLATE APPLICATION

SOLING CLASS MEASUREMENT DIAGRAM



CLEARANCE BETWEEN KEEL TEMPLATES AND KEEL SHALL BE:
 0mm MIN.
 7 mm MAX.



METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL

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

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 Effektive: 1. March 1977
 1 Stem template Last issue: 1. March 1976
 1 Transom template
 3 Keel templates
 © 1976 I.Y.R.U.

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At the meetings in November 1976 the IYRU approved new Constitution and Regulations. From the Year Book 1977 we have — with the permission of the Secretary-General, Mr. Nigel Hacking — made some cuts of special interest for the Soling Class. We are only able to print a limited number of items, but with references to pages and items it should be possible for any reader to consult the complete text in the Year Book, which is available at any National Authority Office.

From the IYRU-Constitution Organisation

The Organisation of the I.Y.R.U. shall consist of the Membership, the General Assembly, the Permanent Committee, Committees, the Executive Committee, the International Class Associations, the Officers and the Secretariat.

Language

The official language of the I.Y.R.U. is English. The word "shall" is mandatory and the word "may" is permissive. Other working languages may be introduced as and when appropriate.
 (Page 7, Article 3 and 4)

International Class Associations

Class Associations governing International Classes recognised by the IYRU shall have associate status and shall be responsible for implementing the objects and decisions of the IYRU affecting their classes. One representative of each Class Association shall be entitled to attend and speak on behalf of his class at Ordinary Meetings and Congresses of the General Assembly, but shall not be entitled to vote.

Class Associations shall be entitled to such representation on committees as may be specified in the Regulations made by the Permanent Committee from time to time.
 (Page 16, Article 11).

From the IYRU-Regulations Choice of Olympic Classes

The Permanent Committee shall replace at least one class but not more than two in each Olympiad. Classes which have been in the Olympics longest will not necessarily be replaced and classes from which Olympic status has been withdrawn may be reinstated at a later date. The final decision on the classes will be made at the ordinary meeting of the Permanent Committee following the Olympic Regatta.
 (Page 19, Item 4).

International Classes and their Authorities

Categories

Category 1 — Administration — in which the appropriate committees of the IYRU will organise and administer the rules and activities of the class, through National Authorities.

International SOLING Class Measurement Form

Authority: International Yacht Racing Union, 60 Knightsbridge, London, SW1X 7JX, England
 Date of International Status: May 1968

IN ORDER TO OBTAIN A CERTIFICATE

- 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 3.5.)
- 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.
- 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.
- Items numbered 1—38 inclusive shall be measured and the details noted on the measurement form before the yacht leaves the licensed builder's premises.
- All measurements are in millimetres and kilograms unless otherwise stated.
- 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		580
2	4.2	Keel C.G. below flange			640
3	4.4	Lifting eye(s)/strap(s) — Total weight.....			3
4	3.2	Hull weight	375		
5	3.3	Hull vertical C.G. — Hull balances at max. 111.5°			YES/NO
6	3.4	Length overall — Transom template to stem	8170		8200
		Bulkhead positions: distance from Breakwater Measurement Point			
7*		Fwd. Bulkhead	450		550
8*		Aft Bulkhead	3300		3500
9	12.5	Thickness of the keel laminate			20
10*	12.5	Cockpit sole height above keel laminate at flange	260		300
11*	12.5	Cockpit sole horizontal distance from hull to edge of sole.			140
12	3.6	Foredeck height at mast step above sheerline			80
13	3.4	Bow template	0		16
14	3.4	Forward template	0		16

* See also Rule 17.3.

15	3.4	Mid. section template	0		16
16	3.4	Stem template	0		16
17	3.4	Aft template	0		16
18	3.4	Stem template	0		12
19	3.4	Are the sheerlines at correct height at each template?			YES/NO
		Template sight line (bases of forward and aft templates) to:			
20		Transom Measurement Point	350		380
		Hull centreline at:			
21		Stem template position	280		300
22		Mid-section template position	80		100
23		Bow template position	385		405
24		Sheerline at stem	1310		
25	3.4	Keel aft edge 50 mm above heel to Transom Measurement Point	3450		3490
26	4.7	Radius at keel-hull joint			35
27	4.1	Lower keel template	0		7
28	4.1	Upper keel template	0		7
29	4.1	Max. section keel template	0		7
30	3.4	Depth of keel from edge of recess at 3768 ± 2 from Transom Measurement Point			1000
31	4.6	Keel-radius of edges	2		
32	4.3	Keel bolts as on plan No. 67-5			YES/NO
33	5.5	Rudder stock centreline to Transom Measurement Point	1475		1525
34*	5.3	Rudder stock diameter	28		

Item	Rule	Measurement	Minimum	Actual	Maximum
35*	5.3	Rudder stock solid and of correct material			YES/NO
36	5.1	Rudder profile as on Measurement Diagram			YES/NO
37		Thickness of rudder as on Measurement Diagram			YES/NO
38	5.2	Centre of Rudder Stock to upper aft corner of rudder	325		375
39	5.4	Rudder — radius of edges	2		
FINISHED HULL MEASUREMENTS					
40	6.1	Mast position — fore side from Breakwater Measurement Point	220		320
41	6.2	Shroud position from Breakwater Measurement Point	250		850
42	6.2	Shroud positions from outer edge of deck			100
43	13.5	Adjustment of shroud tension by threaded screw fittings			YES/NO
44	6.3	Forestay position from Breakwater Measurement Point	2315		2325
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

*See also Rule 17.3.

Item	Rule	Measurement	Minimum	Actual	Maximum
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 outboard)			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	12.4	Do lifting slings comply with rule 12.4?			YES/NO
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 6.521, 6.522 and 6.523?	6300		YES/NO
62	6.53	Mast fore and aft at topmost band	56		
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	6.91	Lower band — upper edge above deck	695		705
69	6.92	Forestay band — lower edge above lower band			6800
70	6.93	Topmost band — lower edge above lower band			8500
71	7.11	Main shroud attachment above lower band	6700		6900
72	7.12	Lower shroud attachment above lower band	3300		3500
73	7.13	Forestay attachment below forestay band			100
74	7.5	Jib halliard below forestay band			200
75	7.2	Spinnaker suspension point distance (radius) from lower edge of forestay band			60
76	7.3	Spreaders — extension of bearing point from side of mast	640		
77	7.3	Spreaders attached above lower shrouds			YES/NO
78	7.11	Diameter of forestay, upper and lower shrouds	4		
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		85
82	8.2	Main boom section — width	60		70
83	8.3	Vertical set of boom due to bending between band and mast			25

*See also Rule 17.3.

Category 2 — *Recognition* — in which classes shall be properly constituted, organised and efficiently administered by class owners' associations with particular objects which have the approval of the IYRU. Any proposed alterations to the constitution or class rules shall be submitted to the IYRU for approval.

Types

One-Design Classes.

These Classes shall be designed, built and maintained as *bona fide* one-design class boats with small building tolerances, tight measurement controls and well-established class owners' associations.

Development and Formula Classes

These classes shall have tight measurement controls and well-established class owners' associations.

Note: *Builders and sailmakers are themselves responsible for ensuring that they have up-to-date rules for construction and are advised to join the IYRU mailing service.*

(Page 20, Item 7.1/7.2 and Page 27). The Soling is a One Design yacht in Category 1.

Class Policy and Organisation Committee Matters

Kevlar

The Chief Measurer's report dated 20th September was received and it was resolved that the use of Kevlar in the construction of boats of the International Classes should be banned by the class if it were thought inappropriate to use this material.
(Page 54, Items (e))

Ladies Championship

Submission were received from the United States Yacht Racing Union, the Federacion Espanola de Vela and the Royal Yachting Association all of which were in favour of the IYRU giving recognition to a world championship for ladies.

The Committee thought that, at any rate at the present time, it would be inappropriate for the IYRU to sponsor or organise such an event and indeed this was not requested by the present organisers of the European Championship.

There was unanimous approval that the IYRU should recognize the formation of an international committee to organise and co-ordinate the Womens World Championship of sailing and that the event should be publicised in the Union's International Fixture List.

Mrs. Vollebregt, on behalf of the International Organising Committee, said that it would carry out all the work involved and keep the IYRU informed throughout.
(Page 63, Item (k)).

World Championships

The Royal Yachting Association's submission dated 17th September, 1976 was received requesting that Continental Championships should not be held in the same continent as the World Championships unless the two were organised together at the same venue.

The Committee appreciated that although this proposal was attractive in the interests of economy of finance and manpower it was a decision for each International Class Association and it would not be appropriate to have a Union's policy on the matter.

Several Class Associations representatives spoke saying that this would not be practicable for them because of the number of competitors.

(Page 64, Item (m)).

Measurement Matters

Measurement Bands on Spars

It was agreed by the Permanent Committee that measurement bands on metal spars be either of paint or durable plastic tape. At the edge of the band which defines the limit of the sail, the spar shall be permanently marked with either a scribed line or not less than two punched marks.
(Page 64, Item (a)).

Measurement Manual

The Chief Measurer regretted that he had been unable to complete work on the Measurement Manual but he hoped to be in a position to supply members of the Committee with a final draft shortly.
(Page 65, Item (a)).

Measurement of Yachts at Builders Premises

The Committee received the submission from the Royal Yachting Association. The problems associated with measurement of large numbers of boats having to be measured within a short time were understood by the Committee and there was a strong feeling that many boats are not measured and that in the long term the "sample" method (whereby one boat in, say, 50, is completely measured) should be extended. Several suggestions were considered which would have removed from the builder the responsibility for having all boats measured prior to their despatch from the works. It was pointed out that measurement of a boat at the builder's works provides both the builder and the subsequent owner with a safeguard provided, of course, that the measurement was accurately and competently carried out.

Measurement of some classes of yacht would become less easy to do if templates were required. In many classes templates are large and also expensive, and therefore are not readily available to all measurers or in all countries.

It was the unanimous decision of the Committee that the responsibility for providing a legal yacht rested solely on the builder and its acceptance by a measurer did not necessarily mean that the boat was legal.

After considerable discussion Michael Jackson agreed to make some recommendations for consideration at the next meeting of the Measurement Committee. (Page 65, Item (b)).

Sail Area Measurement Instructions

A proposal to "freeze" the Sail Area Measurement Instructions for a period of four years was not approved. It was considered that, like class rules, it was necessary to be able to amend the Instructions when a loophole became apparent. The Committee was sympathetic to the proposal and considered that where necessary the class rules should refer to a particular edition of the Measurement Instructions.

(Page 67, part of Item (d)).



Estimation of Sailcloth Weight

A paper from the Chief Measurer describing the work he had done towards developing a method for estimating the weight of sailcloth by measuring its thickness, was received.

It was noted that the method did not produce a precise relationship although it could be used for guidance. The Chief Measurer reported that further work was going to be done, particularly in the international Soling Class, with a view possibly to making a submission to change the class rules at next year's November meeting.

Although it was understood that there was no precise relationship between weight and thickness the Committee welcomed the work which had been done and considered that the relationship was sufficiently close to make the thickness of the cloth the governing feature and not its weight.

(Page 67, Item (f)).

Soling Class Rules

The Chief Measurer reported that he had had discussions with the Class Association and that it was hoped that next year amendments to the class rules will be proposed which will simplify the measurement of the jib and abolish the sailcloth weight rules and substitute minimum thickness.

(Page 74, part of Item (e)).

"Interpretation of Class Rules"

It was noted that recent requests for interpretations of class rules have resulted in some confusion and misunderstandings by classes, builders and sailors.

The Chairmen of the Keelboat, Centreboard Boat, and Multihull Technical Committees had discussed the problem with the Secretary General and the Chief Meas-

Item	Rule	Measurement	Minimum	Actual	Maximum
84	8.4	Inner edge of band and 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	7.6	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		
90	11.2	Corrector weights totalling not more than 7 kg located under deck:			
91		2/3 fwd. of cockpit: Actual weight	—		—
		1/3 aft of cockpit: Actual weight	—		—
92	11.2	Additional correctors located:			
		2/3 not less than 700 mm fwd. of Breakwater Measuring Point: Actual weight	—		—
93		1/3 not less than 4000 mm aft of Breakwater Measuring point: Actual weight	—		—
94		Are additional correctors permanently fastened?			YES/NO
95	11.3	If boat built before March 1970, without a cockpit sole, do correctors comply with rule 11.3?			YES/NO

DECLARATIONS

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

I certify that:

- This yacht has been built in moulds derived directly from officially registered plugs and pattern obtained from the source approved by I.Y.R.U. Holdings Ltd.
- This yacht has been constructed according to the official plans and rules for the International Soling Class.
- 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 MEASURER(S).

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

- Keel Items 1 and 2.

Name of Measurer

Signature of Measurer

Date

Measurer's Comments:

- Hull Items 3—39 inclusive.

Name of Measurer

Signature of Measurer

Date

Measurer's Comments:

- Hull Items 40-58 inclusive.

Name of Measurer

Signature of Measurer

Date

Measurer's Comments:

- Spars Items 59—86 inclusive.

Name of Measurer

Signature of Measurer

Date

Measurer's Comments:

- Weight Items 89—95 inclusive.

Name of Measurer

Signature of Measurer

Date

Measurer's Comments:

INTERNATIONAL SOLING CLASS SAIL MEASUREMENT FORM

Authority: INTERNATIONAL YACHT RACING UNION, 60 KNIGHTSBRIDGE, LONDON, SW1X 7JX, ENGLAND

Sail Number

Name of Yacht

Name of Owner

Name of Owner's Club

Address

Soling Association

Procedures: All sails shall be measured in accordance with the I.Y.R.U. Sail Measurement Instructions, and the Measurement and Class Rules, in a completely dry state on a flat surface with tension adequate to remove all wrinkles adjacent to the measurement being taken, unless otherwise specified in the rules. Measurers shall give actual measurements for items marked with an 'm', ticks for items marked with a 't', which are within the tolerances, and answers for items marked with an 'a'. The year of sailmaker's delivery and an indication number shall be stated for each sail. These identification figures shall be printed on all sails. All measurements are in millimetres unless otherwise stated.

Item	Rule		Minimum	Sail A	Sail B	Maximum
		MAINSAIL Sailmaker	a			
		Ref. Number	a			
		Year	a			
1	10.61	Length of leech	m			9170
2	10.66	Diameter of luff and foot ropes	√	8		
3	10.64	Width at half-height including luff rope	m			2010

rer. The Permanent Committee agreed to the proposal that the above minute be replaced with the following: "Requests for clarification and interpretation of class rules for international Classes (Category 1) will be accepted by the Secretariat from the following sources only:

National Authorities

The International Class Owner's Association (Category 1)
Licensed Builders of International Classes (Category 1)
Designers of restricted and formula classes

The Secretariat shall acknowledge the request and forward it to an Executive Committee consisting of the Chairman and Vice-Chairman of the relevant technical committee, the International Class Owner's Association and the IYRU Chief Measurer. If in the opinion of that Executive Committee the ruling involves a matter of principle it shall consult all members of the technical committee, except those having any personal involvement, before giving a ruling.

Interpretations and clarifications will be distributed to the party making the request, the International Class Owner's Association, the appropriate National Authorities, and licensed builders.
(Page 67, Item (i)).

IYRU Racing Rules 1977

The Racing Rules Committee resolved that the new Rules shall be adopted during the year 1977 but the date on which they will become effective is left to each National Authority.
(Page 95, Part of Item 10):

E.E.C. Activities affecting Yachting

It was agreed to set up a sub-committee of members coming from the E.E.C. countries, Henri Leten, Wolfgang Paul, Bernard Hayman, Jean Claude Menu and Tom Kasemier (Chairman), to consider the discussions already taking place in Brussels which concern, among other things, the harmonisation of building regulations within the Common Market, to see if there is anything which might be of concern to yachtsmen.

The Committee received a paper outlining the new French customs regulations which indicate a considerable relaxation of the procedure in so far as it will affect visiting yachtsmen.
(Page 102, Item (g)).

IYRU Meetings 1977

It was resolved that the meetings of the Union will be held in London from 7th to 11th November 1977 inclusive.
(Page 116, Item 6).

Congress

It was resolved to hold the IYRU-Congress during the period of the Olympics in July 1980 at Tallinn. The exact dates to be fixed later.
(Page 111, Item 13).

4	10.64	Width at three-quarter height including luff rope	m			1160
5	10.65	Width 380 mm below highest point including luff rope	m			340
6	10.63	Headboard	m			120
7	10.62	Top batten pocket	.			530 x 60
8	10.62	Three lower batten pockets	v			830 x 60
9	10.82	Division of leech into five parts	v	1740		1900
10	10.3	Transparent panels total area	v			0.28 m ²
11	10.3	Transparent panels from edge	v	150		
12	IYRU*	Stiffening of corners	v			405
13	10.5	Size of emblem	.	750 x 500 x 125		
14	10.5**	Size of letters & figures (excl 1)	.	350 x 230 x 50		
15	10.54**	Space between figures	v	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	✓			330 x 60
19	10.73	Division of leech into three parts	v	2050		2250
20	10.3	Transparent panels total area	v			0.28 m ²
21	10.3	Transparent panels from edge	v	150		
22	IYRU*	Stiffening of corners	v			363
23	10.76	Number of luff fasteners	v			20
24	10.76	Max. size	✓			40
25	10.77	Will 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	2600		2800
29	10.833	Halfwidth at 0.5 luff from head	m	2800		3000
30	10.834	Length of centre fold	m			8750
31	IYRU*	Stiffening of corners	✓			372
32	10.81**	Sail letters and numbers correct	✓			
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		2600
36	10.843	Halfwidth at 0.5 luff from head	m	1900		2100
37	10.844	Length of centre fold	m			7900
38	IYRU*	Stiffening of corners	✓			372
39	10.81**	Sail letters and numbers correct	✓			
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

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Effective 1 March 1976
Previous issues 1 March 1974
1 March 1973
1 March 1971
1 March 1970

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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.

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Soling regatta successes 1976

Genoa Week: 1st place
Italian championship: 1st place
Austrian championship: 1st place
Alps Cup Italy: 1st place
Alps Cup Austria: 1st place
European championship Geneva: 3rd place

Raudaschl Sails are made in:



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Am See, Ried
Tel. (06138) 333, 556

Ernst Seidl
5020 Salzburg
Gniglerstraße 35
Tel. (06222) 71 2 58

Germany:
23 Kiel-Wik
Flintkampsredder 1-3
Tel. (0431) 33 43 31

Italy:
Teamwork SpA
37100 Verona
Via S. Giacomo, 30
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In Paris, Rue Royale, just opposite Maxim's and very near the Admiralty (another of those coincidences), you will find a man who is as keen about yachting as he is about his jewellery business.

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.

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THE FRIENDLY EXPERT.

PREVIOUS INFORMATION FROM IYRU



INTERPRETATIONS – HOW TO USE TEMPLATES AND A VERY IMPORTANT REMINDER CONCERNING HATCHES.

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)

- (ii) Licensed builders are permitted to fill the spinnaker boom recess in the breakwater on the deck plug.

(Item (i) omitted not being actual after rule changes (10.834 and 10.844))

Measurement Station Marks.

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

All measurement station marks shall be permanently marked externally on the hull near the centreline and on

FOGH SAILS: fast sails make the fastest Soling

We're proud of our record in the Soling during 1976. Early in the season our sails demonstrated that they were exceptional. In Europe a complete inventory was used to win the Ski-Yachting Regatta in Cannes and take second place overall in the European Championship.

At the same time, our spinnakers were being used extensively in North America and were on the winning boat in the Canadian Olympic Trials.

Our most exciting results in 1976 were at the Olympic Games in Kingston. We were confident of a good result and the Gold Medal was won with a complete inventory of Fogh Sails. This was the only Soling in the games that used Fogh Sails exclusively. In addition, five out of the first 10 boats at the games used our spinnakers.

We can supply the sails and tuning advice to produce exceptional speed for you in 1977. Our suggested inventory is as follows:

Mainsails: Two Mainsails are necessary to produce optimum performance in all conditions.

Our light main is designed with a fairly flat entry for high pointing ability in flat water conditions. This sail is a top performer in winds up to 12 kts. and in generally flat water. It is made from 5.0 oz. stabilized dacron which is a medium finish cloth that is not as firm as the N.Y.T. used in our full main. The stabilized cloth makes the sail easier to set and read in light conditions and this cloth also allows the sail to become slightly fuller in heavier conditions if you happen to be caught with it up in an increasing wind and wave conditions.

The second mainsail is a fuller model from 5.0 oz. New Yarn Tempered dacron. It is at its best in winds 10 kts. and up, particularly if you have rough seas.

Jibs: Two jibs are necessary for top all round performance.

Our medium draft jib is the most all round sail and is made from 6.5 oz. N.Y.T. dacron. This sail should be used in light/medium winds, flat water and in all sea conditions when winds are over 15 kts.

In light wind/choppy water conditions, our full jib is necessary for top performance. This 5.0 oz. C.Y.T. dacron jib provides you with the power necessary to drive through seas that are larger than the norm for the wind strength.

Spinnakers: For practical purposes, we number the spinnakers #1, #2 and #3.

Our #1 maximum size spinnaker is a cross cut design used basically for running. It is made from .75 oz. Nylon or .75 oz. Dynac.

The #2 Mini-max spinnaker is a cross cut reaching sail made from .75 oz. Dynac. It is very stable and holds its shape while reaching even in heavy conditions.

#3 is the smallest spinnaker. It is a radial head design and is made from .75 oz. nylon. The .75 oz. nylon is the lightest cloth allowed by the class rules and makes this spinnaker easy to fly in 0-5 m.p.h. drifting conditions. The #3 is also a great sail on heavy-heavy reaches.

Mainsails and jibs are delivered with long cylindrical bags that permit rolling up the sails for storage. All mainsails and jibs are supplied with windows.

All Fogh Sails are made from cloth designed to our specifications. We believe only top quality, stable fabric should be used so that sails hold their winning shape.

Accessories: light weight, foam padded hiking harnesses with adjustable stainless steel hardware are available.



The Gold Medal winner at Kingston with Fogh sails.

Please write or phone for more complete information on Fogh racing sails.



FOGH SAILS LTD. 55 Ormskirk Avenue, Toronto M6S 4V6 Canada (416) 762-7531
FOGH SAILS EAST 1001 Roosevelt Avenue, Carteret, N.J. 07008 U.S.A. (201) 541-2340
FOGH SAILS EUROPE Lundsbovej 1 - 6200 Aabenraa (04) 663231 Denmark

the deck near the sheerline. At the coming events no Soling will be measured unless these measurement marks are in position.

And the Following:

Authorised Modification to Hull Moulds.

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

How to use the Templates.

The 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.

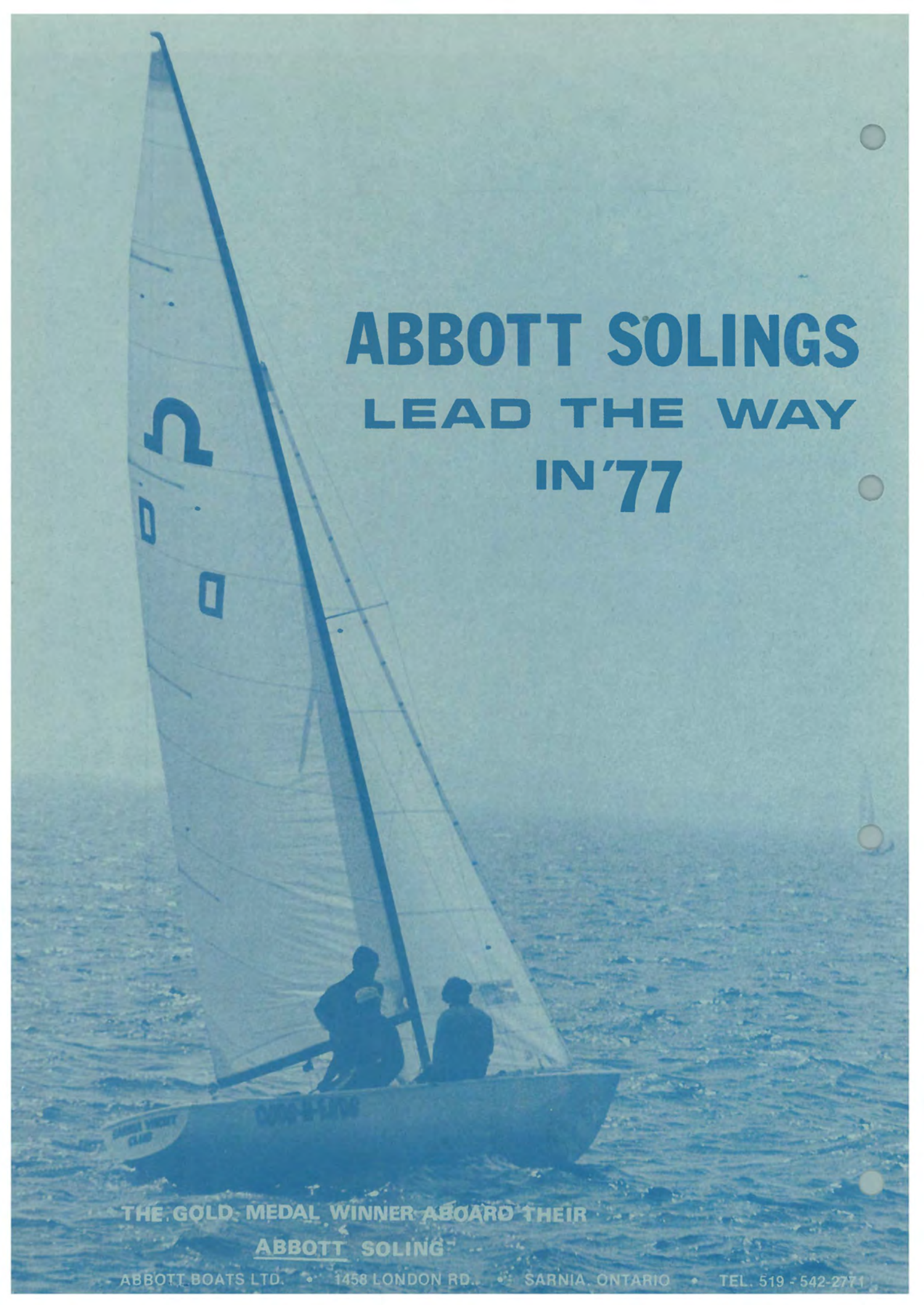
It is thus not only in your own interests to see that these rules are observed but if you do not observe them, you are racing in an illegal condition - just as much as if you were sailing an underweight boat or had a mast whose centre of gravity was too low, etc. etc.

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.



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REGISTER OF INTERNATIONAL SOLING CLASS YACHTS



NOTE: At any registration of Solings the attention of owners and associations is called to the Registration Procedure – please turn to page 13.

The 1977 Register of International Soling Class Yachts is prepared from information received from National Soling Associations through 15th February 1977. The listing of Soling Yachts is by countries and in numerical order of sail numbers. We also list the name and address of the NSA-Secretary or NSA-office and if known, the names of the officers of each association.

Sail numbers. According to an old decision by the ISA Committee the sail numbers are our main reference of this register. It is therefore important that the numbering is an **uninterrupted** succession. Further the IYRU Class Rule 15.1 states that each number shall be used once only.

Names of Full Members and of yachts are printed as received from the NSA-Secretaries. If there is an error, please ask your NSA-Secretary to advise us of the correction, omission or change of name.

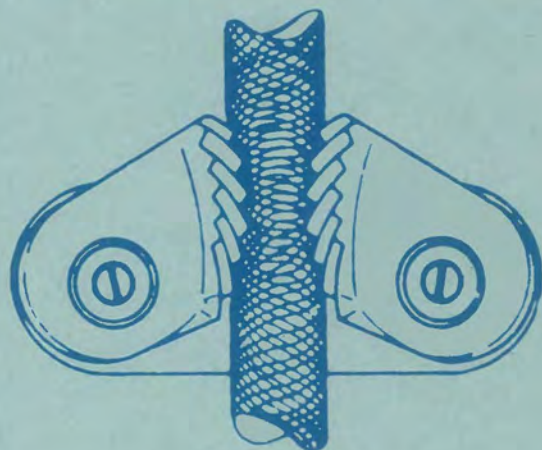
Licensed Builder (LB) is shown for each yacht in terms of abbreviations listed on the page for Licensed Builders opposite the name of each LB.

The **Record of Solings** immediately following presents in a condensed table a numerical listing by countries of the growth of the class since its organization in 1969. We hope you will find both this Record and the detailed Register interesting and useful.

SERVO CLEAT

The New Generation

Cam Cleat



Servo Cleat 22

FORGET ABOUT PULLEY EFFORT WHEN CLEATING!

SERVO CLEAT does the work and opens automatically. All you have to do is pull the sheet.

How?

By angled grooves moulded in the clamping face and specially formed stainless steel inserts.

You will really appreciate the value of your SERVO CLEAT when sailing in a hard wind – the sheet can still be cleated easily.

All your effort and concentration will be free for happy and easy sailing.

Hole Centres of SERVO CLEAT 22 – 40 or 42 mm

Ask your chandler or directly: SPRING-Bootstechnik, E. Feder, Kölnische Straße 101
D-3500 KASSEL West-Germany

RECORDS OF SOLINGS 1969 - 1977

N A T I O N	Approximate total of Solings					Paid-up Solings						
	April 70	June 71	Jan. 73	Jan. 75	Jan. 1977	1969	1970	1971	1972	1974	1976	
A	Argentine	12	22	28	26	26	—	—	22	24	24	17
AR	Egypt	—	—	—	—	6	—	—	—	—	—	0
B	Belgium	5	6	8	11	11	—	4	4	4	9	3
BA	Bahamas	12	2	2	2	1	2	2	2	2	2	1
BL	Brazil	11	25	29	34	36	—	—	21	21	30	33
D	Denmark	36	42	56	66	72	22	25	25	17	25	10
E	Spain	3	5	16	23	25	—	—	—	1	13	20
F	France	92	96	110	122	138	31	51	63	68	59	52
G	West Germany	54	73	128	150	185	20	38	46	62	69	73
GO	D.D.R.	0	0	6	10	10	—	—	—	1	4	5
GR	Greece	6	15	23	26	26	—	—	14	16	13	23
H	Holland	9	11	12	16	18	1	11	10	9	10	9
I	Italy	63	87	129	162	176	42	51	75	112	124	123
IR	Eire	1	3	3	3	3	—	—	—	0	0	1
J	Japan	2	2	5	17	25	—	—	—	0	12	25
K	United Kingdom	68	85	101	115	124	30	64	50	60	65	60
KA	Australia	85	111	118	142	146	50	58	89	90	101	96
KB	Bermuda	15	20	21	22	22	—	—	15	18	15	15
KC	Canada	115	100	116	126	145	28	35	65	79	55	61
KJ	Jamaica	1	2	3	3	3	—	—	—	0	0	0
KR	Rhodesia	0	0	1	1	1	—	—	—	1	0	0
KZ	New Zealand	3	6	9	12	14	—	—	—	9	12	8
L	Finland	10	24	30	37	40	—	—	20	23	16	27
M	Hungaria	0	2	2	2	12	—	—	—	0	0	0
Mo	Monaco	—	—	—	1	1	—	—	—	—	1	1
MX	Mexico	3	6	6	6	10	—	—	—	4	0	9
N	Norway	30	69	82	84	87	26	36	40	36	21	15
OE	Austria	10	18	30	41	58	—	—	1	16	13	34
P	Portugal	1	1	2	2	2	—	—	—	0	0	1
PH	Philippines	0	0	1	1	1	—	—	—	1	1	1
PK	Pakistan	0	2	2	2	2	—	—	—	2	0	0
PR	Puerto Rico	0	2	1	1	5	—	—	—	1	0	5
PZ	Poland	1	1	1	3	3	—	—	—	1	0	2
S	Sweden	61	91	102	110	113	20	64	64	69	37	42
SA	South Africa	9	13	16	16	16	9	9	12	16	16	16
SR	U.S.S.R.	2	2	5	16	20	—	—	—	5	5	5
TH	Thailand	0	2	2	2	2	—	—	—	2	2	0
US	U.S.A.	394	521	604	650	673	163	238	362	376	271	281
V	Venezuela	0	5	6	8	8	—	—	—	6	6	8
VI	Virgin Islands	6	8	7	7	7	—	—	—	2	6	6
Y	Yugoslavia	0	1	1	1	1	—	—	—	0	0	1
Z	Switzerland	71	91	162	200	222	—	50	64	110	110	105
IYRU-plaques issued to various Licensed Builders, Solings not yet registered				84	122	92						
Total		1191	1570	2070	2401	2589	444	736	1064	1264	1147	1194

THE INTERNATIONAL SOLING CLASS CONTINUES TO GROW

In addition to the 42 countries listed above, we have responded to inquiries from the National Authorities of Bulgaria, Algeria, and Korea with regard to establishing Soling Fleets. We look forward to adding these three countries to our Roster of Solings around the World.

In 1976 63 plaques were issued to Licensed Builders for building new Solings. This is a little less than last year but in the first three months of 1977 IYRU has delivered 39. This indicates a considerable interest.

At the close of the 1976 year there were 249 Associate Members, an increase of more than 50% !. At U.S. \$5.00 per year the Associate Member receives the four issues

of Soling Sailing and this year book, a real bargain. A number of skippers encourage their crew members to join as Associates or give them a membership in appreciation of their good work. The ISA can use the additional income to improve or expand its services to members; we encourage all crew members and others interested in the Class to join as Associate Members.

Reminder to NSA-Secretaries: Be sure to furnish name of each Associate Member when you register them. We extend a special welcome to our Associate Members and hope to see many of them in the near future as Full Members with their own Solings.

A - Argentine

Total of Soling numbers: 26, Paid-up Solings: 17, LBs: D 1 - K 1 - KC 2 - N 22.

Address:

Argentine Soling Association
(Agrupacion Argentina De Soling)
Darsena 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 Fassardi	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. Berisso	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 Lilit	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 Lili	Andres Robinson	N
A 19 Revolution	Guillermo San Martin	N
A 20 Baruyo	Wilson Pereyña	N
A 21 Indeciso	Guido Cortesi	N
A 22 Pamperito	Alesandro Poniaman	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

AR - Egypt

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

Addresses:

Egyptian Yachting and Water-ski Federation
3 Nile Street - Giza
Egypt

ISA-Contact:

Mr. N. C. Naggar
Fiat 30
11 Liberation Square
Cairo
Egypt

AR 1	(In 1976 Yacht Club of Egypt has bought 4 Solings and it is planned to have two more)
AR 2	Z 168 and Z 181 are sold into Egypt during 1976.
AR 3	
AR 4	
AR 5	
AR 6	

B - Belgium

Total of Soling numbers: 11, Paid-up Solings: 3, 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 Tjiekje	G. Wittevrongel	F
B 5 Red Poppy	F. Meganck	K
B 6 Stokpaard	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 Associatino
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: 33, LBs: D 5 - F 6 - KC 5 - N 16 - Not issued: 2

Address:

Association Brasileira de Soling
Rua da Quitanda 96 - 4. andar
Sao Paulo - CEP 01012
Brazil

International Officer:

Elected to ISA: A.L. De Campos Barrozo

Abbreviations:

*F.I.B. = Federacao Iatismo 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 Esqualo	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 Garoa	J.L.V. Neto	N
BL 25 Ponta Norte	A.L. Figueiredo	D
BL 26 Candanco	F.I.B.*	D
BL 27 Sact	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: 73, Paid-up Solings: 10, LBs: D 41 - K 2 - L 1 - N 29, not issued: 3

Address:

Danish International Soling Association
Mr. Per Buch
Spurvelundsvej 44
DK-5270 Næsby
President Valdemar Bandolowski
Secretary Lars Petersen, Horsens
Editor Torben Spønsen, Rungsted
Treasurer Per Buch, Odense

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 Appel	Condemned 1968	N
D 7 Mac II	Bendt Elkjaer	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

Name of Soling	Name of Owner	LB
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 Pettersson	N
D 28	Per Schliemann	N
D 29	Sold in U.S.A.	N
D 30 Fascination	N.P. Petersen	N
D 31 Apollo	H. Bredahl Petersen	K
D 32	Sold in Sweden	D
D 33	Sold in Sweden	D
D 34	Sold in Finland	D
D 35 Dana IV	Sold in Germany	D
D 36 Good Vibration	Per Buch	D
D 37 Bras	Hans-Oluf 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	Henning Jensen	D
D 42 Bes	Sold in U.S.A.	D
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	Kesch Borch Jr.	D
D 49 Rikke II	Morten Dambæk	D
D 50	Ib U. Andersen	D
D 51	P.R. Høj Jensen	D
D 52 Knas	Per Slengerik	D
D 53 Mars	Mogens Nielsen	D
D 54	Lars P. Bang	D
D 55	Knud Knudsen	D
D 56	Elvstrøm Boats	D
D 57 Jens	P. R. H. Jensen	D
D 58	Under construction	-
D 59	Ib Ussing 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 Ive	D
D 64	Elvstrøm Boats	D
D 65 Bobo	Elvstrøm A/S	D
D 66	V. Bandolowski	D
D 67	Poul Rich. Høj Jensen	D
D 68	Poul Rich. Høj Jensen	D
D 69		D
D 70	Dirch Chrillesen	D
D 71 (Ex S-66)	Fl. Viskum	K
D 72	Lars Petersen	D
D 73 NN	Vald. Bandolowski	D
D 74		D

Associate Members:

Lehman, Carl A.
Olling, Hans
Schjøttz, Eyvin

E - SPAIN

Total of Soling numbers: 25, Paid-up Solings: 20, 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 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 Chuvias	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	Ignacio Pereda Pérez	D
E 24		D
E 25		D

F - FRANCE

Total of Soling numbers: 138, Paid-up Solings: 52, LBs: D 32 - F 82 - IA 1 - K 1 - KC 6 - N 3 - Z 7. Not issued: 5.

Address:

Association Francaise de la Classe Soling
Mr. Philippe Chevier
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: Lefevre Balaye, Hurtebize, Henri Samuel and Rene Sence
Hon. Secretary: Philippe Chevier

International Officer:

Elected to ISA: Henri Samuel
(Chairman of Events Committee)
Appointed to ISA: Philippe Chevier

Name of Soling	Name of Owner	LB
F 1 Casimir	Philippe Maissin	N
F 2 Barten	Gérard Weil	N
F 3	de Coster	F
F 4 Benzai	M. Marchesseau	F
F 5 Padophi	M. Mouroulin	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.-F. Bouzanquet	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 El Bravo	Jean Niauxsat	F
F 19 Soltine	Jean Claude Tiné	F
F 20	Pellas	Z
F 21 Vide Goussset	Lebrun-Joubert	F
F 22 Kalinicta	Nocholaïdis	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 Phidyte 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 Snoppy	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 Belev	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	Jean-Francois Briand	F
F 64 Cornifloche	J.M. le Guillou	F
F 65	Le Bec	Z
F 66 Patache	Patrick de Pimodan	F
F 67 Chalk	Pierre Breteche	F
F 68	Louis Urvois	F
F 69 Belev	Cordella	F
F 70 So Long	Brabec & Lesquel	F
F 71 So Long	J. P. Poudjardieu	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	Enché	D

Name of Soling	Name of Owner	LB
F 81 Cherue Noire	Loisel & Martin	D
F 82	F. Courlay	F
F 83	F. Godes	F
F 84	Guy Chalono	F
F 85	Camboulive	F
F 86	Doutone	F
F 87	Marc Chalono	F
F 88	F. Volny-Anne	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	Douthou	D
F 95	Pacific Yachting	F
F 96	Pacific Yachting	F
F 97 Galaxie	Alain Forgeot	F
F 98	Not issued	-
F 99 Kalimera	Balayé	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	Vielleveigne	F
F 106 Chrice	Claude Nouchy	F
F 107 Raf	Bonacorsi	D
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 Intrepide	Louis Balaye	D
F 120 Manu Tara	Claude Marguery	D
F 121 Le Rayon Vert	Christ. Cauchoix	D
F 122 Padophi 3	Andre Hurtebize	D
F 123 Cristiana	A. Rouquand & Chacun	D
F 124 Jonquille	Frank Poulain	D
F 125 Pimpoyo	Philippe Clicheroux	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 Chevier	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 Christé	René Sence	KC
F 135 Mafiosa	Eric Duchemin	D
F 136 Espalmador	Pascal Rey	D
F 137 Pimpoyo	Philippe Clicheroux	IA
F 138 La fille de l'eau	Bertrand Cheret	KC

G - GERMANY WEST

Total of Soling numbers: 185, Paid-up Solings: 73, LBs: D 104 - F 6 - G 18 - IA 4 - K 20 - N 15 - Z 9. Not issued: 9.

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 Vertrieber 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. Bamberner	F
G 11 Daisy	Hans Krazik	G
G 12	Helmar Woppmann	G
G 13 Sylvia	Gerhard Krüger	F
G 14	Hermann Kohlstock	N
G 15 Speedy Gonzales	L. & S. Hornsteiner	G

Name of Soling	Name of Owner	LB
G 16 Mink	Günter Klarholz	N
G 17 Fenn	Walter Heel	D
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	N
G 23	Sold into U.S.A.	G
G 24 Pantoffel	Schlittenbauer	K
G 25	Udo Felderhoff	H
G 26 Ambition	G. Henninghausen	N
G 27	Heinz Prinktner	G
G 28 Mistral	Eckardt Kobarg	F
G 29 Binsenschnufler	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 Jokuho	Klaus Goor	G
G 36	Anton Görke	N
G 37 Ghost	Gert Sefiz	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
G 48 NN	Rudolf Caus	K
G 49	Not issued	-
G 50	Kieler Universität	K
G 51	Herbert Damm	D
G 52 Cherie	Rudi Berchthold	D
G 53 Amsterdam	Herwig Hertel	D
G 54 Cap Hatteras	Joch 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 Sünnschien	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 NN	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	D
G 74	Klaus O. Borchardt	Z
G 75 Cobra II	Anton Pflieger	K
G 76 Solei	E. Krieger & B. Esterer	D
G 77 Spatz	Hans Georg Sperling	K
G 78 Pantoffel X	Dieter Rumeli	D
G 79 Kycen	A. Fink	D
G 80 Clambambes	Adolff & Laubmann	D
G 81 NN	Dieter Harmstorf	G
G 82 Piise	Gernot Persiehl	D
G 83 NN	Hagelstein Werft	G
G 84 Petrea	P. Hildebrandt	D
G 85 Jokuho	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 & Götz Trénel	D
G 104 Daisy	Peter Gläser	D
G 105 Binsenschnufler	Karl Haist	D
G 106 Salty Dog	I. Kretschmar-Quilitzsch	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	Bodo Ehrhorn	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

Name of Soling	Name of Owner	LB
G 118	G. Goebel	D
G 119	Bernd Müller	D
G 120	G. Thoben	D
G 121	Eckard Stegenwallner	D
G 122	Lothar Kasper	D
G 123	D.S.V.*	D
G 124	D.S.V.*	D
G 125	Crevette	D
G 126	Klaus J. Lindstedt	D
G 127	Klaus Unruh	D
G 127	Wizenbock	D
G 128	Alfred Niermann	D
G 128	Panphan	IA
G 129	Dietrich Howaldt	D
G 129	Preuss	D
G 130	Sisisi	D
G 131	H. Schneider	D
G 131	Momo V	D
G 132	H. J. Biek	D
G 132	Diethelm Vincon	D
G 133	H. Skoczinski	D
G 133	Albatros	D
G 134	Hans Fassbender	D
G 134	Fassi	D
G 135	Willi Kuhweide	D
G 135	Darling	D
G 136	Herbert Balzer	D
G 136	Tesoruccio	D
G 137	Ernst Haase	D
G 138	W. Wilke	D
G 139	Carioca	D
G 139	E. Hirt	D
G 140	Karl Heinz Stache	D
G 140	Blauer Peter	D
G 141	H. Gericke	D
G 142	Hans Heitmann	D
G 143	Karl Fricke	D
G 143	Harlekin	D
G 144	Joachim Pichler	D
G 145	Karl Fricke	KC
G 146	Günther Sack	D
G 147	Rolf Engler	D
G 148	Hubert Combe	D
G 149	Dag Gadol	D
G 149	Rolf Schäfer	D
G 150	H. Schmidt-Metageri	IA
G 150	Gretl 2	D
G 151	Lothar Bornemann	D
G 152	Orange	IA
G 152	Zero	IA
G 153	Geis & Wernde & Meyer	IA
G 153	Richard Preuss	D
G 156	Blauer Peter	D
G 156	Peter Hansen	D
G 157	Under construction	-
G 158	Under construction	-
G 159	Jochen Loos	D
G 160	Peter Münstermann	IA
G 161	Goldde	D
G 161	Norbert Wagner	D
G 162	Hubert Vornholt	D
G 163	Günther Kraus	D
G 164	Andreas Giesler	D
G 165	Richard Ditz	D
G 166	Horst A. Wolff	D
G 167	Rudolf Brandstädter	Z
G 168	Hans Peter Berkes	D
G 169	A. Kadelbach	D
G 170	G. Persuhl	D
G 171	E. Wagner	KC
G 172	H.S.C./K. Petersen-Mahrt	D
G 173	M. R. Foitzik	D
G 174	Horst Goll	D
G 174	U. R. Foitzik	D
G 175	Helmut Meyer	D
G 176	Georg Lippsmeier	D
G 177	Manzi	KC
G 177	Max Koch	KC
G 178	Karl Haist	KC
G 179	Gerhard Fischer	N
G 180	Fiss, 354 Korbach	D
G 181	Scamper	D
G 181	A. Kadelbach	D
G 182	Werner Wilke	D
G 183	Peter Gläser	D
G 184		
G 185		

30 - D.D.R. - GERMANY EAST

Total of Soling numbers: 10, Paid-up Solings: 5, LBs: D 5 - KC 1. Not issued: 4.

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	B.D.S.	KC
GO 5	Rasmus	D
GO 6	SC Berlin-Grünau	D
GO 7	Mutafo	D
GO 8	Mingo	D
GO 9	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
15 Rigillis
Athens 138
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	D
GR 2	Levandes	N
GR 3	Aquarius	N
GR 4	Apiliotis	N
GR 5	Nautical Club Old Phaleron	K
GR 6	Orion	K
GR 7	Skiron	F
GR 8	Okeanis	D
GR 9	Zefiros	F
GR 10	Aivos	K
GR 11	Voras	K
GR 12	Skiron	K
GR 13	Zefiros	K
GR 14	Lips	K
GR 15	Triaina	D
GR 16	H.Y.F.*	D
GR 17	H.Y.F.*	D
GR 18	Okeanis II	D
GR 19	George Andreadis	D
GR 20	N.C. of Thessaloniki	D
GR 21	Piraeus Sailing Club	D
GR 22	H.Y.F.*	D
GR 23	H.Y.F.*	D
GR 24	Alexia	D
GR 25	Okeanis III	D
GR 26	Marina	D
GR 26	Paulina	D
GR 26	N.C. of Thessaloniki	D



H - HOLLAND

Total of Soling numbers: 19, Solings certificated: 9, LBs: D 6 - H 4 - K 1 - KC 4 - N 3 - Z 1.

Address:

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

National Officers:

Chairman R. Rozendaal
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	D
H 4	Rorik	N
H 5	H. Brouwer	N
H 5	Duys ter Ghast	H
H 6	J.D. Schooneveldt	H
H 7	Mermeet	H
H 7	H.J.E. Böchen	H
H 8	Trojka	K
H 8	Rising Hope	Z
H 9	A. v. Wijk	H
H 9	Glissade	H
H 10	C.P. de Vries	H
H 10	Brave Hendrik V	D
H 11	Condemned	D
H 11	Sea Pearl	D
H 12	Sold to Belgium (B 11)	D
H 12	Vassama	D
H 13	Sold to W. Germany	D
H 13	Brave Hendrik VI	KC
H 14	C. Douze	KC
H 14	Brave Hendrik VII	D
H 15	K. F. Jansen	D
H 15	Bojo	D
H 16	Sold in Belgium	D
H 16	Black Hole	K
H 17	K. F. Jansen	K
H 17	Cadans	KC
H 18	Geert Bakker	KC
H 18	Brave Hendrik	KC
H 19	H. C. Blok	KC
H 19	R. Rozendaal	KC

Associate Members:

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

I - ITALY

Total of Soling numbers: 176, Paid-up Solings: 123, LBs: D 66 - F 3 - I 57 - IA 37 - K 1 - N 3 - Z 7. Not issued: 2.

Address:

Italian Soling Association
(Associazione Italiana "Soling")
Vittorio Porta (Tel. 387.242)
Via Manfredi 2
16148 Genova
Italy

National Officers:

Leonardo Fava, 40042 Cento
Arnaldo Sciolarì, Roma
Gianfranco Negri-Luino, Varese
Scaramucci Pietro, Genoa
Secretary: Vittorio Porta, Genoa
Technical Committee:
Cap. Ottavio Puleo
Via Piaggio 24
Genova.

International Officers:

Appointed to ISA: Fabricio Serena

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	I
I 2	Odorisio Pietro	I
I 3	Cacciadiavoli V	L
I 3	Micheletti Angelo	L
I 4	Schiaffo XI	I
I 4	Bovolenta Oscar	I
I 4	Surriento	I
I 4	Marcotto	I
I 5	Lala III	I
I 5	Filippini G. & Mainetti G.	I
I 6	Serena	N
I 6	Petrovich Giovanni	N
I 7	Alvin	I
I 7	Alberto Rosnati	I
I 8	Cia III	I
I 8	Da Pra Giorgio	I
I 9	Alalunga	I
I 9	Fasoli Luigi	I
I 10	Sheerazade	I
I 10	Bosetti Renato	I
I 11	Susy I	I
I 11	C. G. Pietro	I
I 12	Valpadana	I
I 12	Denti Amedeo	I
I 13	Furianta II	I
I 13	Bondavalli Giulio	I
I 14	Pico	I
I 14	Guido Novaro	Z
I 15	Ceol Mara II	F
I 15	Y.C.I.* Genova	F
I 16	Donatella III	F
I 16	G. Livio & D. Casa S.	F
I 17	Onda	N
I 17	M. Gabriele	N
I 18	Harpo III	K
I 18	Giorgio Ciucci	K
I 19	Shark	N
I 19	Sergio Atti	N
I 20	Sirio	I
I 20	Balzi Carlo & Ciampelli Sergio	I
I 21	Morbin	I
I 21	S.V.M.M.*	I
I 22	Averla	I
I 22	S.V.M.M.*	I
I 23	Riverbelle	I
I 23	Ferradini Franco	I
I 24	No	I
I 24	Carli Renzo	I
I 25	Nostromo	I
I 25	G. Giancarlo	I
I 26	Arys II	I
I 26	Lamberti Giuseppe	I
I 27	Magifra	I
I 27	Carraro Franco	I
I 28	Bagheera	I
I 28	Boschetti Giancarlo	I
I 29	Folaga	I
I 29	Gemignini Gianpiero	I
I 30	Cicca II	I
I 30	Gollini Stefano	I
I 31	Finco	Z
I 31	S.V.M.M.*	Z
I 32	Contenero	I
I 32	Monetti G. & Alvisi P.	I
I 33	Sluck	I
I 33	Martellotta Vincenzo	I
I 34	Santa Rita	I
I 34	Tomani Mario	I
I 35	Gabbiano	I
I 35	Del Pezzo Rocco	I
I 36	Ciccio	I
I 36	Bertesa Bonatello	I
I 37	Ghibi	I
I 37	Bonazzi Vincenzo	I
I 38	Corniche	I
I 38	Lenoco Tronfi	I
I 39	Joe Condor	I
I 39	Giovanni Elena	I
I 40	Mariella	I
I 40	Bonfilii Nicola	I
I 41	Franca	I
I 41	Circolo della Vela di Roma	I
I 42	Talisman	I
I 42	Theodoli Filippo	I
I 43	Lulu	I
I 43	Dona Dalle Rose Nicolo	I
I 44	Brivido	I
I 44	Malone Giovanni	I
I 45	Kiko	I
I 45	Foce Mauro	I
I 46	Independent II	I
I 46	Ricardo Rosati	I
I 47	Lizy II	I
I 47	Petrucci G. Luigi	I
I 48	Red Baron	I
I 48	Nervi Mario	I
I 49	Hans Castoro	I
I 49	Stiefel Gert	I
I 50	Legionario	I
I 50	Circolo Canottieri Napoli	I
I 51	Wavecrest	D
I 51	Randaccio Ettore	D
I 52	Maria Elena	I
I 52	Ugo Brivio	I
I 53	Sancho	I
I 53	Bortoloso Ennio	I
I 54	Ase	I
I 54	Danero Sergio	I
I 55	Tappa I	I
I 55	Casiraghi Carlo	I
I 56	Banza	Z
I 56	Leumann Max	Z
I 57	Settebello	I
I 57	Sironi Franco	I
I 58	Harpo V	I
I 58	Marinelli Guerrino	I
I 59	Gardel	I
I 59	S.V.M.M.*	I
I 60	She	I
I 60	Salvetti & Zucconi Mauro	I
I 61	Sussy I	I
I 61	Vittorio & Pietro	I
I 62	Elan IV	I
I 62	Lega Navale Italiana, Anzio	I
I 63	Sprint II	Z
I 63	Calo Marco	Z
I 64	Futuro I	D
I 64	Lorentis & Butteri	D
I 65	Mirage	D
I 65	Davido Clerici	D
I 66	Miasta	D
I 66	Marangoni Angelo	D
I 67	Ito I	D
I 67	Del Favero Lino	D
I 68	Aquamanda	D
I 68	Rossari Alberto	D
I 69	Kriss VIII	D
I 69	Lorenzo Magrograssi	D
I 70	Posillipo	D
I 70	Giovanni Formisano	D
I 71	Astral	I
I 71	Finocchi Maurizio	I

	Name of Soling	Name of Owner	LB
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	Trikiá	Pontremoli Paolo	IA
I 77	Kokodach	Piero Miceu	IA
I 78	Folgore	Terzi Gabriele	IA
I 79	Don Miguel	Di Gennaro Paolo	IA
I 80	Nina	Nulli Ettore	D
I 81	D.O.C.	Alessandro Perloni	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	Volterrani Ugo	IA
I 88	Nostromo	Gabaldo Giancarlo	D
I 89	Orgia	Vielati Giovanni	I
I 90	Schiaffo XIV	Gianpaolo Salina	D
I 91	Pellino	Brogia Franco	IA
I 92	Maggi Chissá	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	Ettore Boffi	D
I 97	Alvin	Alfonso Cesa	D
I 98	Snoopy II	Negri & Baldioli	D
I 99	Niccola	Garneli Cocca	IA
I 100	Mizar	Sella G. Alessandro	IA
I 101	Deneb	Mancini Claudio	IA
I 102	Ezechiele	Paveila Giovanni	IA
I 103	Peler	Leopoldo Conporti	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	Fraça II	C.V. Roma	D
I 110	Sprint III	Testa Michele	D
I 111	Ceol Mara	Aimone Marsan G.	D
I 112	Kerilos	Sergio Bonamico	D
I 113	Trikiá	Giuseppe Grosso	D
I 114	Magic	Bassani Ermanno	IA
I 115	Tiker	Bassani Ermanno	IA
I 116	Pinido	Francesco Arditi	D
I 117	Amikouk	De Tommasi Tomaso	I
I 118	Morbillo	Vezzani Guglielmo	D
I 119	Fiesta	Coen Corrado	D
I 120	Free one	Pietro Ciboldi	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	Ostria	S.V.M.M.*	IA
I 125	Kika	Giulio Bondavalli	D
I 126	Spray II	Massimo Painsi	D
I 127	Tibi Dabo	Consolo & Pezzoli	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	Alessandro Orlandi	D
I 133	Vestone	Di Nola Fabio	D
I 134	Sirio IV	Loris Vaccari	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	Tevra V	Leonardo Fava	D
I 140	Nina II	Enrico Fravezzi	IA
I 141	Lerone	Stefano Rossari	IA
I 142	Fanacol	Faglia Paolo	IA
I 143	Aquamanda	Bertamini Giovanni	IA
I 144	Cangaceiro	Bonfili Nicola	D
I 145	Finco III	Marivala Sez. Velica M.M.	D
I 146	Cipi III	Gianenrico & Cravenna	D
I 147	Antigua V	Luigi Zaffaguini	D
I 148	Sheerazade II	Maurizio V. Curti	D
I 149	Furiant II	Avanzini Girolamo	IA
I 150	Tamquam	Sold to OE 41	IA
I 151	Bettina	Zezzo Giorgio	D
I 152	Berenice	Georgio Musso	D
I 153	Canaco	Alessandro Bianchi	IA
I 154	Peler	F.I.V.	IA
I 155	Magra	Reposi Aldo	D
I 156	Gabry	Giuseppe Lo Faro	D
I 157	Guapa	Massimo Mariotti	D
I 158	Leonardo	Rosa Vincenzo	D
I 159	Mignold	F. S. di Lapigio	IA
I 160	Nike	Horst Blochwitz	D
I 161	Giuli III	Giacomo Rinaldi	IA
I 162	Rododendro 5	Alvaro Rocchi	D
I 163	Abeon	Sergio Orlandi	IA
I 164	Peler II	Fabio Albarelli	IA
I 165	Mizar	Mario Gallini	D
I 166	Kriss IX	Aventino Perino	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 Sciolarì	D
I 172	Pinido	Rino Bendazzoli	D
I 173	Danda	Andrea Carpaneto	D

	Name of Soling	Name of Owner	LB
I 174	La Rossa	Giuseppe Veronesi	IA
I 175	Sirio V	G. B. Capri-Gruciani	D
I 176	Attila	Gabriele Terzi	IA

Associate Members:

Benuatti, Piero	Ombuen, Claudio
Coccoloni, Lio	Pescetto, Piero
Domenici, Maurizio	Vaccaro, Enrico
Lo Sardo Francesco	Zanuso, Vittorio
Mariotti, Ettore	

IR - EIRE

Total of Soling numbers: 3, Paid-up Solings: 1, 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: 25, Paid-up Solings: 23, LBs: J 22 - KA 1 - N 2.

Address:

Japan Soling Association
c/o Mr. Fukuo Akiyama
33 Kiyomizuyaki-Danchi
Yamashina, Kyoto

National Officers:

President 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.

Fleets:

Lake Biwa: Stuned Sanada
Enoshima: Akio Kameya
Nagoya: Yoshihiko Kobayashi

	Name of Soling	Name of Owner	LB
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	Tsunee 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 Kidena	J
J 19		Hasime Tominaga	J
J 20	Moon Dance	Takao Mastuda	J
J 21	Konan	Kazuo Tokutsu	J
J 22	Sunny Line	Senzo Niwa	J
J 23	Conger	Tad Ikami	J
J 24	Goliath	Takao Ninomiya	J
J 25	Vinto de Olimpico	Yoshihiko Kobayashi	J

Associate Members:

Biwako Yacht Club	Nomoto Kensaku
Hirata Kastumi	Oceanlife Co., Ltd.
Kaido Moritaka	Okada Kunio
Kaitoku Keijiro	Okumura Sumio
Kaneko Kimikazu	Ozawa Kichitaro
Kansai Yacht Club	Ozawa Shinsaburo
Kawashima Masamichi	Shiomi Akira
Kazi Corporation	Sunagawa Hidenori
Kyoto Yacht Club	Tanaka Shigehiko
Mastumoto Fujiya	Yamaguchi Teruo
Nishimura Motoharu	

K - UNITED KINGDOM

Total of Soling numbers: 124, Paid-up Solings: 60, LBs: D 27 - F 3 - K 81 - KC 3 - N 6. Not issued: 4.

Address:

British Soling Association
Mr. John Derry, Secretary
Kitley Cottage, Ship Road
Burnham-on-Crouch
Essex CMO B&X
England

National Officers:

President Vernon Stratton
Chairman Terry Wade
Technical J. A. Clare
Hon. Treasurer Roger Lean-Vercoe
Member of Management Committee E. Duncan Simonds

Southern Area Solings:

E. D. Simonds, Winloed, Pangbourne, Berkshire.
RG8 8LB.

Scottish Solings:

R. J. McDougall, Class Convener, 18, Westbourne Gardens, Glasgow. G12 9XD.

Eastern Area Solings:

J. A. Clare, 18a, Seymour Walk, London, SW 10.

Northern Area Solings:

N. W. Dawson, Sarnico, Ferry Road, Nab Wood, Bowness-on-Windermere, Cumbria.

Welsh Area Solings:

P. A. Wilkins, The Stockings, Husphins Lane, Codsall, Staffordshire.

International Officers:

Elected to ISA: E. 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	J. Watson	K
K 2	Solan	R. W. Heuchan	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	C. V. 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	B. Hamilton	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	Sold in W. Germany	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	M. Heavside	K
K 45		Col. Nicolson	K
K 46	Streaky	Breakell & Hopkinson	K
K 47	Elusive	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	Toothy	C. A. Segaud	K
K 52	Insolent	Hesselbert	K
K 53	Rooster	N. Hawkes	K
K 54	Naima	J. Pickett	K
K 55	Metaphor	R. L. Howison	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	Oz	M. Graham	K

Name of Soling	Name of Owner	LB	
K 64 Storm	S. Glithero	K	
K 65	J.P. Crossley	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	R.J. McDougall	D	
K 76 Stikleback 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 Albana	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	J. G. Murray	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. Oestreich	K	
K 93 Surprise	J. D. Oddie	D	
K 94 Staccato	G. Watson	K	
K 95 Aquabear	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	Hej Dä	M. J. Wheatly	K
K 100 Super Bear	J. Knights	D	
K 101 Alpha	Miss Gwen Cairnie	D	
K 102 Dreadnought	C. J. Hall & Rigby	D	
K 103 Blowjob	J. Caulcutt	D	
K 104 Kudu	J. Fewster	D	
K 105 Loup Garou	J. B. Clark	D	
K 106 Cock-a-Too	J. A. Clare	D	
K 107 Clarevoyant	P. A. Wilkins	D	
K 108 Trufflehunter II	A. A. B. Canning	KC	
K 109	Mr. Jones	D	
K 110 Mighty Bear	C. C. Hobday	D	
K 111 Chameleon II	Sold in Switzerland	D	
K 112 Hortense	D. Young	KC	
K 113 Bullett II	Watson & Cochran & Woolard	D	
K 114 Bo-bo	Mc Cann & Glaister	D	
K 115 Pandemonium III	E. D. Simonds	D	
K 116 Bees Knees	R. Lean-Vercos	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	
K 124 Frequently Knot	J. W. Hackman	D	

Associate Members (22):

Allen, T. —	Miller, J. —
Burhouse, R. —	Osborne, C. —
Cochrane, J. —	Peckman, M.A. —
Evans, P. —	Pollard, T. —
Gener, J.M. —	Porritt, C.S. —
Patrick, M.J. —	Simonds, C. —
Forrest, E. —	Simonds, R. —
Gurney, Guy —	Smith, I. Mac Donald. —
Hesselgreen, G. C. —	Wilkins, P.S.A. —
Hesseltine, M.S.W. —	Wilkins, R. M. —
McCann, D. —	Woolward, I. —

KA - AUSTRALIA

Total of Soling numbers: 146, Paid-up Solings: 96, LBs: D 12 - F 1 - K 1 - KA 107 - KAA 9 - KC 7 - USC 1. Not issued: 5.

Address:

Australian International Soling Association
Mr. A. J. Denham
32, Northwood Road,
Northwood 2066
Australia.

National Officers:

National President: Tony Parker
National Treasurer: R. Hudson
National Secretary: Tony Denham
N.S.W.: Max Gregory
Victorian: Peter Gillon
Western Australia: Peter Anderson
South Australia: Jeff Schramm

Intern. Officers:

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

Name of Soling	Name of Owner	LB	
KA 1 Flicka	J. Tudball	KA	
KA 2 Mirage	F.A. Phillips	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. Lamble	KA	
KA 8 Serendipity	J. Simmonds	KA	
KA 9 Solong	L. R. Kebort	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	
KA 15 Buster	Lansdell & Paine	KA	
KA 16 Jeata	E. & M. Sharp	KA	
KA 17 SouthernCross	R. J. Tucker	KA	
KA 18 Fiona	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	C. Matulich	KA	
KA 23 Solioquy	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	R. W. Johnson	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	R. L. Delongville	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	A. Clinton	KA	
KA 39 Hagar	M.J. McKillop	KA	
KA 40 Swift	R.D. Bebb	LA	
KA 41 Eitanin	L.V. Hawkins & B. Mortlock	KA	
KA 42 Rob Roy	J. Brewer	KA	
KA 43 Mistress	Kate II	B. Hayes	KA
KA 44 Troobooloo	P. & A. Graaf	KA	
KA 45 Skye Mist II	R. & W. Goldfinch	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	Sunk	KA	
KA 50 Anya	G. T. Palmer	KA	
KA 51 Freia	B. Scott	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. Boreckhoff II	KA	
KA 57	Not issued	—	
KA 58 Viking	R. King	KA	
KA 59 Kyla	J. Amos	KA	
KA 60 Tantrum	A. Dunn	KA	
KA 61 Sirocco II	Z. Stolliznow	KA	
KA 62 Windmill	N.G.A. Oilliffe	KA	
KA 63 Bintang	G. Boeck	KA	
KA 64 Nulka	P. Briggs	KA	
KA 65 Aquilla	M. A. Michael	KA	
KA 66 Roulette	J. Moline	KA	
KA 67 Claire de Lune	E. J. Whitaker	KA	
KA 68 Jill III	R. Roberts	KA	
KA 69	Not issued	—	
KA 70 Bennelong	E. Moran	KA	
KA 71 Estelle	S.C.W. Stacker	KA	
KA 72 Freezing Hot 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	B. Chivers	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	B. Martin	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 Freedoms	P. Stransky	KA	
KA 86 Sigrid	J. Brettingham-Moore	KA	
KA 87 M.1.J.	J. Cook	KA	
KA 88 Robin III	Sold in US 652	KA	
KA 89 Siskabab	R. Tasker	F	
KA 90 Odin	P. Fagan	KA	
KA 91 Omega	J. A. Parker	KA	
KA 92 Lorelei	W. White	KA	
KA 93 Patrice II	Sunk	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	

Name of Soling	Name of Owner	LB	
KA 100 Silja	E. Murphy & R. Johnson	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	H. & C. Olde	KA	
KA 105 Black Hat	Harry Pickett	KA	
KA 106 Scarlett	G. Jensen	KA	
KA 107	Amity	W. A. Hansen	KA
KA 108	Loopv	J. Puglisi	KA
KA 109	Square One	J. K. Baron-Hay	D
KA 110	Nefertari	Ralph & Gibson	KA
KA 111	One Gun	H. Speikman	KA
KA 112	Popcorn	J. Summers	KA
KA 113	Wyuna	D. J. Vincent	KA
KA 114	Leda	Manford & Day	D
KA 115	Taworri	M. Gillett	D
KA 116	Atalanta	S. Lodge	KA
KA 117	Battle Axe VI	W. K. Kopsen	KA
KA 118	Alexia	B. Rowe	D
KA 119	Thetis	P. R. Anderson	D
KA 120	Adios	G. Palmer	KC
KA 121	Harlequin	M. Whitnall	KA
KA 122	Elite	D. Brockhoff	KC
KA 123	Darkie	S.D. Corser	D
KA 124	Deliverance	Dallas Dempster	D
KA 125	Winkie	Peter L. Gillon	KAA
KA 126	Huebug	Berkeley & V. Willman	KAA
KA 127	Jeb	K. Kelt	KAA
KA 128	Pocohontas	J. Hebiton	KAA
KA 129	Pirili	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	Lemira	P. Briggs	KC
KA 144	Terror	R. Terrett	KC
KA 145	Quixotic	F.I. Ford	KC
KA 146	Mathilda	D. N. Robins	KC

Associate Members:

Alexander, P.	Parry, D.
Anderson, J.	Peipman, K.
Anderson, M. J.	Polden, I.N.
Anthony, B.L.	Randell, A. J.
Berkeley, E. Mrs.	Rankin, Bruce
Bigelow, A.	Rawson, D.
Catts, D.F.	Rosenbaum, T.M.
Dickinson, J.	Saelens, B.
Ellis, G.S.	Schramm, J. D.
Freeman, C. W.	Shaw, B.
Graham, I.P.	Stevenson, Scott
Hall, R.	Strip, Rod
Haloane, R. H.	Stroud, R. E.
Hearne, J.M.	Terratt, R.
Hudson, Dr. R.	Tierney, P. R.
Knight, Paul	Ward, J.
McDonald, G.	Whitworth, C.
Mason, J.	Winn, R.
Matthews, D.	Winning, J. B.

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 63
Paget 6
Bermuda

National Officers:

President Harry D. Powell
Vice President Bruce D. Lines
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 Aloha	Sold in US	K
KB 3 Foxy Lady II	Bruce Lines	K
KB 4 Birbo	Norman Douglas	K
KB 5 Coquette II	John Driscoll	K
KB 6 Elusive	Colin Clarke	K
KB 7 Shanty	Errol Cross	K

Name of Soling	Name of Owner	LB
KB 8 Elisabeth Rose	Daiziel Tucker	K
KB 9 Dawnreader	R.D.Butterfield	K
KB 10 Meteor	N. Maconochie	K
KB 11 Czar	Peter Shrubbs	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	Bruce Lines	KC
KB 18 Gladiator	Sold in US 1972	K
KB 19 Cracker	Hamish Burns	KC
KB 20 Rainbow Runner	C. F. Alex Cooper	KC
KB 21 Superstar	R. C. Cooper	KC
KB 22 Flash	P. Conen	K

KC - CANADA

Total of Soling numbers: 145, Paid-up Solings: 61, LBs: D 3 - KC 141 - USA 1.

Address:

Canadian International Soling Association

Mr. Harry Roman
202 Harlandale Avenue
Willowdale, Ontario
Canada.

National Officers:

President Wm. Abbott Sr.
Treasurer Harry Roman
Secretary Jim Beatty
Registrations John Bates

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	H. 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 Petra	Jack Ertel	KC
KC 10	M.A. Taylor	KC
KC 11 Iles of Bute	Gary Falcon	KC
KC 12 Dolly	Wayne Mullins	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 Half Fast	Robert Brailey	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 Excercist	P. Dwyer	KC
KC 31 Maverick	George McClearn	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 Tittle	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

Name of Soling	Name of Owner	LB
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. Diskcon & C. Maurice	KC
KC 58	C.G. Hickman	KC
KC 59 Sundance	Glyne Goodridge	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
KC 66	Sold in Bermuda	KC
KC 67	John L. Holmes	KC
KC 68 Agnete	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	Dave Smith	KC
KC 74 Sundance	John Bates	KC
KC 75 Isealt	R. Adams	KC
KC 76 The end	Alex Gregar	KC
KC 77 Sine	H.L. Walker	D
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	Peter Beamish	KC
KC 83 Jinn & Tonik	Mike Gallendar	KC
KC 84 Revel	Ilmar Murv	KC
KC 85 Space Rat	Peter Hall	KC
KC 86	Derek Crain	KC
KC 87 Sting	M. Fawcett	KC
KC 88 Elle Va	Bill Wallace	KC
KC 89 Erubus	David Etlin	KC
KC 90 North Wind	E. W. Pearson	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 Lightning	Bruce McGowan	KC
KC 97 Cuckoo Two	D. Wotherspoon	KC
KC 98 Spook	David Savage	KC
KC 99 Dynamite	Paul Backstrom	KC
KC 100 Bits'n Pieces	Sold to US 637	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 Deaudet	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 Skye	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	Peter Truitt	KC
KC 122 Delusions	Andreas Josenhans	KC
KC 123 Fancy	Bob Brodie	KC
KC 124 Charming Molly III	Sandy McMillan	KC
KC 125 John Jones	John Jones	KC
KC 126	Sold in US 669	KC
KC 127 Blue Chip	Ken Giles	KC
KC 128 The Great Speckled Bird	Bill Burris	KC
KC 129 Sunshine	Harry Roman	KC
KC 130 Suraya	John Weiss	KC
KC 131 Impatience	Dave Fowler	KC
KC 132	Glen Dexter	KC
KC 133 Elusive	Rob. Colwell	USA
KC 134	Peter Cochrane	KC
KC 135 Odds-N-Ends	Abbott	KC
KC 136	L. Girard	KC
KC 137	Pierre Goupill	KC
KC 138	Carolyn & Jerry Doris	KC
KC 139	David Smith	KC
KC 140	Fr. Brookshill	KC
KC 141	Bob Whitehouse	KC
KC 142	Andy Meray	KC
KC 143	Hans Fogh	KC
KC 144	Jim Beatty	KC
KC 145	Bill Abbott Jr.	KC

Associate members: Christensen, Peter Lashi, Wayne De Galoscy, Zig 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	Ray 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-Courtts	D

KZ - NEW ZEALAND

Total of Soling numbers: 14, Paid-up Solings: 8, 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: 40, Paid-up Solings: 27, LBs: D 18 - K 1 - KC 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 Blässer	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	B. Michelsson	-
L 11 Stress	Johan Carpelan	L
L 12	Not issued	-
L 13 Viuhahtaja	Pakkanen & Virkola	L
L 14 Hattiwatti	Yrjö Wiherheimo	L
L 15 Twill IV	A. Carpentier	L
L 16 Lokka	Mikko Tuominen	D
L 17 Secondo	Kaj Michelsson	D
L 18 Joy-Ride	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	Ake Gulin	L
L 23 Stress	Sold in Sweden	L
L 24 Ca-Ro VII	Seppo Oksanen	L

Name of Soling	Name of Owner	LB
L 25 Tee-Pee	Teuvo Pullinen	D
L 26 Micia	Adams & Winqvist & Jouts	D
L 26 Fakir	Teemu Laine	L
L 29	Not issued	-
L 30 Sirocco II	Kalle Virkkunen	D
L 31 Nordic VII	Kai Wagello	D
L 32 Spectrum	Guy Mellin	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 Joker	E. Koponen & N. Laukas	D
L 37 Aiolos	Pentti Ahlmaa	D
L 38 Fever	Kurt W. Nyman	D
L 39 Cosa Nostra	Jou, Puhakka	D
L 40 Garmen	Vladimir Marschan	KC

Associate Members:
 Holmberg, Harry
 Käär, Esa-Jukka
 Michelson, Kai
 Naukarinen, Seppo
 Norrgård, Arndt
 Puhakka, Jouko
 Salokangas, Wis
 Rouhainen, Matti
 Virkkunen, Lauri
 Virkkunen, Sulo
 Wrede, Kenneth

Name of Soling	Name of Owner	LB
MX 4 Barquita	Enrique Baun	US
MX 5	Not issued	-
MX 6 Otapan II	Georg Escalante	D
MX 7		
MX 8	For 7 - 10:	
MX 9	No information received	
MX 10		

N - NORWAY

Total of Soling numbers: 87, Paid-up Solings: 21, LBs: D 8 - K 2 - KA 1 - KC 1 - N 69 - NA 3. Not issued: 3.

Address:
 Norwegian Soling Association
 Mr. Henning Bull Jr.
 Postbox 364
 Sentrum-Oslo 1
 Norway

National Officers:
 Chairman Ivar Tandberg
 Secretary Henning Bull Jr.
 Member Christian Anker
 Member Kalle Neergaard

Name of Soling	Name of Owner	LB
N 71	Endre Rösjö	N
N 72	Wilh. Wexels jr.	N
N 73 Flickan Lilla	Svein Ivarson	N
N 74 Smarting	Terje C. Glørsen	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	Henrik Smith	NA
N 84 Perhaps	J. Linge & H. Bull Jr.	NA
N 85 Candy	John S. Platou	NA
N 86	Under construction	-
N 87	Kalle Neergaard	KC

Associate Members:
 Andersen, Reidar
 Bøe, Bente
 Ferner, Finn Chr.
 Fægri, Knut
 Henriksen, R.J.
 Johannessen, Lars
 Løken, Thor
 Neergaard, Kalle

M - HUNGARIA

Total of Soling numbers: 10, Paid-up Solings: 10, LBs: M 10.

Address:
 Hungarian Yachting Association
 Károlyi, H. Utca 1
 1054 Budapest V
 Hungary

Hungarian Soling Organization
 President: Istvan Nemeth
 H 8232 - Balatonfüred
 Hungary

Abbreviations:
 *U.S.K.W. - Ungarische Schiff und Kran-Bauwerke,
 *F.A.C. = Balatonfüzfő Atletischer Club
 *M.U.S. = Mahart Ungarische Schifffahrts Gesellschaft
 *CSMSK = Csatornazási Műveik Sport Klub
 *VEAF = Vilati Elektrische Armaturen Fabrik

Name of Soling	Name of Owner/Helmsman	LB
M 1	F.A.C.*/Bela Dominek	M
M 2	U.S.K.W./Jozsef Mosonyi	M
M 3	U.S.K.W./Istvan Szalai	M
M 4	M.U.S.*/Istvan Orsach	M
M 5	M.U.S.*/Istvan Kopar	M
M 6	U.S.K.W./Imre Torzs	M
M 7	U.S.K.W./Istvan Hantó	M
M 8	C.S.M.-S.K.*/-	M
M 9	C.S.M.-S.K.*/-	M
M 10	V.E.A.F.*/-	M

Nos 1 and 2 built: 1970 - Nos 3-7: built 1976, and 8-10: 1977.

MO - MONACO

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

Address:
 Yacht Club de Monaco
 Losange d'Or
 Avenue 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: 10, Paid-up Solings: 9, LBs: D 1 - K 3 - US 1, LBs unknown: 5.

Address:
 Association Soling de Mexico
 Mr. Jorge A. Escalante
 Culiacan 123 Floor 14th
 Mexico 11 D.F.
 Mexico

Name of Soling	Name of Owner	LB
MX 1 Carajá	José de la Vega	K
MX 2 Manuia	Guillermo Hudson & E. Lavander	K
OTapan	Jorge Escalante	K

N - NORWAY

Total of Soling numbers: 87, Paid-up Solings: 21, LBs: D 8 - K 2 - KA 1 - KC 1 - N 69 - NA 3. Not issued: 3.

Address:
 Norwegian Soling Association
 Mr. Henning Bull Jr.
 Postbox 364
 Sentrum-Oslo 1
 Norway

National Officers:
 Chairman Ivar Tandberg
 Secretary Henning Bull Jr.
 Member Christian Anker
 Member Kalle Neergaard

Name of Soling	Name of Owner	LB
N 1 Darling	H. Børshheim	N
N 2	AIF Kvamsøe	N
N 3 Consoling	Thor Berger	N
N 4	Sold in Sweden (S 17)	N
N 5	Bjørn Øvrebo	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 Toy II	Sold into Austria	N
N 19 Krill III	Kjell Johansen	N
N 20 Patrio	Jens Dietrichson	N
N 21 Tjueett	T.P. Ambjørnsen	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	Geir Olsen	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 Nielsen	N
N 35 Maraya	Helge Myrvold	N
N 36 Balder	Sverre Farstad	N
N 37 Albertine III	J. & O. Vaagsnes	N
N 38	Brdr. Høydahl	N
N 39 Fram V	Sold into USA (Jim Davis)	N
N 40 Bliss	B. Mejlænder-Larsen	N
N 41 Ischias	Carsten Andersen jr.	KA
N 42 Tidig VIII	Olaf Ellingsen	N
N 43 Courage	G. Høstmark	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 Sønnavid	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	Órnulf Christensen	N
N 60 Svanen	Ole S. Christensen	N
N 61	Ole Dahl	N
N 62	Bjørn Tønnevold	N
N 63	Christen Toft	N
N 64	Sold in S 113	N
N 65 Sidsel	Bjørn S. Nilsen	N
N 66 Sexy	Kjell Haslev	N
N 67	Jan Eilertsen	N
N 68	Elling Jarksen	N
N 69 Searchin	Thor Bjørn Lie	D
N 70	Jacob Kjelland	N

OE - AUSTRIA

Total of Soling numbers: 58, Paid-up Solings: 34, LBs: D 24 - F 1 - G 1 - IA 6 - K 2 - KC 2 - N 5 - Z 15. Not issued: 2.

Address:
 Austrian Soling Association
 Dr. Rudolf Schuh
 Luftenegestrasse 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 Hexl	Ernst Frauscher	Z
OE 10 Shangri-lá	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	D
OE 22	Karl Stangl	N
OE 23 Hirundo	Christian Peters	D
OE 24 Puschkin	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 Rosenwind	Karl Blaschegg	D
OE 29	Robert Trimmel	D
OE 30	Segelschule Gmunden	D
OE 31 Sindbad	Gerhard Fellner	N
OE 32	Reinhold Pillweis	D
OE 33 Micki Macko	Wolfgang Hummer	D
OE 34 Daniel	Albert M. Thyriinger	Z
OE 35 Repluz	Rupert Engl	N
OE 36 Evita	Carl Auteried	KC
OE 37 Cato	Hans Tod	D
OE 38 Bess	J. Schönburg-Hartenstein	D
OE 39	Mlinar	IA
OE 40	Pfeffer Norbert	D
OE 41 May Be	Hubert Raudaschl	IA
OE 42 Caprice II	Wilfried Wolfmayr	IA
OE 43 Kirke III	Gunter Rötner	IA
OE 44 Alk	Georg Ruskensteiner	IA
OE 45 Isabella	J. Sedlak	D
OE 46 Playboy V	Vitalis Schreiber	D
OE 47 Mandarin II	Christian Beurle	D
OE 48 Solala	M. B. Rübemann	D
OE 49 Condor	Georg Reisinger	D
OE 50 Shangri-La	Helmut Reischer	D
OE 51 Nixe	Peter Menzel	IA
OE 52 Action Dee 76	M. Denzel	D
OE 53 Minerva	F. A. Kreutzer	D
OE 54		-
OE 55	Dietrich Sock	D
OE 56 Cirpy III	Ewald Schmidberger	D
OE 57		-
OE 58 Baladin	Ulrich Strohschneider	KC

P - PORTUGAL

Total of Soling numbers: 2, Paid-up Solings: 1, 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	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	N
PK 2	Feroza	N

PR - PUERTO RICO

Total of Soling numbers: 5, Paid-up Solings: 5, LBs: K 1.

Addresses:

Asociacion de Yatismo de Isla Verde
Mr. Frank S. Amaru
P. O. Box 2944
Puerto Rico 00936
Juan R. Torruella
Box 3205, Old San Juan
Puerto Rico 00904

Name of Soling	Name of Owner	LB
PR 1	Brahmin <small>(This Soling is transferred to US Virgin Islands under new Sail Number: VI-71)</small>	K
PR 1	Juan R. Torruella	-
PR 2	Borquen	N
PR 3	Eddie Ramos Casellas	-
PR 4	Under construction	-
PR 5	Under construction	-

PZ - POLAND

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

Address:

Polski Zwiasek Zeglarski
Warszawa
Chocimska 14
Polen

Name of Soling	Name of Owner	LB
PZ 1	Pampero	N
PZ 2	Jumble	D
PZ 3	Amok	D

S - SWEDEN

Total of Soling numbers: 113, Paid-up Solings: 52, LBs: D 23 - F 12 - K 10 - L 13 - N 55 - Z 1. Not issued: 1. LB unknown: 1.

Address:

Swedish Soling Association
Box 22114
104 22 Stockholm
Sweden

National Officers:
Chairman Olle Kinch

Vice Chairman Jörgen Sundelin

Treasurer Thomas Nordberg
Secretary P. O. Lundström
Members: Sven Hjorth
Håkan Kellner
Lars-Johan Norrby

International Officer:

Elected to ISA: Tom Nyström

Name of Soling	Name of Owner	LB
S 1	Essett	N
S 2	H.M. King Carl-Gustav	N
S 3	Anders Jarborn	N
S 4	Lennart Hellman	N
S 5	Utopi	N
S 6	Jan Erik Berglöv	N
S 7	Charade	N
S 8	Not issued	-
S 9	Alfa	N
S 10	Per Olof Simonsson	N
S 11	Stig Larsson	N
S 12	Madeleine	N
S 13	Stig von Bahr	N
S 14	Ossi Helen	N
S 15	Nike	N
S 16	P.G. Axdal	N
S 17	Farouche	N
S 18	Maria Andersson	N
S 19	Linda	N
S 20	Ulla Ahrenberg	N
S 21	Lennart Eriksson	N
S 22	Osten	N
S 23	Anders Nyström	N
S 24	Solong	N
S 25	Hans Olof Wikmar	N
S 26	Julie	N
S 27	Herbert Reinhold	N
S 28	Miona	N
S 29	K.A. Sherman	F
S 30	Sven Englund	K
S 31	Hafsorkestern	N
S 32	Svante Hellgren	N
S 33	Leiban	N
S 34	Lars-Johan Norrby	N
S 35	Cumling	N
S 36	Nils Skaar	N
S 37	Leif Ullström	N
S 38	Coriol	N
S 39	Sven Hjort	N
S 40	Torkel Fuhre	N
S 41	Söling	N
S 42	Nils Åke Etsmar	N
S 43	Solita	N
S 44	Mats Gustavsson	N
S 45	Barbe-Bleue	N
S 46	Lars Andersson	N
S 47	Bernt Olsson	N
S 48	Vita Nova	N
S 49	Curt Arremark	N
S 50	Scandal Beauty	N
S 51	Gösta Gärrenstad	N
S 52	Reginette	N
S 53	Arne Wanneberg	K
S 54	Hast II	N
S 55	Almquist & ambrusson	N
S 56	Spunk	N
S 57	Per Seiden	N
S 58	Nils Nilsson	N
S 59	Åsa & Per Frostell	N
S 60	Luffa	N
S 61	Rune Nilsson	N
S 62	Sixpence	N
S 63	Orient	N
S 64	Mats Pålsson	N
S 65	Amulette	F
S 66	Karl R. Amein	F
S 67	Torbjörn Wällgren	N
S 68	Christer Saldén	F
S 69	Amorina	F
S 70	Salut	F
S 71	Sven Hampus Salén	F
S 72	Peter Lindeberg	N
S 73	Amoress	N
S 74	Knut Beckman	N
S 75	Tage Lindqvist	F
S 76	Sold into USA	F
S 77	Lennart Larsson	F
S 78	Aurora	F
S 79	E. Sigurd	N
S 80	Smiling	F
S 81	Erik Nyström	N
S 82	Fantast	F
S 83	Tor Albertsson	F
S 84	Wasa	L
S 85	Per Säwe	L
S 86	Returned to LB	-
S 87	Lili-Yra	L
S 88	Sture Äqvist	L
S 89	Aabrendland	N
S 90	Fred Rosenthal	N
S 91	Aquarius	Z
S 92	Jan Åke Eriksson	L
S 93	Sölsting	L
S 94	Fredrik Winberg	L
S 95	Sold into USA	L
S 96	Finnteam	L
S 97	Bengt G. Bengtsson	K
S 98	Aton	K
S 99	Lars Peter Wählin	K
S 100	Maria Andersson	K
S 101	Lorna	K
S 102	Sold into Switzerland	K
S 103	Fantasi	N
S 104	Sven Olsson	N
S 105	Splice	N
S 106	Fiffi II	N
S 107	Kent Andersson	N
S 108	Coriolis	N
S 109	Sven Hjorth	D
S 110	Blott XII	D
S 111	Sold into USA	D
S 112	Humbug IX	K
S 113	Sold into Denmark	K
S 114	Nemphis	L
S 115	Rolf Thörnqvist	L
S 116	Zeke Varg	K
S 117	B.G. Karlsson	K
S 118	Red Baron	N
S 119	John Svalander	N
S 120	Snorkfröken	L
S 121	B. & S. Eklund	L
S 122	Javelin	N
S 123	Bertil Sundin	L
S 124	La Bamba	N
S 125	Stig Johansson	N
S 126	Ploy	N
S 127	Nils Ling	N
S 128	Phillipin	F
S 129	Stefan Hellberg	F
S 130	Sjuffemman	L
S 131	Mats Nyström	L
S 132	Lotte	N
S 133	Bertil Antonsson	N
S 134	Netan	D
S 135	Lars Tholst	D
S 136	Ossy Helin	N
S 137	Molin-Gee	N
S 138	Per Lindberg	N
S 139	Blue Shark	N
S 140	Thomas Wrände	N
S 141	Plebb IV	N
S 142	Peter Schultz	F
S 143	Mon Dieu	F
S 144	Claes-Göran Borg	N
S 145	Amigo	D
S 146	Arved von Gruenewald	D
S 147	Anders Gunnarsson	D
S 148	Saltning III	L
S 149	Lars Swahn	L
S 150	Sundance	N
S 151	Niels Gåbel	N
S 152	Silvervingen XII	N
S 153	Anders Westerberg	N
S 154	Nisse	N
S 155	Jo-Jo XI	D
S 156	Tom Nyström	D
S 157	Ingvar Jönsson	K
S 158	Solong	D
S 159	Peter Wallenberg	D
S 160	Solung	D
S 161	Sold into USA	D
S 162	Humbug	D
S 163	Roxberg, Brothers	K
S 164	Ingela	N
S 165	Jan-Olof Olsson	N
S 166	NN	N
S 167	Ragnar Tengstrand	D
S 168	Kim IV	D

Name of Soling	Name of Owner	LB
S 95	Magdalene	N
S 96	S. Eklund	N
S 97	Söling 96	D
S 98	Bertil Elowson	D
S 99	Olle Kinch	D
S 100	Acqua Blå	D
S 101	Amorita II	D
S 102	Ragne Lindstadt	D
S 103	Sold in West India	D
S 104	Humbug	D
S 105	Blott XIV	D
S 106	Alfred Strohmayr	D
S 107	OHI Calcutta	D
S 108	Sold in Australia	D
S 109	Charade	D
S 110	Erik Thorsell	D
S 111	Saltning IV	D
S 112	Anders Gunnarsson	D
S 113	Solungen	N
S 114	Lars Lindén	N
S 115	Debutant	D
S 116	J. Sundelin	N
S 117	Spirit	N
S 118	Curt Duckman	N
S 119	Humlen	D
S 120	Johan Sundberg	D
S 121	Pelle Pettersson	L
S 122	Humbug	D
S 123	Elmar Nyblom	L
S 124	Cannon Ball	L
S 125	Spirit II	D
S 126	Curt Duckman	D
S 127	Blott XVII	D
S 128	Stig Wennerström	D
S 129	Cap	D
S 130	John Peter Ryott	D
S 131	Ja	N
S 132	Per-Gunnar Cerne	N

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. Haliburton

Name of Soling	Name of Owner	LB
SA 1	Solitaire	K
SA 2	C.B. McCurrach	K
SA 3	Apollo	K
SA 4	D.H. de la Porte	K
SA 5	Jade	K
SA 6	G.L. Reynolds	K
SA 7	Solution	K
SA 8	R.C. Walker	K
SA 9	Salamander	K
SA 10	Michael Johnson	K
SA 11	Solace	K
SA 12	M.J. Carrick	K
SA 13	Solenta	K
SA 14	W.L. Hancock	K
SA 15	Solitude	K
SA 16	John W. Gray	K
SA 17	Solan	K
SA 18	D.J. Haliburton	K
SA 19	Merlemaid	SA
SA 20	G. Hegie	SA
SA 21	Aurora	SA
SA 22	D.N. Stuart	SA
SA 23	Aquila	SA
SA 24	D.N.J. Walton	SA
SA 25	Solecium	SA
SA 26	H.A. Campbell	SA
SA 27	SA 14 Argonaut III	SA
SA 28	I. Haggie	SA
SA 29	SA 15 Kate	SA
SA 30	E.S.K. Tucker	SA
SA 31	SA 16 Skigwa	D
SA 32	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 V = Central Sports Club of Naval Fleet.
- * DSO = Y/C DSO-Kalev (Trade United Sports Association).
- * DSU = Urozai Voluntary Sports Association. (Agricultural Trade Union).
- * RSFSR = Sport Committee of Russian Soviet Federative Republic
- * SAS = Committee for Physical Culture and Sports under the Council of Ministers of Azerbaijan Soviet Socialist Republic.
- * TRUD = Y/C DSO-TRUD (Voluntary Sports Association)
- * YCJ = Yacht Club of the Voluntary Sports-association Jalgris
- * YCL = Yacht Club Latuan of Soviet Socialist Republic
- * YCS = Yacht Club of Sudostroitel (Yacht-Builders)
- * YCU = Yacht Club "Vodnik"
- * YCZ = Voluntary Sports Association "Zenith"
- * YRA = Soviet Yacht Racing Association

Name of Soling	Name of Owner	LB
SR 1	Aikhal	N
SR 2	*CSK	N
SR 3	*YRA	N
SR 4	Makumba	D
SR 5	*DSO	D
SR 6	Variag	D
SR 7	*CSK V	D
SR 8	Admiral	D
SR 9	*YCS	D
SR 10	*YCS	D
SR 11	*CSKV	D
SR 12	*DSO	L
SR 13	*DSO	N
SR 14	Prostoy	D
SR 15	*YCS	D
SR 16	Conflikt	D
SR 17	*RSFSR	D
SR 18	Delphin	D
SR 19	*YCS	D
SR 20	Vikingas	D
SR 21	*YCS	D
SR 22	*CSK V / V. Maksimov	-
SR 23	*YCL / R. Berdash	-
SR 24	*CSKV / B. Budnikov	KC
SR 25	Under construction	-
SR 26	Olen	-
SR 27	*SAS/Mihailov	D
SR 28	Alehka	D
SR 29	Makumba III	D
SR 30	*DSO	D
SR 31	Mamba	-
SR 32	*DSO / A. Chuchelov	-
SR 33	Ricochet	D
SR 34	*RSFSR	D
SR 35	Tuman	D
SR 36	*YCV	D

TH - THAILAND

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

Address:

Yacht Racing Association of Thailand
Sri 30 Sukumvit Road
Bangkok
Thailand

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

US - USA

Total of Soling numbers: 673, Paid-up Solings: 281.
LBs: D 19 - F 27 - L 17 - KA 10 - KC 293 - L 1 - N 58 - US 186 - USA 30 - USB 15 - USC 6 - Z 2.
Not issued: 21.

Address:

United States Soling Association
Mrs. Jeanette E. Roberts
Adm. Secretary
780 North Water Street
Milwaukee, Wisconsin 53202, U.S.A.

National Officers:

President Samuel V. Merrick
Vice President Walter W. Nielsen
Treasurer Charles Kamps
Secretary Sam Mercer
Past President George Francisco III

International Officers:

Elected to ISA: Maurice Rattray, Jr.
(Chairman of Technical Committee)
Appointed to ISA: Samuel V. Merrick and
Walter W. Nielsen.

National Vice Presidents:

Atlantic Coast:
John C. Meleney
Simpson, Thacher & Bartlett
One Battery Park Plaza
New York NY 10004
212-483-9000

Southern
George Francisco III
Capitol National Bank Bldg.
21st Floor
Houston Tx 77002
713-225-0781

Midwest

W. V. Castle, Jr.
Sybron Corporation
1100 Midtown Tower
Rochester NY 14604
716-342-5991

West Coast
Samuel Mercer
120 Avila Road
San Mateo CA 94402
415-348-3100

Northwest

James R. Medley
3282 N.W. Esplanade
Seattle WA 98117
206-784-4270

U.S. Soling Fleet Captains

ATLANTIC

Chesapeake
Stuart Walker, M.D.
Mercy Hospital, Inc.
301 Saint Paul Place
Baltimore MD 21202

Greenwich
Donald S. Lovelace
7 Hawthorne Road
Larchmont NY 10538

Marblehead
Kenneth Baxter
Dartmouth Road
Marblehead MA 01945

Northeast Harbor
Abbott L. Reeve
Box 1540
Manchester MA 01944

Noroton
Robert A. Bennett
International Business
Machine Corporation
44 South Broadway
White Plains NY 10601

Oyster Bay
Barnaby Blatch
City Bank NA
399 Park Avenue
New York NY 10022

Paguet
Marion Mahone
270 Hillsport Road
Westport CT 06880

Vineyard Sound
John C. Meleney
30 Brace Terrace
Dobbs Ferry, NY 10522

Western Long Island Sound
Walter E. Blum
21 Brook Lane
Great Neck NY 11023

Wilmington
Ken Sprunt
1726 Fairway Drive
Wilmington NC 28401

MIDWEST

Chicago
Stuart Walker, M.D.
73 E. Elm Street
Chicago IL 60611

Milwaukee
Roger Morley
1517 E. Beverly Road
Shorewood WI 53211

Port Huron
Dennis Kovach
204 Shady Lane Drive
Bellefontaine OH 43311

Rochester
John M. Odenbach, Jr.
2267 Main Street E.
Rochester NY 14609

Wilmette
Bill Wyckoff
900 Illinois Road
Wilmette IL 60091

Wilson NY
Robert L. Walsh, Jr.
3249 Lockport-Olcott Rd.
Newfane NY 14108

Youngstown NY
Frank Jellinek, Jr.
64 Fairlawn Road
Egbertsville NY 14226

NORTHWEST
Lake Washington
Jonathan McKee III
16709 41st Avenue, N.E.
Seattle WA

Puget Sound
Bill Engle
5702 218th SE
Woodinville WA 98072

SOUTHERN
Coral Gables

Corpus Christi
Brad Bobzean
4302 Ocean Drive
Apartment No. 62
Corpus Christi TX 78412

Dallas

James T. Comfort
816 Beltline Cove
Richardson TX 75080

Houston (Corinthian)
Charles M. Smythe, Jr.
5402 Schumacher
Houston TX 77027

Houston Yacht Club
David M. Fox
529 Highland
Houston TX 77009

Fort Lauderdale
John S. Pettit
620 East Tropical Way
Plantation FL 33317

New Orleans
Art Villavecchia
Box 51275
New Orleans LA 70151

WEST COAST
Aloha
David Neil Orrick
98-083 Puakukui Place
Aiea, HI 96701

Newport

Larry Ashley
259 Nieto Avenue
Long Beach CA 90803

San Diego
John Driscoll
5438 Shelton Island Drive
San Diego CA 92106

San Francisco Bay
Jim Bewley
1062 Ray Avenue
Los Altos CA 94022

Santa Barbara
Randall L. Schweitzer
1025 Santa Barbara Street
Santa Barbara CA 93101

Santa Cruz
Ski Smith
13754 Howen Drive
Saratoga CA 95070

Los Angeles - Santa Monica
Jim Alexander
Coldwell Banker
533 Fremont Avenue
Los Angeles CA 90071

Abbreviations:

B.H.S.C. = Boston Harbor Sailing Club.

US	Name of Soling	Name of Owner	LB
US 1	Charles Bridgers		KC
US 2	Harlequin	E. Stoltz	N
US 3	Wirrinda	Douglas Arrol	N
US 4		David Schiller	N
US 5		Offshore Sailing School	N
US 6		Offshore Sailing School	N
US 7		Robert Powell	N
US 8		Condemned 1976	N
US 9	Cloud IX	Ron White	N
US 10		Knowles Pittman	N
US 11	Linda	Ann Kunz	N
US 12	Pupdog	Williard Standiford	N
US 13		John Stone	N
US 14	Chip	Fred Monk	N
US 15		Sailing Symposium	N
US 16	Promesas	Wh. D. Shay	N
US 17	Shadowfax	Jerry Derryberry	US
US 18		Robert O'Brien	US
US 19	Next Year	Gilbert Mc Kenzie	US
US 20	Streak	George C. Francisco III	N
US 21	Yankee Lady	Robert Pearson	US
US 22		Thomas H. Wright	US
US 23		Jorge Mantilla	US
US 24	Twist O' Lemon	John Wright	US
US 25	Loup	Jerome Holksema	US
US 26	Poch	Robert Scott	US
US 27		Tom Roe	US
US 28	Flare	Thomas Droscher	US
US 29		Jack Freidman	US
US 30		Martin Blutworth	US
US 31	Catharsis	Brad Bobzean	N
US 32	Bandit III	Charles Buckner	US
US 33	Tabasco	Albert Fay	N
US 34	Grey Fox	W. G. Wofford	N
US 35	Zelda	Texas Intern. Sailing Ass.	N
US 36	Hornet	Charles Milby	N
US 37	Skol	Tom Curtis, jr.	N
US 38	Spy	Ernie Fay	N
US 39	Peril	Frank Howard	N
US 40	Kahuna	Richard Wood	N
US 41	Loki	Peter Meyer	N
US 42	Shu	Nelson Steenland	N
US 43	Mary Lee	Albert Crutcher	N
US 44	Afternoon's Delight	James P. Hanus	N
US 45	Cotinga	Bill Foulk	US
US 46	Flying Fox	Patricia Wallmuller	US
US 47	Stinger	Michael Cary	US
US 48	Nebulous	Wm. E. Hegarty	US
US 49		Condemned 1970	-
US 50	Spray	Elmer M. Walsh	US
US 51	Amadis	Leon Mc Intyre	US
US 52	Prisa	Bill Hoagland, Jr.	US
US 53		Hans Kronanwalther	US
US 54		Edward Lores	US
US 55	Skoookum	Larry Johnson	US
US 56	Riconante	Larry Patton	US
US 57	Isle de Fleur	John Driscoll	KC
US 58	Allegro	John Vernalie	KC
US 59	Myth	Galloway Cheston	US
US 60		Jeffrey Robinson	US
US 61	Red Devil	Charles Ullman	US
US 62		John Parsons	US
US 63	Judy Tomorrow	Manning Grinnan	N
US 64	Wasp	Joe Riley Deese	US
US 65	Nothing	Rudy Kreybig	US
US 66		Bruce Hacker	K
US 67		Edmond Du Bois	K
US 68	Bellwether	Tom Pichard	US
US 69	Hero	H.W. Sturges, Jr.	US

U

US	Name of Soling	Name of Owner	LB
US 70		John Holleran	US
US 71	Psyched Out	G. Mead Wyman	KC
US 72	Epee	Frank Jewett	KC
US 73	Aspars	Winn Ward	US
US 74	En Passant	Warwick Tompkins	US
US 75	Paper Tiger	Tom Burgess	US
US 76	Pretty Maiden	Terry Smith	US
US 77	Blade	James L. Jones	US
US 78	Sea Date	Barney Flam	US
US 79	Tempete	Hartley Turpin	US
US 80	Greyhound	Patrick D. Lynch	US
US 81	Luhahai	Henry Mettier, Jr.	US
US 82		Justin Slaff	US
US 83	Atom	Richard Brewer	US
US 84		Mike Hirsh	US
US 85	Schramble	Ronald Highton	US
US 86	All Out	Al Tumas	US
US 87	Green Flash	Univ. South Calif.	US
US 88		Wayne J. Austero	US
US 89	Little Leaguer	Roger Stewart	US
US 90	Jackie-Diane	Marc Eagan	US
US 91	Follow Me II	Joe Ellis	US
US 92		George Suman	US
US 93	Lagniappe	Gene Honore	US
US 94	Coyote	Edward Davies	US
US 95	Quest	Jonathan Mc Kee III	US
US 96	Jezebel	Walter Fischback	US
US 97	Sexpot V	Jack Simmons	US
US 98	Scamper	Jay Cassell	US
US 99		Paul Schreck	US
US 100	Mother Freedom Express	Merc Tenser	KC
US 101	Armageddon	James Samuels	KC
US 102	Fugative II	Paul Schieffen	KC
US 103	Willawa	Jim Wilson	KC
US 104	Art	Bob Fischer	KC
US 105	Blue Fin	Corwine Vansant	KC
US 106		Wim Dijkman	KC
US 107		Wade Hill	KC
US 108	Xanadu	John A. Nelson	KC
US 109		Stan Schwartzberg	KC
US 110	Julie	Tom Finegan	KC
US 111		William Schoendorf	KC
US 112	Elizanne III	John E. Jacobs	KC
US 113		Kenneth Lloyds	KC
US 114		Eric Bruton	KC
US 115		C.J. Butler	KC
US 116	Si	Per Lorentzen	N
US 117		Alvin Levine	KC
US 118		Arthur M. Sanson	KC
US 119		Richard Brown	KC
US 120		Mark Maurer	KC
US 121		David Woolsey	KC
US 122		Reed Bryant III	KC
US 123	Go	John Pettit	KC
US 124		John Payne	KC
US 125	Starfire	Mary Jiretz/B. Fowler	KC
US 126		Friedman & Grimm	KC
US 127		David Mac Lachlan	KC
US 128	Checkmate	Robert Whittlesey, II	KC
US 129	Tempte	John R. Crossan	KC
US 130	Domino	Dick Byron	KC
US 131	Dictynna	Henry Muller	KC
US 132	Incredible	Robert T. Stine	US
US 133	Calhalot	Boston Harbor S.C.	US
US 134	Vamos	Jonathan Fink	US
US 135	Missile	Steve Colgate	US
US 136	Rumor	Vineyard Haven Y.C.	US
US 137	Va-t-elle	B.H.S.C.*	KC
US 138	Sirenuse	Willard Smith	US
US 139	New Moon	B.H.S.C.*	US
US 140		Dielle Fleischmann	US
US 141	Machette	Frank Elliot	US
US 142	Tasmanian		
US 143	Douill	Graham Griffiths	US
US 144	Fling	Cortland Ames	US
US 145	Kjole Bad	John C. Kiley III	US
US 146	Cutlass	B.H.S.C.*	US
US 147	Gaucho	Heiner W. Meldner	US
US 148	Mai Pen Rai	Cruickshank/Hollingsworth	US
US 149	Kari Kari	W.H. Slaght	KC
US 150	Orion	James Krebs	KC
US 151	Feather	William Caldwell, Jr.	KC
US 152	Fancy Free	Ulrich Weichmann	KC
US 153	Puma	H. Brown Baldwin	KC
US 154	Fast Buck	Robert Kane	US
US 155	Resolute	Robert T. Jones	US
US 156	Ghoster	Ronald Grant	KC
US 157		Hal Drake	KC
US 158		Henry Bonnar	US
US 159	Hai Karati	Bryan Kowalskie	KC
US 160		Tom Crosby	KC
US 161	Quicksilver	Kappy Andrews	KC
US 162	Kindred	T. Schneidau	KC
US 163	Midnight Flyer	Robert Coe	US
US 164	Rosemary's Baby	Robert Coppock	US
US 165	Baby	Dave Nielsen	US
US 166	Numero Uno	Eiton Ballas	US
US 167	Amor	Douglas Giddings	KC
US 168	Dingo	Donald Le Baron	N
US 169	Lampoon	Darryl Swenson	US
US 170	Ripped Again	Howard Canfield	US
US 171	Shah Mate	Thomas E. Povey	US

	Name of Soling	Name of Owner	LB
US 171	Grey Fox	James Peachey	KC
US 172	Jojo	Don R. Stewart	KC
US 173	Blackhawk	John Schneberger	US
US 174		Thaddeus Kostrubala	US
US 175	O Sole Mio	Frank Miller	KC
US 176		Joseph D. Titlow	US
US 177	Peregrine	Charles M. Huguley	US
US 178		Milford Boat Works	US
US 179	Blue Skies	Alan R. Lillia	US
US 180	Star Board	A. Berlet & M. deMitchell	KC
US 181	At Last	Harvey Bailey	US
US 182	Alan II	William Maul	US
US 183	Buttercup	Stephen Sobotka	US
US 184		Chris Thorne	US
US 185	Red Baron	Don Asher	US
US 186	Lilly Legs	Allan Russell	US
US 187	Spirit	Bruce Breiding	US
US 188		Rush Creek Educat. Found.	US
US 189	Louisa	Robert Saielli	US
US 190	Dark Horse	Tom Olson	US
US 191	Kaija	Vincent Berzins	KC
US 192	Red Jacket	J. D. Titlow	KC
US 193	Bontoc III	James Maedel	KC
US 194	Gigi	Kamlukin/Roper /Frauen	KC
US 195	Moly B.	Charles Strassman	KC
US 196	Aquarius	Charles Watts	KC
US 197	Tonic	Christopher Malloch	US
US 198	Sassafras	B.H.S.C.*	US
US 199	Begorra	Richard Barney	US
US 200	Brigadoon	SES PRIVATEER 5870	US
US 201		Michael Mainvella	US
US 202	Blitz Krieg	Steve Topp	US
US 203	Asylum	Walter Roberts	US
US 204	Fred	Anthony Mastroianni	US
US 205	MK II	James M. Grenader	US
US 206	Impulse	William G. Fish, Jr.	US
US 207	Dueling	Mrs. Helen Ingerson	US
US 208	Clutches	John W. Clarke	US
US 209		William Garapick	KC
US 210	Xiphias	George M. Brown	KC
KC 211	American		
	Beagle	T.P. Dougan	KC
US 212	Leo	T.D. Ward	KC
US 213	Sunshine	Richard Bewley	US
US 214		Dion's Boat Yard	US
US 215	Flying Machine	Peter Galloway	US
US 216	Hiltnud	Frank B. Aubert	US
US 217	Gosling	Ole Skaarup	US
US 218	Tiger III	Mark Powley	US
US 219		Peter Kinechek	US
US 220	Nike	J.M. Thornbery	KC
US 221	Good Question	Frank McCarthy	KC
US 222		Ralph de Loach	US
US 223	Warlock	John J. Swigart	KC
US 224	Fram	John Lawrence	KC
US 225	Pandora	Lee David Braver	KC
US 226		Robert Taylor, Jr.	KC
US 227	Dolphin	Bruce Lee	KC
US 228	Callisto	Harold Dean	KC
US 229		Island Yachts	KC
US 230	Ump	David Sharpnack	KC
US 231		John C. Berry Co.	KC
US 232	Sunnanbula	James Coggan	KC
US 233		John Swigart	KC
US 234		Allen Boat Co.	KC
US 235	Nice'n Easy	Mark Luttrell	US
US 236	San Francisco	Robert Park	US
US 237	Maitou	James A. Hayes	US
US 238	Beowolf	Wim Dijkman	US
US 239		Marsh Boat Sales	US
US 240	Checkmate	David Shannon	US
US 241		Mrs. Paul Vignos Jr.	K
US 242		J.B. Richey	K
US 243	Ohm	Ernest Andon	K
US 244	Theme	Edward Adler	K
US 245		Arthur Lohrman	K
US 246	Fancy Free	Edward T. Krumeich	K
US 247	Raggedy Anne	Robert McGoey	K
US 248	Wind Witch	Alan Cassingham	K
US 249	Goldilocks	Al Castle	K
US 250	Mischief	Pequot Y.C.	US
US 251	Good News	John Mc. Mahan	N
US 252	Screamer	James Conway	US
US 253	Cimarron	Karin J. Olsen	US
US 254	Kings Crown	Andrew Van Hirsch	US
US 255		Ralph Decker	US
US 256		Edward Jakmauh	US
US 257	Little Girl	Frank Orum	US
US 258	Omega	John A. Kennedy	US
US 259	Aquarius	Robert Larsen	US
US 260	Traveller	J. Finkelstein	KC
US 261		John Greene	US
US 262	Jackpot	John Haigney	US
US 263		Jury Savucky	US
US 264	Chances Are	Shelby Bryan	US
US 265	Red Yey	Mike Michel	US
US 266	Plastrend	Arthur Knox	US
US 267	Quickdraw	Duncan McIntosh	US
US 268		Marina Sailboats	US
US 269		E.G. Wilcox, Jr.	US
US 270		Northport Boatyard	US
US 271		Donald Looman	KC
US 272	Helyne III	Horace Merwin Jr.	KC

	Name of Soling	Name of Owner	LB
US 273	Marigold	John Gosselin	KC
US 274	Abby Pat	George Schmenti	KC
US 275	Gurnet	William Croughwell	KC
US 276	Resistance	William Kueffner	KC
US 277	Viva Crash	Timothy Clark	KC
US 278	Auslese	Donald Lovelace	KC
US 279	Elysium	Christopher Maleny	KC
US 280	Harlequin	Robert Logan Jr.	KC
US 281		Mike Dougan	KC
US 282	Saki	Albert L. Auer	KC
US 283		Sailing Dynamics	F
US 284		Jack Wood	US
US 285		Richard Powell	US
US 286		Peter Lentz	US
US 287		Ernst Reeh	US
US 288		Philip C. Walsh	KC
US 289	Avanti	John B. O'Toole III	KC
US 290	Ding-A-Ling	Sailboat Headquarters	KC
US 291	Sunny	George David	KC
US 292	Climax	Andrew Kennedy	KC
US 293		Butte Yacht Sails	US
US 294	Jubilee	Ed Ulrich	KC
US 295	Blue Bird	Marquette Univ. S.C.	KC
US 296	Turnadot	Maurice Rattray jr.	KC
US 297	Ragamuffin	Bill Polly	KC
US 298		John J. Freiberger	US
US 299		John Hitt	US
US 300	Bea	Rush Creek Educat. Fund	US
US 301	Manannan	Ben Weil	N
US 302		Justin McCarthy	US
US 303		D. Sneller/D. Vorse	US
US 304	Sundance Ltd.	Mark Jennings	US
US 305		Robert A. Mosbacher	N
US 306		James G. Ulmer	N
US 307	Yankee III	Gerald Madigan	N
US 308		Will. Stuart	N
US 309	Stat	Michael Duncan	N
US 310	Julius	W. Oscar Neuhaus	N
US 311		Dale Anderson	US
US 312		Alessandro Vitelli	K
US 313		Richard Dowling	US
US 314	Black Jack	Jack Cannon	US
US 315	Quicksilver	Walter Jørgensen	US
US 316	Winsome	Bill Schwabach	US
US 317	TNT	Michael Lavin	N
US 318	Commotion	A. E. Leach	KC
US 319	Spinach	Campbell & Fisher & Lucks	KC
US 320	Thunder	Starkey D. Davis	KC
US 321		Mark Ploch	US
US 322	Jude	Barton Beek	N
US 323	Sunflower	Rice University S.C.	US
US 324		Paul Miller	KA
US 325	Schuss	Arthur Langton, Jr.	KA
US 326	Jalapeno	A. Vennema	K
US 327		Harry Sindle	F
US 328		Walter Crump	F
US 329	Day Tripper	William Payne	F
US 330		Sailboats Inc.	F
US 331		Salim Rahme	F
US 332		Robert Murray	F
US 333	Coleen	Mrs. Arthur McCashin	US
US 334		Tom Willson	F
US 335		Walet Yacht Sales	F
US 336		Walet Yacht Sales	F
US 337		Walet Yacht Sales	F
US 338		Eugene Walet	F
US 339		Bud Olsen	F
US 340		V.I. Maitland	F
US 341		Arthur Scott	F
US 342	Teal	Robert E. Nahm jr.	F
US 343	Melide III	C.J. Kjollien	KC
US 344		Leon Port Yacht Sales	US
US 345		Glen Stokdyk	US
US 346		Williard Wentz	US
US 347		P. James Roosevelt	US
US 348	Swift	Dike Mason	US
US 349	Aries	John Wolcot	US
US 350	Runaway	Larry Glenn	US
US 351	Den Hurtige	Sigmund Derron	US
US 352		Tom Wheeler Yacht Sales	US
US 353		Walt Sherman	US
US 354		Stan Miller Sailboats	KC
US 355	Gentle Ben	Gaston Ortiz	KC
US 356		Arnold Lancaster	N
US 357	Forty Niner	Ernest Gooding	KC
US 358	Dionysia	Louis Dehmflow	KC
US 359		Steve Colgate	KC
US 360		Art Villavecchia	US
US 361		Dennis Mello	KC
US 362		Stanley Van Vliet	KC
US 363		Harry Melkonian	KC
US 364	Whimsey	Mary Ellen Rooney	US
US 365	Foolish Pleasure	Lansing M. Hinrichs	US
US 366	Vamonos	Richard Berkefeld	US
US 367	Sea Gull	Frank Carter	US
US 368	Chickenship	Lowell North & R. Haines	US
US 369	Nomad	Malcolm McKay	KC
US 370	Mr. Gray	Robert L. Walsh, Jr.	KC
US 371	Season Pass	Albert Frost jr.	US
US 372	Norsk Oske	Fred Cooper	US
US 373	Viking	Alfr. Elk	US
US 374	Scrimshaw	Eugene J. Faust	US
US 375	White Wings	Glenn Litchfield	USA

	Name of Soling	Name of Owner	LB
US 376	Agnes	Thomas Allen	USA
US 377	Sun	Larry Ashley	USA
US 378	Argo	Arthur Neville	USA
US 379	Top Hat	Jerome T. Coe	USA
US 380	A Soalin	Timothy W. James	USA
US 381	Synergist	Thomas J. Young	KC
US 382	Sunshine	Frank Jellinek, Jr.	KC
US 383	Abacus	Mike Minietta	Z
US 384		Jim Mayall	KA
US 385		Holiday Harbor	KA
US 386		Jim Beckner	KA
US 387	Puffin	M.H. Harvey	Z
US 388		Smoak & Anderson	N
US 389	Sea Duce	David A. Klein	N
US 390	Wind Wench II	Wm. Walters	KC
US 391		Mike Lewin	KA
US 392	Mystere	Bill Crispin	F
US 393		Joe Stewart	USB
US 394		Gilbert I. Smith	USB
US 395	Caliente	J. W. Stewart	USB
US 396		Dealer	USB
US 397	Incredible Hulk	John McDonald	USB
US 398		Sam Mercer	USB
US 399		Joseph Stout jr.	USB
US 400	Bacalao	Susan Hazlett	USB
US 401		Herbert H. Munsey, Jr.	USB
US 402	Grimmet	Allan P. Lucht	KC
US 403	Testa Rosa	Lloyd F. Benson	KC
US 404	Tri-Umph	Francies Tagbert	KC
US 405		Philip Drescher	KC
US 406	Wotan	Allen Lucht	D
US 407	Chalala II	Gary van Tassel	D
US 408	Fong	Douglas Buchholz	KC
US 409	Eclipse	Manning Brinnan	USA
US 410	Cuchulain	Charles P. Baker	USA
US 411	Ambush	David Spraque	USA
US 412	Looseel	Abbott Reeve	USA
US 413	Avenger	H.O.H. Frelingshuysen	USA
US 414		Gary Polage	USA
US 415	Hot Luck	Kenneth Ireland	USA
US 416	Goldbricker	Bruce Chandler	USA
US 417		J.C. Berry Co.	USA
US 418	Gold Digger	Jack Dollahite	USA
US 419		W.P. Clements jr.	USA
US 420	Phoenix	Phil Roach	USA
US 421	Marlurugo	Louis Aliaga	KC
US 422		Offshore Yachts	KC
US 423		Offshore Yachts	KC
US 424	Endeavor	Donald H. Stevens	KC
US 425	Noss	S. Van R. Ulman	KC
US 426	Carpe Diem	Larry Cavanaugh	D
US 427	Bandit	Dave Orrik	N
US 428	Bird House	J. Greg Muliet	KC
US 429	Nixe	Weems Estelle	KC
US 430	Complex	Charles W. Packer	F
US 431	Snoopy Fox	Robert Wilkening	F
US 432	Mirage	Alan Berman	F
US 433		Robert Taylor	KC
US 434		Joe Dugan	KC
US 435	Slingshot	John Welch	KC
US 436	Rampage	Bobby Weiss	KC
US 437	Winsong	Spencer Kellogg, III	KC
US 438		Harvey Bernard	KC
US 439		Arnold C. Gay Boatyard	USA
US 440	Impulse	Raymond Dore	KC
US 441		Condemned 1970	F
US 442	Challenge	Morton Bromfield	K
US 443	Esprit	William Wyckoff	F
US 444	Teal	Tom Akrop	F
US 445		Peter Brickfield	F
US 446	Mandan	P. James Roosevelt	USA
US 447	Apollo	Leon I. Block	KC
US 448	Sisu	George A. Mc Kinney	KC
US 449	Apogee	Albert Cook	D
US 450	Phantom	Barnaby Blatch	D
US 451		M. Taylor Dawson jr.	USA
US 452		James Comfort	USA
US 453		Carl Bolch	USA
US 454	Dégagée Dame	Robert A. L. Andrews	USA
US 455		Lawrence Millis	USA
US 456		Walter Cockerham	USA
US 457		Lars Peter Bang	D
US 458		Sailing Symposium	KC
US 459	Thucydides	Richard J. Hockert	N
US 460		Thomas Kenefick	D
US 461		Sailing Symposium	KC
US 462	Grimmet	James Ostheimer	US
US 463		Sailing Symposium	KC
US 464		Sailing Symposium	KC
US 465		Steve Colgate	KC
US 466		Ken Sprunt	KC
US 467		Jon Colucci	KC
US 468		Sailing Symposium	KC
US 469		Sailing Symposium	KC
US 470		Sailing Symposium	KC
US 471		Sailing Symposium	KC
US 472		W.S.R. Beane	KC
US 473	Humming Bird	Marion Mecklenburg	KC
US 474	Shikseh	Irwin Don Meyers	KS
US 475	Miss Carriage	Ph. Baumgarten	F
US 476	Belle	Donald Newhall	KC
US 477		R. Aranyosi	K
US 478		Not issued	

Name of Soling	Name of Owner	LB
US 479	Not issued	-
US 480	Not issued	-
11	Not issued	-
82	Not issued	-
US 483	Mim	Martyna M. Conway
US 484		Gemico-Marlowe
US 485		Robert C. Cairnes
US 486		Lawrence Suter
US 487		Not issued
US 488		Not issued
US 489	Ultima	Linda Ann Kunz
US 490	Windsport	Barry O'Neill
US 491	Proxy	Edgar Wisdom
US 492	Hardtack	Rob Alford
US 493		Sanford Smith
US 494		Richard Norstrom
US 495		Thomas Nelson
US 496		Jack McKenzie
US 497	Freya II	James Gurney
US 498		Ted Keane
US 499		Jim Flatt
US 500	Rabbitt	Ernest J. Philipp
US 501	Schroeder	Richard Dobroth
US 502		George Summer
US 503	Cumbac	Parker Reinhardt
US 504	Flitzer	William J. Schnell
US 505	Hoppe Quax	Patricia J. Wallmuller
US 506	Hot Pants	Bruce Breiding
US 507		William J. Mayer
US 508		Robert H. Harper
US 509	Caveat	Robert Mullaney
US 510	Windage	M.R. Morrison
US 511	Valhalla	Lawrence Jolma jr.
US 512	Pat	Robert B. Polihemos
US 513		Wm. Fuller
14	Sagasti	W.E. & L. Blum
15	Godmother	David Fox
US 516	Option	Tor Arneberg
US 517		Richard Hokin
US 518	Patriot	Robert Fry
US 519	Strings	Gorden Britton
US 520	Brise	R.A. Bennett
US 521		Ed Powers
US 522	Snaps	Hans Albertsen
US 523	Plewacket	Lloyd Nelson
US 524	Home Brew	Jack Dollahite
US 525	Crackerjack	Alfred Jaretzki III
US 526		O.J. Young
US 527		Fred Ratiff
US 528		Kenn Norrod
US 529	Hangover	John Odenbach
US 530	Seaweb	Stewart Carter
US 531	Cirrus Richa	Richard A. Percoco
US 532	Black Bean	Larry Brownback
US 533		Ben Breining
US 534		Charlie Robertson
US 535		Mac Bergerson
US 536		James McAteer
US 537		S. Field Emerson
US 538	Quest	Andrew Johnston
US 539		Offshore Sailing School
US 540		Offshore Sailing School
US 541	Rub-A-Dub-Dub	Jeff Baker
US 542	Egret	James M. Baker
US 543	Fire	Albert Fay
US 544	Filet	William Logan
US 545	Challenge	David H. Pfeleiderer
546	Curler	A.B. Starratt
547	Campagna	Charles Kamps
US 548		Blackaller/Rumsey
US 549	Die Kluge	William Wente
US 550	Cumulus	Acors Thompson
US 551		Robert Stengle
US 552		Northeast Harbor Fleet
US 553	Velvet Hammer	Edward Madara
US 554		Redmond C.S. Finney
US 555		Tord Carmel
US 556		Northeast Harbor Fleet
US 557		Charles L. III
US 558		Frank Zirkilton, Jr.
US 559		Robert Hinckley
US 560		Palmer Sparkman
US 561		Alan McIlhenny
US 562		Mark Foster
US 563	Rubber Ducky	Buerger/Darling
US 564		Hamilton Ford
US 565	Blott	William T. Moore, Jr.
US 566	Humbug	Herbert Hausmann
US 567	Frank	Frank Chambers
US 568	Freya	R. V. Nelson Jr.
US 569		Norman Kern
US 570		Dennis Kovach
US 571	Easy Rider	Clifford Bantlin
US 572	Light Brigade	Stuart Walker
US 573		Herman F. Whiton jr.
US 574	Nefarious	W. McComb Dunwoody
US 575	Snow Shoe	Terry Bowman
US 576	Good News	Philip Wandel
US 577	Scalawag	Robert Crane
US 578		J. Kenneth Baxter
579	Scorpion	Jim Medley

Name of Soling	Name of Owner	LB
US 580	Terrestrial New World Cuckoo	
US 581		Marilyn Thordarson
US 582	Wringer	Charles Milby
US 583	Butterscotch	Lowell North
US 584	Hallelujah	Stu Caton
US 585	Salerosa	Al Lillie/Kirkham/Morley
US 586	King Fish	Tony Smythe
US 587		Hugh Bennett
US 588		John Mueller
US 589		George Hemmter
US 590		Oyvind H. Lorentzen
US 591	Ei-Kouklers	Kathleen Borkowski
US 592		Edwin Colegrove
US 593		Malcolm Bourne jr.
US 594		Bill Buchan
US 595	Cocaracha	Barry Chessich
US 596		Wallace Springstead
US 597		Jack Louv
US 598		Manfred Rocker
US 599		Bruce McLeod
US 600	Teal	Arthur Lee
US 601	Shadow	Sold in Europe
US 602		John H. Van Dyke
US 603		James V. Davis
US 604	Restless	R.N. Bavier & W.E. Hanson
US 605	MK III	Eliot Woodhull
US 606	Eagle	Jerry Chambers
US 607		N. Steenland & J. Lollar
US 608	Commotion	Denis Doyle
US 609	Checkmate	Robert Whittlesey
US 610	Grey Gander	W.V. Castle jr.
US 611	Charon	John Regan
US 612	Miller's Highlife	Frank Miller
US 613		M. Rolleston
US 614		Ernest Fay
US 615		William Fields
US 616		Offshore Sailing School
US 617		B. R. Respess
US 618		Offshore Sailing School
US 619		Offshore Sailing School
US 620		Offshore Sailing School
US 621		Dr. T. Murphy
US 622		Offshore Sailing School
US 623		Offshore Sailing School
US 624		Offshore Sailing School
US 625	Begonia	Don Asher
US 626	Target	Rich. Grajirena
US 627	Sting	William P. Engle
US 628		Tom Murphy
US 629		Wilbert C. Anderson
US 630		John D. Cannon
US 631	Sea Turkey	Clayton Root
US 632		Thad Hutcherson, Jr.
US 633		Greg Stevenson
US 634	Stick Bird	Bruce Goldsmith
US 635		Off shore sailing school
US 636		Off shore sailing school
US 637	Snow Flake	H. J. de Page
US 638		Randall Schwitzer
US 639		Chuck Blank
US 640	Rage, Rage against the Dying Light	John D. Moyers
US 641		George Francisco III
US 642	Jaws	J. Alexander & L. Goodfield jr
US 643		John Meloney
US 644		Steve Cooper
US 645		Robert Park
US 646		John Lane
US 647		Julian Sayers
US 648	Crusader	P. Galloway/Ludwig
US 649	Trana	Donald Erickson
US 650	Screaming Mimi	Jack Denis
US 651		S. Dietrich/J. Dollahite
US 652		William Elliott
US 653		Gonover/Ross
US 654	Simplicity	Sam Merriek
US 655	Good News	John Kollus
US 656		Ronald Palm
US 657		Bruce Cameron
US 658	Whip	David Curtis
US 659		Bobby Alford
US 660	Stud Duck	Walter W. Nielsen
US 661	Lady K.	J. Schulz-Heik
US 662		Stuart Walker
US 663		Th. D. Davies, Jr.
US 664	Mother Freedom Express	Marc Tenser
US 665		Frank Hugo
US 666		Maurice Rattray, Jr.
US 667		Offshore Sailing School
US 668		Offshore Sailing School
US 669	(Ex KC-126)	John W. Clarke
US 670		J. R. Roosevelt
US 671		Thad Hutchinson
US 672	Barnaby Blatch	
US 673	Tenacious	Larry Booth

US-Additional Associate Members

Former owners. Temporarily without a Soling.

Brineau, A. Michael	Henry Ed. B.
Cohan, Donald S.	Lohrmann, Arthur P.
Delorme, Don	Mahone, Lloyd & Marion
Doughty, Brent	Melges, Jr. Harry
Farrell, J. Paul	Mosbacher, Robert A.
Fay, Alfred	Peters, Don
Gilbert, Scott	Robertson, Charles A.
Goldsmith, Bruce	Rowley, Mike
Haines, Jr. Robert	Shumway Marine
Hayward, Scott	Stearns, Richard IV

US-Associate Members:

Abbott, William A.	Johnston, H.R. II
Alford, Brad	Kelly, E. Joseph
Austero, Wayne	Kimball, Richard A.
Baldwin, William	Kurzawa, Michael
Beek, Charles	Lane, John K.
Bantsen, William	Levin, Robert
Bever, Donald L.	Lindgren, Robert L.
Blum, Leslie	Lollar, John H.
Bowers, Gordon	Mc Laughlin, Dan Jr.
Broege, Robert	Michel, Mike
Buchan Sail, Inc.	Murphy, Gordon D.
Cameron, Bruce M.	Myers, Donald
Canadian National Soling Assn.	Nielsen, Ned
Carmel, Tord	North, Lowell
Cassingham, Arch	Ozols, John
Chambers, Jerry	Parsons, Ted
Cobb, David A.	Proctor Masts U.S.A., Inc.
Cox, Gardner	Reilly, Paul
Crane, James R.	Ross, Charles G.
Crutcher, Albert B. Jr.	Rosen, Rohda
Davis, James H.	Russell, Thomas M. III
Deuss, Marcus	Sandine, Charles
Deitrich, Steven	Schemel, David
Eppley, Geary	Schoonmaker, James M.
Fogh, Hans	Slater, T.M.
Ford, Hamilton G.	Stearns, Richard I. IV
Franzel, David	Strassman, Charles
Froberg, David	Strassman, Richard
Garrett, Crombie J.D.	Thompson, Leo P. Jr.
Garrison, Robert	Vandenburgh, Garrett K.
Glasgow, Walter	Van Gieson, Joe
Hayssen, Charles	Vortex Model Engineering
Hayssen, Robert	Wahl, Quentin
Hoepfner, Richard	Wentz, William E.
Horan, Ellen	White, Thomas L.
Horton, Otis L.	Woodworth, Daniel

V - VENEZUELA

Total of Soling numbers: 8, Paid-up Solings: 8, 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	Enzo Cassani
V 2	Chubasco	Ernesto Armitano
V 3	Pandemonium	Denny Schlesinger
V 4	Rochela	Andres Roche
V 5	Kleine Brise	Edmund Napp
V 6	Cerulea	Henrique Blohm
V 7	Pinguino	Ernesto Armitano
V 8	Chris	Humberto Constanzo

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
Sct. Thomas
US Virgin Islands 00801
National Officers:
President Douglas R. Craham

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

Y – YUGOSLAVIA

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

Address:

Soling Jugoslavija
66000 Koper
Vodopivčeva 18 A
Yugoslavia

Name of Soling	Name of Owner	LB
Y 1	David Antočić	

Z – SWITZERLAND

Total of Soling numbers: 222, Paid-up Solings: 105, LBs: D 48 – F 1 – I 1 – IA 11 – K 16 – KC 6 – N 20 – Z 109, Not issued: 6, LBs unknown: 4.

Address:

ASPRO SOLING SUISSE
Swiss Soling Association
c/o J. P. Marmier
Rumine 11
CH – 1005 Lausanne
Switzerland
National Officers:
President Jean-Pierre Marmier
Vice President Uli Colombi
Secretary Jean-Luc Schurch
Treasurer Daniel Shaurmann
Events Committee Member: Luigi Balestra
Honorary Members:
Jürg Christen
Xavier Salina
Jean Jacques Bolle
Fleet Captains:
Lake Zürich: Karl Gautschi
Lake Geneva: Michel Clerc
Lake Thun: Uli Colombi
Lakes of Jura: R. Bouguin
Lakes of Tessin: Albert Amherd
International Officer:
Appointed to ISA: Jürg Christen

Name of Soling	Name of Owner	LB
Z 1	Tanit II	P.Y. Chamot
Z 2	Syrrah	R. Springer
Z 3	Tiburon	P.P. Vogel
Z 4	Ar-Men II	F. Wannier
Z 5	X	M.M. Floquet
Z 6	Anchois-Prunier	Segelschule Zug
Z 7	Rolebole	H. Leu
Z 8	Ricochet	A. Kolly
Z 9	Ariane III	Phonotex SA
Z 10	Firebird	F. Daetwyler
Z 11	Pampero II	P. Martinson
Z 12	Hotzenplotz	J. Geninazzi
Z 13	Borcaré	R. Gertster
Z 14	Saiph	Ch. Maillefer
Z 15	Alexandra	E. Iselin
Z 16	Vol au Vent	Luthi
Z 17	Red Shirt	S. de Heinrich
Z 18	Amphytrite II	J. Gundry
Z 19	Bubulino	F. Scherer
Z 20	Gisele	P. Schneiter
Z 21	Eye Popeye	Beat H. Büchler
Z 22	Koumari II	J. Bohonek
Z 23	Easy Livin	H. Steiner
Z 24	Sixtus II	A. Crivelli
Z 25	Bunny	W. R. Hess
Z 26	Anemone III	C.H. Mathys
Z 27		Sold in France
Z 28	Aiolos	P. Kamber
Z 29	Asmasi	R. Birrer
Z 30	Ulysse	B. Luthy
Z 31	Arrubaz	R.L. Genillard
Z 32	Milau	E. Künzler
Z 33	Red Flipper	Ed. Frossard
Z 34	Delphin II	P. Bohren
Z 35	Yogi II	J. Braun
Z 36	Diomedé VII	J. Rosset
Z 37	Pitaluge IV	K. Spalinger
Z 38	Monsun V	H. R. Erat
Z 39	Fitou	H. Frei
Z 40	Cheryl	E. Faldy
Z 41		Condemned
Z 42	St. Joran IV	J.A. Darier
Z 43	Viola II	D. Höllner
Z 44	Matruche	G. Ruchonet
Z 45	Aramis	J. Amstutz
Z 46	Aquavelva	P. Kappeler
Z 47	Petra	P. Gander
Z 48	Marie-Galante V	C. Baumgarten
Z 49	Light Blue Lady	F. Küenzi
Z 50	Hope	R. Merkt
Z 51	Pacha	P. Neuweiler
Z 52	Napadélis	Antoine Besson
Z 53	Black & White	R. Moser
Z 54	Maverick	H. Signer
Z 55	Fibrejet	K. Huber
Z 56	Stormy Weather	Silvio End & L. Bachmann
Z 57	Kotick VI	P. H. Gallay
Z 58	Galiote	G. Bernhard

Name of Soling	Name of Owner	LB
Z 59	Fortuna	H. Jud
Z 60	Rabiou III	Guy Burrus
Z 61	PSI IX	M. André
Z 62	Happy Pussy	D. Metzger
Z 63	Marabu III	W. Brunner
Z 64	Santana	M. Giger
Z 65	Eole	G. Thaulaz
Z 66	Bepe	P. Kreis
Z 67	Flamingo	P. Labhart
Z 68	Imaglia	G. Foppa
Z 69	Helios	H.J. Berger
Z 70	Carol	W. Siegenthaler
Z 71	Relaxy	J. Angehrn
Z 72		H. P. Müller
Z 73	Le Clou	H. Peter
Z 74	Rackham	E. Dubois
Z 75		Sold in Germany W.
Z 76		Sold in Sweden
Z 77	Eole	Gilles Pointet
Z 78	Vendaval	E. Stauffer
Z 79		Hagenbücher
Z 80	Nickian	A. Graham
Z 81	Nudia	J. Scheidegger
Z 82		Not issued
Z 83		Sold in Austria
Z 84	Tyton	E. Laufer
Z 85	Zetina	P. Vaney
Z 86	Olaf	A. Froshauer
Z 87		E. Hauenstein
Z 88	Oursin III	A. Ricci
Z 89	Kontiki	U. Siegfried
Z 90	Ginoeffel	H.-P. Müller
Z 91	Samurai	Marco Bonomo
Z 92	Don Qui-Flotte	Condemned
Z 93	Dumbo	M. Heurteux
Z 94	Nourse	A. Hoffmann
Z 95	Hokai	M. Hanschke
Z 96	Pedro III	P. Carp
Z 97	Nocciolina	J. Bloch & M.
Z 98	Flossy	Fr. Egli
Z 99		W. Pfetsch
Z 100	Fantsy	J. A. Itten
Z 101	Radis	M. et P. Hess
Z 102	Whisky VIII	R. Hagenbucher
Z 103	Bebecca	C. Pedrazzini
Z 104	Priamos	K. Schlup-Ermch
Z 105	Jolly	E. Staib
Z 106	Folle-Brise	M. Demierre
Z 107	Antigua	Yves Gouzer
Z 108	Bluebird	Werner Pluess
Z 109	Cracy Ann	M. Kurz
Z 110	Phaedra	E. Martin
Z 111	Dyade III	G. Addor
Z 112	Skaeling	H. Rebmann
Z 113	Deyfke III	P.K. Baaij
Z 114	Love Bird IV	U. Caspar
Z 115	Kukulkan	J.C. et M. Jacquet
Z 116	Duyfken III	A. Streich
Z 117	Jomaran	A. Schlaeppli
Z 118	Ultimos	
	Ultimorum A.	R. Müller
Z 119	Black and Tan	F. Luder
Z 120	Pabo	Sold in Egypt
Z 121	Orah II	P. Gerber
Z 122	Meltemi	A. Meierhans
Z 123	Flame	A. Ragganbass
Z 124	Nike	W. Böhy
Z 125	Green-Go	J. Schürink/Dun-Yarker
Z 126	Tai-Fun	J. Fischer
Z 127	Carinia	Rolf-M. Schmid
Z 128		Not issued
Z 129	Delphin III	E. Bellwald
Z 130	Coquelicot II	A. Wittwer
Z 131	Bubulino II	M. Capecci
Z 132	Heja Moia	M. Lips
Z 133	Quartana	Mary Jean Blok
Z 134	Maverick II	H. Bohny
Z 135	Amanite	J. Veuthey
Z 136	Gavroche IV	W. Meier
Z 137	L'Arrogant	J.P. Van Dammeren
Z 138	Sereina II	J. de Tymowski
Z 139	Jackie	Sold in Egypt
Z 140		Sold in Austria
Z 141	Taguan	S. Simona
Z 142	Chenaille	M. Gusthiot
Z 143	Mathé 2	Max Rick
Z 144	Pigell	H. Hegelbach
Z 145	Mistral	W. Knechtli
Z 146	Soukha	R. Martin-Du-Pan
Z 147	Nutia III	H. Fitting
Z 148	Sandy	A. Demmler
Z 149	Thobar	F. Wüthrich
Z 150	Maria-Christina III	
		M. Kleiner
Z 151	Flame	Peter Läubli
Z 152	Surprise	Eric Uldry
Z 153	Sidoja	S. Spreng
Z 154	Camaro	K. Gautschi
Z 155	Bepe II	C.V.S.N.G.
Z 156	Angela II	C. Künzi
Z 157	Myriam	M. Binda
Z 158	La Sardans	A. Dolci

Name of Soling	Name of Owner	LB
Z 159	Marina	M. Ralth
Z 160	Teal	R. Blattmann
Z 161	Shamal	R. Senn
Z 162	St. Elme III	J.P. Marmier
Z 163		Not issued
Z 164	Porditsa	H.U. Müller
Z 165	Burrasch	H. Affolter
Z 166	Arius	R. Cordis
Z 167	Pika	E. Rigenbach
Z 168		Sold in Egypt
Z 169	Dunja	S. Dürig
Z 170	Gitane	W. & Th. Frick
Z 171	Sally Tiger	U. Colombi
Z 172	Socado	R. Zenger
Z 173	Nadia	J. Christen
Z 174		P. Ganzmann
Z 175	Snoopy	Marco Meier
Z 176	Gavroche IV	R. Guignard
Z 177		H. Mueller
Z 178	Chouia-Chouia	J.F. Rumley
Z 179	Criana	Michel Andrier
Z 180	La Pedze	H. Corminboeuf
Z 181	Richochet	Sold in Egypt
Z 182	Boreas	H. Stoeckli
Z 183	Skjelm	A. Meyer
Z 184	Antigua III	E. Oberholzer
Z 185	Aessenlap	P. Knobloch
Z 186	Cometa	L. Guglilmetti
Z 187	Petra	P. Bernasconi
Z 188	Challenger	Peter Mischler
Z 189	Fleche	K. Mueller
Z 190	Fraca	F. De Pfyffer
Z 191	Richochet	A. Blanc
Z 192	Tyousps II	Michel Clerc
Z 193	Narhval	M. Gusthiot
Z 194	Passepartout II	Marcel Beauvert
Z 195	Caroline	Walter Schmid
Z 196	Jackie	Sold in Egypt
Z 197	Ti Quaka III	C. Rey-Millet
Z 198	Kiebitz	R. Müller
Z 199	de Dezaley	E. Naef
Z 200	Take it easy	H. Knoepfel
Z 201	Dhelius	J. Straumann
Z 202	Folle Bise	A. Moret
Z 203	Hokai	A. Schuerch
Z 204	Thron	A. Ravelli
Z 205		Canaco
Z 206		Zemadeni
Z 207	Poker	J.C. Rebeaud
Z 208	Jackie	F. Herrera
Z 209	Black and White	E. Isler
Z 210	Viola	A. Amherd
Z 211	Mystere	E. Bernet
Z 212	Maluba	L. Balestra
Z 213		Not issued
Z 214	Osmose	F. Vaudou
Z 215	I F 2	M. Lacava
Z 216	Joy	E. Schenker
Z 217	Porditsa	H. U. Muller
Z 218		Not issued
Z 219		R. Bucher
Z 220	Onac IV	A. Canonica
Z 221		R. Bourguin
Z 222		R. F. Kühn

Associate Members (31):

Althaus, H.	Hofacher, René
Allenbach, C.	Hopf, Lukas
Baumann, Hansjörg	Knaute, Martin
Baumann, Jean-Louis	Landtwig, Eduard
Bianchi, Christiano	Lauper, René
Blaesi, Michel	Marti, Alfred
Bodenmuller, Eric	Mazzoni, Faivio
Bonomo, Sergio	Muller, Gilbert
Devaud, Gérard	Peter, Hans
Dunand, Bernard	Raesch, A.
Egli, F.	Schenker, Ernst
Elmassian, Alan Gérard	Scherz, Jürg
Frangniers, R.	Toggweiler, Werner
Grander, Peter, jr.	Wyss, Rolf
Gouzer, Y.	Zanini, Hans
Grossniklaus, U.	



INTERNATIONAL SOLING ASSOCIATION



Name, Address, Phone and Telex List — per January 1, 1977

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).

Abbott Boats Ltd., LB.
 1458 London Road
 Sarnia-Ontario
 Canada (1)
 OF: (519) 542 3011
 OF: (519) 542 2771

Andreadis, George, TC
 15, Rigillis Street
 Athens 138
 Greece

Asher, Donald L., OA
 134 N. La Salle Street
 Chicago — Illin. 60 602
 OF: (312) 782 1660
 HO: (312) 446 5090

Bakker, Geert, PR.
 Nassaupark 3
 Warmond
 Holland (31)
 OF: 1828 7322
 HO: 1711 10120

Bandolowski, Valdemar, CM.
 Gritsvej 18
 DK-2791 Dragør
 Denmark (45)
 OF: 1 15 15 63

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 Cogoleto
 Arenzano, Genoa
 Italy (39)
 OF: 10/9 18 02 05
 OF: 10/9 18 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

Chevrier, Philippe, CM.
 4, Place de Bagatelle
 92200 — Neuilly s/Seine
 France

Christen, Jürg, CM, EM, VC.
 Weststrasse 10,
 Muri
 CH-3074
 Switzerland (41)
 OF: 31 22 56 11
 HO: 31 52 29 03
 CA: Christenco Bern (NA)
 TE: 33452 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)

Denham, A. J. MC.
 32 Northwood Road
 Northwood 2066
 Australia (61)
 OF: 920 653
 HO: 425 954
 TE: AA 20836 (NA)

Elvström Boats A/S, LB.
 Klædebo 12
 Kokkedal
 2970 Hørsholm
 Denmark (45)
 OF: 2 86 75 75
 CA: ELVSTRÖMSAILS
 TE: 37425 ELSAIL

**International Yacht Racing
 Union, OA.**
 60 Knightsbridge
 London SW 1X 7JX
 England (44)
 OF: 1235 6221
 OF: 1235 6222
 CA: YACHTTRACE LDN
 TE: 915 487
 YACHTTRACE LDN

**Ishihara Dockyard
 Company Ltd., LB.**
 1474-1 Mukoujima-Cho
 Takasago-Cho
 Takasago-City,
 Japan (81)
 OF: 7944 2 4191
 TE: 5655 287
 ISHIHARA DOCK

**I.Y.R.U. Holdings Ltd.,
 and Royal Yachting Ass. OA.**
 Victoria Way
 Woking, Surrey, GU 211EQ
 England (44)
 OF: Woking 5022
 TE: 85 554 Yachting
 Woking

Jim McKay Boats, Ltd., LB.
 150 Sunnybroe Road
 Takapuna, Auckland
 New Zealand (64)

Linge, Jan Herman, LB.
 Soling Yachts A/S
 Stortingsgate 14
 Oslo 1
 Norway (47)
 OF: 2-411927
 OF: 2-415031
 HO: 2-554258

Merrick, Samuel V., CM.
 401 North Street SW
 Washington DC-20024
 U.S.A.

Miller, Kenneth B., CM.
 Auchenlea, RHU
 Dunbartonshire
 Scotland (44)
 HO: 43 682 205

Nielsen, Walter W., CM, EM.
 70 East Cedar Street
 U.S.A. (1)
 OF: (312) 346-0300
 HO: (312) 787-9112

Nyström, Tom, CM.
 Båvervägen 8
 161 45 Bromma
 Sweden (46)
 OF: 8-541950
 HO: 8-257111
 CA: REMASYSTEM (NA)
 TE: 17041 REMA S (NA)

Polyform-Nautic S.A., LB.
 1299 Crans-Prés-Céligny
 Yvonand CH 1462
 Switzerland (41)
 OF: 22.763622

Rattray Jr., Maurice, CM, TC, CH.
 1315 Lexington Way
 East Seattle
 Washington 981 12
 U.S.A. (1)
 OF: (206) 543 5189
 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, Rye Vaneau
 75007 - Paris
 France (33)
 OF: 1 - 26.03.065
 HO: 1 - 22.21.159
 TE: 640155 FRED F (NA)

Serena, Fabricio, CM.
 Via Spadini 7
 00 197 - Roma
 Italy

Schiøttz, Eyvin, SE. MC.
 Marienborg, Opheliavej 1
 3000 Elsinore,
 Denmark (45)
 OF: 157 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)

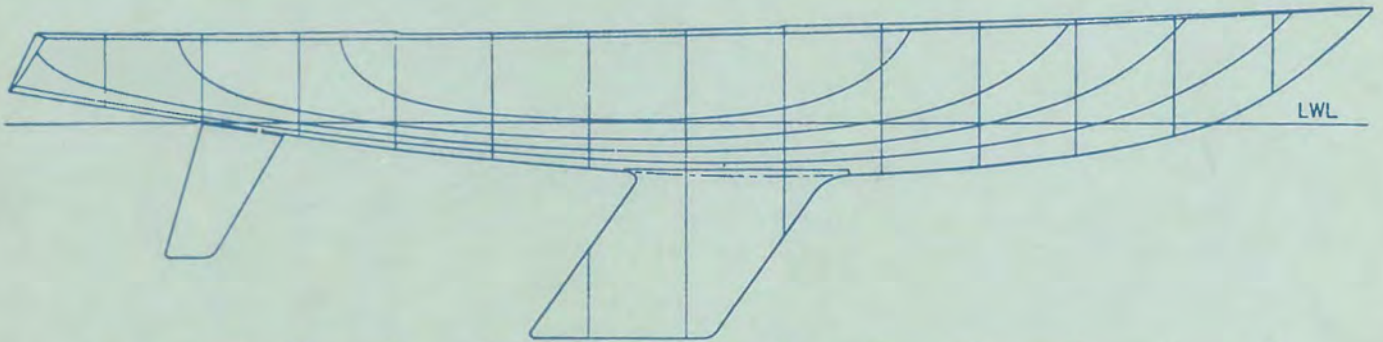
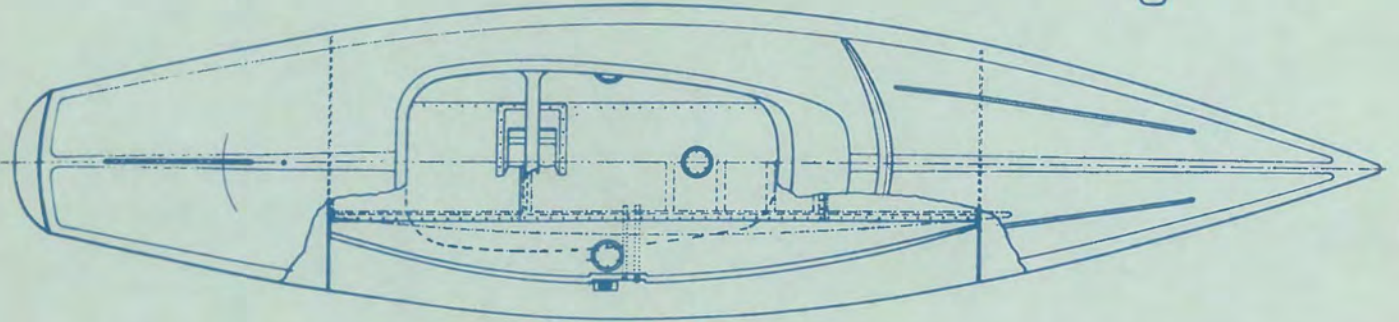
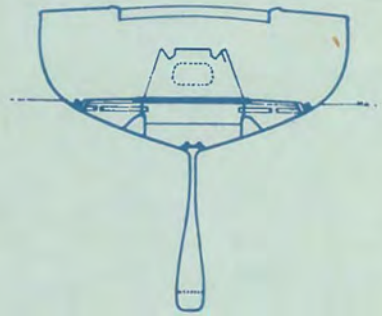
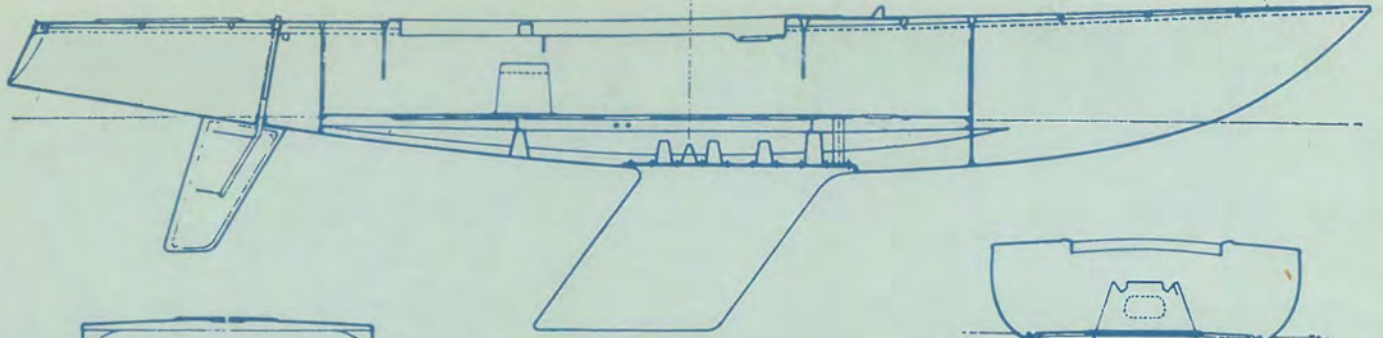
Van Dyke, John H. PR. PAST.
 7805 North River Road
 Milwaukee, Wisconsin
 53217, U.S.A. (1)
 HO: (414) 352 9454

Wagner, Norbert, CM.
 8132 Tutzing
 Höhenbergstrasse 6
 West Germany (49)
 OF: 8158 8676
 OF: 8158 8561
 TE: 5-26021 NORTH
 SAILS,G (NA)

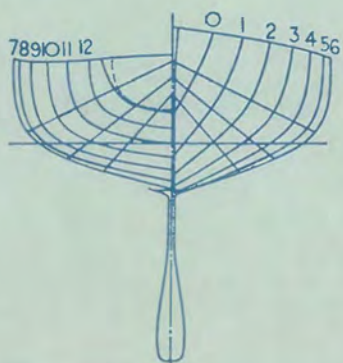
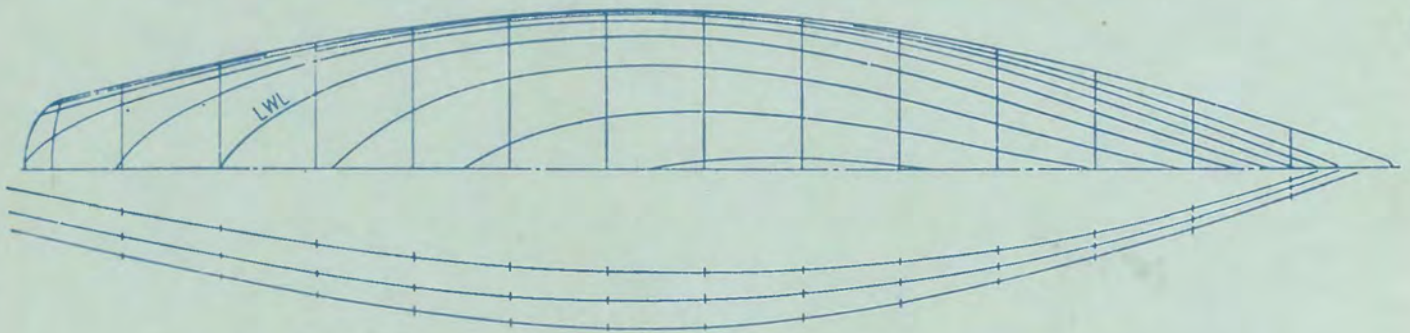
Whitnall, Max, CM.
 3, Woodwich Road
 Hunters Hill 2110 N.S.W.
 Australia (61)
 HO: 89 5472



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



12 11 10 9 8 7 6 5 4 3 2 1 0



1977

Jan Herman Linge, the designer, is always falling in with the joke, see "Hoisting colours in Norway" – page 10.





Top left: Colours at Geneva. In top the Swiss, ISA- and Club de la Soci t  Nautique flags. Europeans 1976. (Schi ttz). Right: That gybing mark! - S-103 "Salting" Anders Gunnarsson. Scandinavian Championship 1976 (Krause). Below: J-12 "North Wind" Tsuneo Sanada. For further details see page 33 (The Kazi). Right: In a luffing, those spinnakers! - I-106 "Trilla" Rovelli Nino and I-109 "Fracca II" C. V. Roma (I-Ass). Bottom right: Racing under the Japanese mountains. J-14 "Pin Pon Pan" Toyokazu Maeda, J-9 "Okutan" Yasnil Ishii and J-7 "Reiko" Akio Kameya (The Kazi).



総合優勝のJ12 (真田、山田、前田、寺尾、清水組)





Wonderful sailing at Bermuda. KB-3 "Foxy Lady II" Bruce Lines (KB-Ass.).

In 1977 he and his crew are expected to be strong competitors in the Austrian Soling Class.

We are pleased to announce that the amount of paid-up members have increased from only 12 in June 1975 to 34 at the end of 1976 (an increase of nearly 300% – well done – editor's remark.)

A very remarkable programme of races and prizes are scheduled for 1977: Denzel Cup, Wolfgangsee 28-30 May, International Austrian Championship 11-15 August, Attersee, Alpen-Cup also, Riva 25-27 March, Alpen Cup; Prien/Chimsee 29 April – 1 May Omega Cup; Ascona 19-22 May, Sweitz Championship; Starnbergersee, 10-12 June, Alpen-Cup.

Further we expect to fill in our enlarged quota for the World- and the European Championships.

Rudolph Schuh
Austrian Soling Association

INTENSIVE INTERNATIONAL RACING IN SWEDEN

Still – in the beginning of March – we have a lot of ice and snow up here in Sweden, but soon the spring will take over and we will start to race again.

This season, and I think this goes for the coming 3 years too, our Swedish Soling-races will be of more interest than normal for foreign Soling teams. After World Championship at Hankö, we hope you will take the opportunity to participate in our *Open Swedish International Championship* which will be held at Sandhamn July 27-30. *At the same place and on the same courses where the Worlds 1979 will be raced.*

Furthermore, our famous yachting center Sandhamn is about the only place which has the same water- and weather conditions as Tallin.

Do I need to stress it more? See you!

Olle Kinch
Swedish Soling Association

SOLING JUGOSLAVIJA

Under this local name a group of enthusiastic sailors have formed a Soling organization in our country.

We sincerely hope very soon to have a fleet of Solings. The interest is considerable but we have difficulties in importing Solings.

At Athens our group look forward to meet Soling friends from the Europeans at Geneva last year.

Also we hope to organize an international event in Jugoslavia in the near future. In the Northern part of our country – at Portorož (25 km from Trieste) – we have a nice regatta area where you will find good courses, fine wind and weather in April or May.

David Antončić
Soling Jugoslavija

MANY NEW SOLING MEMBERS IN USA

The U.S. Soling Association had a good year in 1976, better than it has had for some time. Neither the nation's 200th birthday nor the fact that 1976 was an Olympic year had much to do with this success. The great surge of new boats in the first years of the class, which produced over 600 U.S. Solings at the end of 1972, had lost momentum. The USSA officers decided that momentum had to be regained and took major steps aimed primarily at insuring the health of local fleets.

1976 was a better year in various ways. For example, the number of regular paid-up members is greater now than it has been for several years. A market has been provided for buyers and sellers of used boats. The services of Stuart Walker, renowned for his writing on sailboat racing, were volunteered and firmly accepted as the editor of the USSA quarterly publication.

The Leading Edge. At the close of 1976, a policy was adopted to award prizes at major regattas to boats in a



Europeans 1976. Lake Lemman. K-123 "Go" John Oakley (Autenheimer).



The Germans and the Austrian often meet. (Janssen). Soling Sailors always ready for racing: In lovely warm sunshine and in nasty winter snow. They love sailing in Solings. (Brazil/Scandinavia). Middle: In a beautiful breeze with coloured spinnakers drawing "against" snow-covered mountains (Janssen). Bottom: It can be crowded on the lakes. A large Soling fleet starting for the Alpen Cup at Ascona 1976 (OE-Ass.).





Spinnaker up ?? – Europeans 1976. K-118 "Romance" E.S. Fort, F-127 "Galaxie" Henri Samuel (Autenheimer).

red group consisting of those not on the "grand prix" circuit. How to do this is the subject of continuing experimental activity.

The major regattas in 1976 were led by the 1976 Olympic Games and the preparations leading up to them. Campaigns, complete with new boats, were mounted by Dave Curtis, Peter Galloway, Robbie Haines, John Kolius, Jack Meleney, Bud Melges, Sam Merrick and Stuart Walker. Bill Buchan, the 1975 World Champion, and fellow skippers from Seattle, Maury Rattray and Jim Medley, stayed with their old boats. Bud Melges dominated the spring regattas, SPORT on Tampa Bay and the Midwinters on Lake Pontchartrain against all the Americans as well as visiting heavies from Canada, Australia and Sweden. But at the trials held in June off Association Island, not far from Kingston at the eastern end of Lake Ontario, John Kolius beat them all. His all-Texas crew won the Silver Medal and were reaching for the Gold going into the final minute.

The North Americans, held just after the trials, off Seattle, 3000 miles to the west, suffered low attendance, but was won in spectacular fashion by Carl Buchan, son of Bill, and an outstanding sailor in his own right.

Charles Kamps
United States Soling Association

SWITZERLAND, IN THE CENTER OF EUROPE ORGANIZES MANY SOLING EVENTS

Nearly a decade ago, the first – Norwegian built – Solings appeared on Lake Geneva (Site of the 1976 European Championship) and on Lake of Zurich . . . Since then, the number of Swiss Solings has grown steadily, to become the second biggest fleet in the world with (at the time of the writing of this article) sail number Z 222 issued by the Swiss Soling Association.

It may seem strange to some of you, that a small country, landlocked, far away from the sea and famous mainly for its watches, its cheese, its jodling and its Alpine Ski Team should have such a great fleet, second only to the U.S. . . . But we have lakes. Plenty of them, and most offer very pleasant sailing conditions with generally local thermal winds, relatively smooth water and . . . no currents. And, after all, the Med isn't all that far away, about eight hours driving, trailing the Soling.

Swiss Soling sailing concentrates mainly on five regions: The French speaking lake Geneva and lakes of Jura; the German speaking part with Lake of Zurich and Lake of Thun and the southern, Italian speaking part with Lago Maggiore. And of course, Soling action will be revved up anew on Lake Lucerne this coming summer. Racing is

very active and as the travelling distances in Switzerland are very short we are fortunate to be able to race on a different lake every week end; therefore, coordinating the racing schedules of the season results in gatherings of big fleets at nearly all the regattas. Competition is very fierce. The Swiss Championship which is run annually (in 77 on Lago Maggiore), as a rule attracts huge fleets of between 40 and 60 Solings.

In 1977, the two international main events in Switzerland will be the Alpencup regatta (Counts towards the Alpencup) on Lago Maggiore April 9-11 (Easter) and the Open Swiss Championship May 19-22 also on Lago Maggiore. Another highlight will be the Swiss low points scoring Championship with races on Lake of Thun, Lake Lucerne, Lake of Neuchatel and Lake Geneva counting towards the final standings. The SSA is looking forward to welcome foreign teams to these events.

Uli Colombi
Swiss Soling Association



The Race Committee chairman – the very clever Gérard Devaud – controls the winddirection carefully. (Autenheimer).

MELGES SAILS LEADS THE WAY IN 77'

Our close association with the Soling class over the past years has enabled Melges Sails to be the leader in sail design changes as well as in the technological aspects of deck layout and boat tuning. This closeness has kept us well aware of the fact that we must keep improving upon the designs we already have and at the same time develop specialty sails to satisfy the most competitive sailors.

In preparation for the past Olympic year we also knew that we would have to meet the challenge of some of the largest sailmakers in the world. One look at the results and it can be proven that we did just that.

At the U.S. Olympic trials our sails not only won, but also placed two others in the top six. A far more impressive statistic is the fifteen out of twenty-four competitors at the Olympics in Kingston that used full or partial suits of Melges sails. This also includes a number of our "super fast" reaching and running spinnakers. Out of those fifteen, seven placed in the top ten, including the prestigious silver medal.

As the developers of the two mainsail, two jib concept we feel that in 1977 we can provide you with a performance overlap which makes it difficult to make the wrong choice.

Our all-purpose mainsail is made from 5 oz. Yarn Tempered cloth and requires a good deal of mast bend. This gives almost complete control of headstay sag making it easier to control the shape of the jib. New in 76' was our flat mainsail made of a 5 oz. soft finish cloth. This has proven to be very fast in light winds yet has enough power to allow mast bend as the wind increases.

We offer two jibs to compliment these different mains. Our light jib performs best with the flat main in winds from 0 - 12 regardless of the sea conditions. When combined with the medium jib their performance is best between 8 - 15 m.p.h. When we combine the light jib with the full main the range is best from 5 - 15 m.p.h. Used with the medium jib the full main will perform as high as 30 m.p.h. Both jibs are made of a 5 oz. Yarn Tempered cloth and upon request will be supplied with long bags so they may be rolled to extend the life of the material.

1976 was our best year yet in the development of spinnakers. In order to cover the entire range of conditions we recommend a small reacher, a large reacher and a large runner. For 1977 the small reacher will be made of 3/4 oz. Dynac (white only) and will have a radial head configuration. Designed originally for heavy wind reaching, this sail has also proven to be very fast both reaching and running in light winds.

The large reaching spinnaker is made exclusively in



3/4 oz. Dynac. It is cut to maximum dimensions but also has a flatter top section to help counteract excessive heeling moment in heavier winds. This also makes it more efficient when tight reaching.

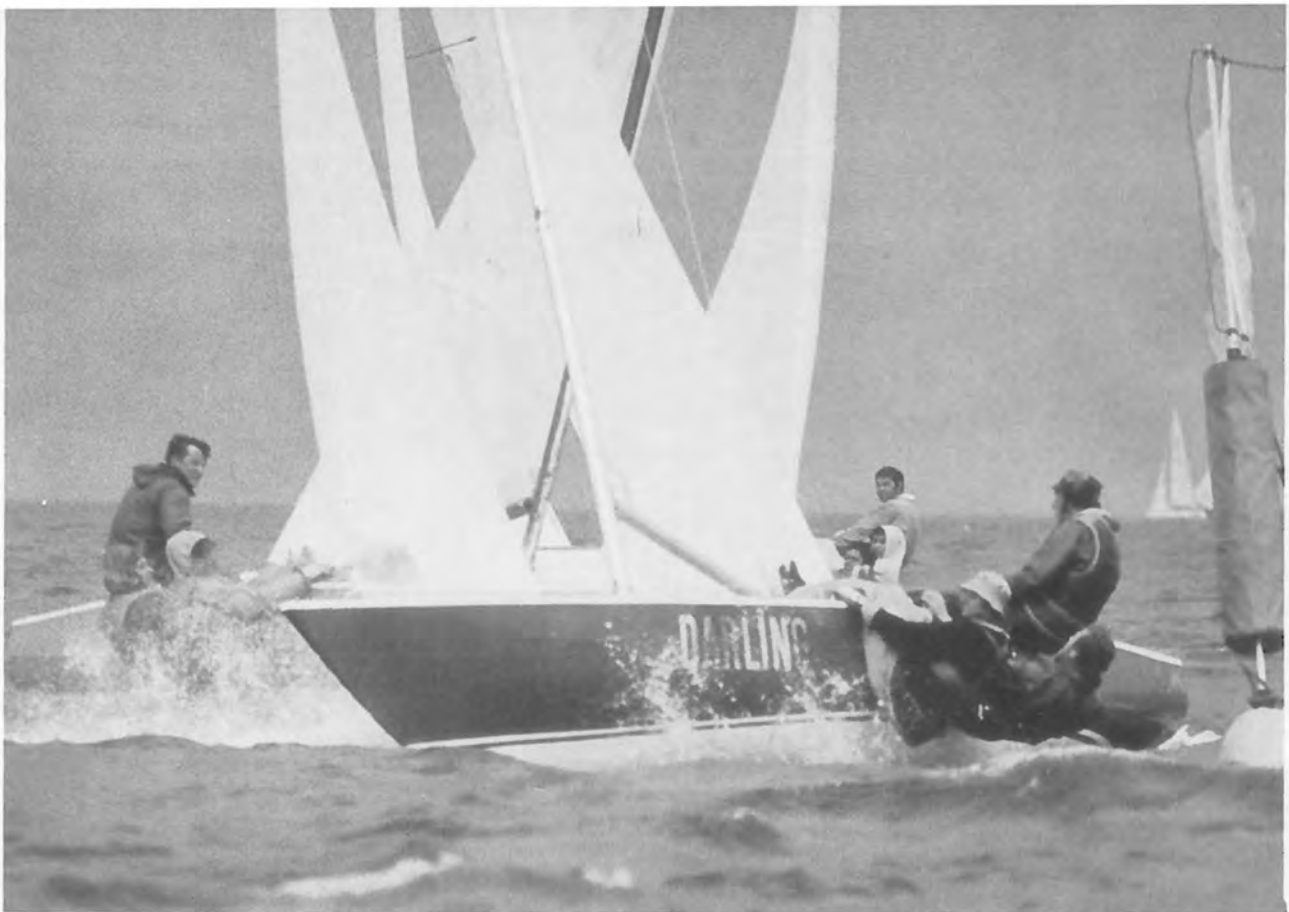
Our large running spinnaker has a new radial head configuration allowing us to use a 3/4 oz. Stabillkote material which is available in many colors. This sail is full size with maximum depth to give the power needed when running in flat water or in big seas.

If you're looking for a fast sail in 1977, come join our team. When you order from Melges Sails we promise high quality, fast service and the sharing of our wealth of knowledge. Each suit of Melges sails contains an up-to-date tuning pamphlet designed especially for your particular needs.

Call or write Today and join the leader, Melges Sails. P.S. We also hardware Abbott Boats to your special needs.

MELGES SAILS

INCORPORATED Zenda, Wi 53195 414/248-6623



"Darling" (G-135) Willi Kuhweide close to the mark on port tack passes just ahead of "Quetzalcoats" (G-87) Herbert Reich on starboard tack. Happy Willi – poor Herbert! – Both Solings tack (below), Herbert Reich manage the inside turn free of both the mark and "Darling". Happy Herbert – poor Willi!





Crowded at the mark. Underberg Cup 1977. Such an exiting situation helps to keep the Soling sailors warm even the air is below zero, and the water very close to. — D-47 "Inkie-Pinkie" Søren Christiansen, L-39 "Cosa Nostra" Juka Puhakka, K-116 "Bees Knees" R. Lean-Vercoe and extreme right N-87 Kalle Neergaard (Guy Gurney).

INTERNATIONAL SOLING PLAQUE



Here we show the International Soling Plaque in half size.

The Soling plaque was established in 1974. The Soling is of silver placed in mahogany designed by *Nina Schjøttz*. The Soling Plaques have been presented to all three crew-members of the winning Solings at the following European Championships:

1974: Glasgow, Scotland, G-135, Willi Kuhweide, Karsten Meyer and Axel May.

1975: Alassio, Italy, S-111, Stiig Wennerström, Lennart Roslund and Stefan Krook.

1976: Geneva, Switzerland, GO-8, Dieter Below, Michael Zachries and Olaf Engelhardt.

Further three have been donated to organizers of the European events: The Royal Northern Yacht Club, Rhu, Dunbartonshire, — Circolo Nautico "Al Mare", Alassio, Italy. — The Société Nautique de Geneve, Switzerland. And another three to the ISA life members: Eggert Benzon, Finn Chr. Ferner and John H. Van Dyke.

This year it is decided to present a Soling Plaque to the winner of the ISA-photo competition. The Soling Guide 1977, (with the winning photo on the front page) a letter and the plaque will be mailed to:

Mr. Jürgen Christen, owner of Z-173, "Nadia".



FIRST RECOMMENDED EVET 1977

Dieter Below 1977 at Skovshoved, Denmark (Guy Gurney).

It was one of the coldest "Underberg"s since the start of this international regatta in 1971. 34 Solings gathered at Skovshoved the day before Easter, and as Thursday is the first Easter holiday this means Wednesday 6 April. The activities on the harbour were hectic all day. Languages of 8 nations were quavering voices brought along by the strong northerly wind which turned the temperature below zero.

First race in snow

The first race (7/4-77) was sailed in the same breeze from North (12 – 15 knots), it was overcast with sunny intervals and snow now and then. The length of the course was under the normal 11 n.m. – Perhaps the Race Committee was not just as happy with the cold and nasty weather as the competitors – they enjoyed every

minute, and could easily have managed a full course. While racing one does not feel the cold. *Dieter Below* – being a veteran at the *Underbergs* – was the winner. In the evening after the first race the Underberg Company invited all officials and competitors for dinner (cold buffet and warm dishes). The clubhouse was very crowded and all went to high spirits.

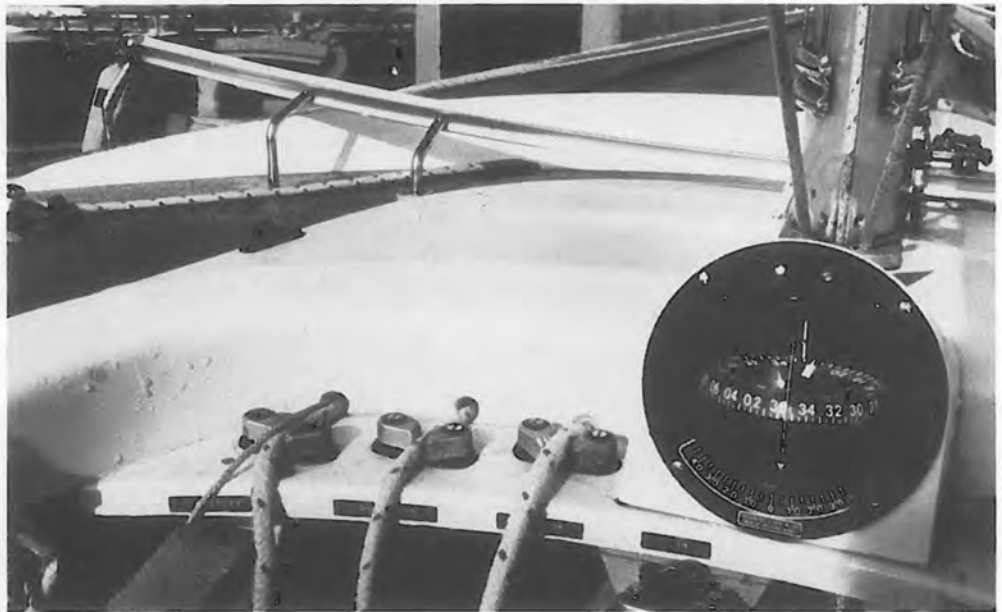
Another Dieter-race with the President second

From a view of racing Good Friday was no good ! Snow and very light winds from various directions. The course had to be shortened in order to have a finish in reasonable time late in the afternoon, and the second scheduled race of the day had to be cancelled. Dieter took home his second win with the ISA-President, *Geert Bakker*, as runner up.

From left: D-52 "Knas" Per Slengerik, D-36 "Good Vibration" Per Buch and G-187 "Harlekin" Klaus Jürgen Schäfers. Behind the spray from "Harlekin" is – believe it or not – Dieter Below running under spinnaker (Guy Gurney).



The high performed equipment of a 1977-Soling.
(Photos by Henrik Hansen).
The Soling cockpit is an extremely good working place. Compass, Jam Cleats, Selftacker, the very wide jib traveller etc. — all perfect for the quickest possible manoeuvres.



The new design of the 'Pandora Box' makes it very easy for the helmsman to trim the sheets and handle the spinnaker halyard ... and ...



Below: a large fleet of Solings working to windward. Any tack can be completed in a couple of seconds thanks to the perfect gear including the hiking aids.





On the finishing line – last race. D-74 (to windward) Poul Richard Høj Jensen, GO-5 Dieter Below. The latter has just completed a tack – very close, but not too close. Poul’s sails are flapping in his attempts to cross the line ahead of Dieter, but it could only be a tie on the finishing line. (Guy Gurney).

Bright Sunshine – Fair Racing

Saturday was a fine racing day. NE-wind, 8 knots, no current, no snowing; bright sunshine doing its best to increase the temperature above zero. Two Scandinavian boats in the lead (*Pentti Ahlmaa*, Finland and *Valdemar Bandolowski*, Denmark) with Dieter finishing third.

Another race (the 4th) was managed in the afternoon. Now two Danish Solings (Lars Pedersen and Valdemar) were in the lead, Dieter finishing third again. In this race all 34 boats finished inside 5 minutes, which gives an impression of the fair conditions and the skillness of the competitors.

A tie for the First Place

The last race was sailed Sunday morning. As usual at these holiday-events many had hauled out their boats, and only 20 Solings came to start.

It was a very exciting race, which gave a tie between the two leading boats for the first place (Dieter and the gold winner from Kingston P. R. Høj Jensen), both scoring the very seldom points: 1.5.

With 2 1/2 first place and 2 third places *Dieter Below* was the winner. After deduction of one race there were 9.8 points to the second *Valdemar Bandolowski*.

The DDR-Soling sailors have competed in many Underberg Cup races and both Dieter Below and Roland Schwartz have always been well up; two times being the

cup-possessors. – They are also strong people for these ‘frost-bitings’.

Poul Richard Høj Jensen was sailing a brand new Soling received from Polyform, Switzerland the day before Easter.

Besides Poul five of the competing helmsmen were Olympic representatives at Kingston, and *Petra Kadelbach* crewed for her husband *Achim* scoring a fifth place on points. Well done Petra !

Mascot.

The Top Ten of the Underberg Cup.

No.	Boat	Helmsman	Placements	Points
1.	GO 5	Dieter Below	1 - 1 - 3 - 3 - 1*	7.2
2.	D 77	Vald. Bandolowski	2 - 13 - 2 - 2 - 4	17
3.	S 83	Gruenewald	3 - 16 - 5 - 7 - 5	38.7
4.	D 74	Høj Jensen	5 - 17 - 11 - 8 - 1*	42.5
5.	G 181	A. Kadelbach	11 - 3 - 8 - 5 - 14	46.7
6.	D 72	L. Pedersen	9 - 10 - 18 - 1 - 10	47.5
7.	G 139	Hirt	7 - 4 - 10 - 15 - 6	48.7
8.	GO 8	Schuster	6 - 7 - 16 - 13 - 3	49.4
9.	H 17	Geert Bakker	8 - 2 - 13 - 12 - 11	52
10.	G 131	Jürgen Biek	10 - 21 - 6 - 4 - 15	56.7

34 solings participated from 8 countries: D-7, 36, 47, 52, 63, 66, 71, 72, 74, 77; G-120, 131, 139, 168, 169, 172, 181, 182, 187, 188; GO-5, 8; H-17, 19; K-116, 117; L-35, 37, 39; N-87; S-83, 90, 97, 103.

* Ties between GO 5 and D 74, splitting points according to Racing Rule 11.

TWO SAILMAKERS PREPARE FOR THE OLYMPICS AT TALLIN

In a recent newsletter of the Canadian International Soling Association two experienced Olympic Sailors look ahead for the Tallin-Regatta in 1980.

Here is an extract of the most important ideas of Hans Fogh and Buddy Melges. These thoughts of the experts are not only useful for Soling sailors preparing Olympic racing, but for all intending to race the Soling.

Hans Fogh says:

— The speed differential in the top boats is minimal, this places a very heavy burden on smoothly co-ordinated crew performance. Anybody looking forward to 1980 must be very strong in this area.

— My feeling is that the state of the art has not reached its ultimate perfection. Therefore, I intend to spend this year and the next doing a great deal of experimenting. I don't think it is necessary to come out and try to win everything. Bill Abbott has a very good mast section, however, we would be foolish not to experiment further.

IMPROVED PRODUCTS.

— I suspect that the people that produce sail cloth, may well come up with improved products. One of the problems that we have today is that we go out with the wrong main or the wrong jib, this having been caused by a change in wind velocity or sea condition. If we can establish more of an all purpose sail, then we have no worries about being caught in storms or in flat conditions.

— I have noticed that very few of our spinnakers have a radial head, I wonder why? I am sure that we can improve upon our spinnakers shape. As it is now, we carry three spinnakers but the performance difference, between our reaching and running Chutes, is too small. This may be one area where we don't want a general sail.

BACK TO THE SOLING CLASS.

— Some people have asked me why I have come back to this boat from the Flying Dutchman. I would say that with the F.D. you either have speed or you don't, in this class you are very closely tied to the tool box. On the other hand, the Soling is a very tactical boat. If you make a bad start in the F.D., if you have speed, you can recover. If you make a bad start in Soling, it will likely be game over. There is very good sailing not too far distant, and the calibre of the sailors is very high.

The first Soling: N-1 "Darling", Jan H. Linge. Still a high performance design.



NEW SAIL SHAPE

Buddy Melges starts in his typical manner:

— You want to know what I intend to do differently in 1980, we intend to win the trials and another Gold Medal!

Then after a short retrospect of experiences from the Worlds 1975 and the trials for Kingston and further the progresses gained since then, he continues:

— The first attempt at a new sail shape was exhibited at the Fall Regatta. We also displayed, for the first time, a completely new jib in luff camber, broad seam, leech take ups, the works. And I felt that over six miles of wind we were back to the speed differential that we enjoyed in the 72 year. The wind conditions in 15 to 18 were much to our liking and the boat had the leaping sensations that I so enjoyed back in 72.

BOW WAVE AND TRANSOM WAKE.

— Because of sailing alone so much in Lake Geneva and our training you become very much aware of the bow wave and the transom wake. As you sail to windward a bow wave that rolls the water, the boat is not usually moving to her capabilities. But, one that sprinkles the bow wave out across the water gives me the sensation of speed. And, of course, there is certainly bubbling and turning of the water as you leave it that also tells me our speed as being good or bad.

— I felt in Annapolis we were on the right track. It is very important to know your main and jib. Understand it completely and the world without hesitation or lack of know how to handle under every condition that Mother Nature throws out. I felt we had this going for us, but, it was only anxiety, lack of relaxation that caused our demise.

SOLING CLASS HEALTHY.

Away from the sails, Bill Abbott is now building me a new hull, which I intend to fit out myself and it will be a duplicate of 656. For I felt all along, she was the best Soling I've yet owned. I might say, even along with the Teal we in Zenda are hardwaring five other boats for people in the U.S. A great sign to me that the Soling Class is as healthy as ever. And, the confidence is there that everyone wants to go forward.

— The people buying the boats are good sailors but, are not thinking primarily of going to Tallin, but are having a good time and thoroughly enjoying a high performance contest weekend after weekend with a boat that works above and beyond the capabilities of any other one-design in the world.

— For this, all Soling people can be proud that our class has become the bench mark for many a keel boat class and dinghy as well in the U.S. and world over. I plan to real serious change in rigging of the hull. Nor do I expect any severe changes to be engineered in mast, boom, or spinnaker poles.



Soling Storm Story

GO-8 "Mingo", Schuster. (Guy Gurney).

By John Rousmaniere

This is a cut from the American Yachting Magazine. It is a typical picture of the One Design Soling and how she behave in a force 8 gale. The crewmember of the Soling US 437 "Winsong" owner Spencer Kellogg, Mr. John Rousmaniere, being the author, also have some

"Winsong" surfing in the gale

At 1000 hours on Saturday, Oct. 9, Spencer Kellogg asked me what mainsail we should put on his Soling, which he, his brother David and I were sailing that weekend in the class's Atlantic Coast Championship off Noroton YC, Darien, Conn. The rainy southerly had dropped considerable from its early-morning freshness, so I recommended the full sail. We rigged and hoisted it and the full jib, and beat out of the harbor onto Long Island Sound in about ten knots of breeze.

Halfway to the starting line, we realized that we had made a mistake. The wind had increased quickly to about 15 knots, so we lowered the full main and put on the flat one. It was blowing a healthy 20 by the start at 1130. A few minutes later, as the 20-boat fleet was one-third of the way up the first beat, the breeze strengthened radically, and by the time we reached the weather mark we were wondering whether we should set a spinnaker on the first reach. We were racing, so we put up the tiny "storm" chute and took off on a wild, planning reach. From time to time, one of the increasingly large waves got under the stern and wiped us up to a broach.

At a solid 30: Spinnaker down

It was blowing a solid 30 by the jibe mark, where Spenser wisely told us to take the spinnaker in, and we planed down the second reach under working sails alone. As we rounded up for the second beat, the selftacking jib traveler came adrift from its supports and bent into a triangle, so we bore off, lowered the jib and surfed dead

the morning hours, and because it happened at night much of the public was not aware of the drastic changes that had occurred and thus was not prepared.



KA-144 "Terror" R. Tarrett on port ready to bear off under the stern of US 510 "Windage" M. R. Morrison, further to windward A-15 "Pampa" Ricardo Boneo.

downwind into Noroton, hoping to find a way to straighten the traveler before the next race. With some difficulty we got the boat under the crane and hoisted her out, since it would have been impossible to work on her deck if she were tied to one of the club flats heaving and bucking in the swells washing over from Long Island. It took three of us to pull the elevated boat into the wind to get her over the trailer. It was about 1200, the tide was about two hours shy of full flood, and it was blowing 35 knots.

The Toughest One Design in Force 8 Gale

A dozen or so boats finished the race, leaving behind three broken masts. Most of the finishers and some of the DNF's had spars badly bent by the strains of running square before a Force 8 gale. The Soling is among the very toughest of one-design classes but it has one weakness. The lower and upper shrouds are both athwartships of the mast, so there is no fore-and-aft support of the lower part of the spar. In the constant pumping that comes when running in heavy seas, a mast — especially one with the permanent backstay and the boom vang on hard — can go out of column quite easily.

Easing Vang and Backstay

Bob Bavier, who was racing his Soling that day, eased the vang off all the way and the backstay part of the way as he started the run, but even his mast was bent. The storm was at its peak between 1300 — just past high tide — and 1500, when the wind began to veer. A southerly wind blows directly into Noroton, and a southerly gale like this — combined with spring high water, extremely rough seas and late-season wear-and-tear on mooring lines — left the beaches littered with cruising boats. Once we got the Solings secured at the floats, we tried to rescue many of the loose boats, but there was not much any of us could do except fend them off stone

piers and bulkheads. The club launch was useless. We were lucky enough to snatch two Pearson 35's from certain major damage, getting the owners aboard to start their well-maintained engines and mooring them in a small protected cove. But those were two satisfactions among a couple of dozen regrets.

Noroton's experience was typical. Damage up and down the Connecticut shoreline ran into millions of dollars. Experienced local people said that it was one of the worst storms within their memory.

John Rousmaniere

The Soling Silk Scarf. Meas. . . . 800 x 800 mm, here shown in 1:10. The colours of this neat thing are white, red and blue. It is very much appreciated by wives, sweethearts and the ladies affiliated with the international Soling — now ten years old.

地元勢強し、 J12(真田組)が総合優勝

第5回ソリング級全日本選手権大会は、昨年11月20日～23日の4日間にわたって、琵琶湖柳ヶ崎ヨット・ハーバー沖で開催された。

今回の参加艇は15艇。年毎に充実したレース内容を見せる同クラスならではの、白熱した競り合いが随所に見られた今大会ではあったが、琵琶湖特有のシフトの激しい風は、レース展開に大きな影響を与えていたようだ。

結果は、このふれまわる風を巧みにつかんだJ12(真田組)が1-1-5-3-1-1と圧勝、以下J15(山添組)、J1(秋山組)と地元勢が上位を占めた。(講評は193頁、成績は217頁)

In the 1976-Guide we had reviews in French and German. This year we try to please the Japanesees. — —

If not correct, please inform the KAZI. If you want to see the winner, please turn to page 20.



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Soling Guides 1970 - 1976

The ISA-Office has a very limited number of Soling Guides from previous years. New owners and associates wanting to complete their collection of year books can order by sending the office a cheque of US \$ 2 each for the years 1970 - 1971; — for the years 1972 — 1976 inclusive the price is US \$ 3 each copy.



THE DELAY OF THIS GUIDE

This Guide is launched under severe difficulties. The editing — both of the Guide and the Appendix — can be made only in close co-operation with all the NSAs and other affiliated organizations. After several reminders we at last got most of the materials in. For those not answering we had to make the manuscripts without the value information from abroad. After all we hope the information is useful to our readers.

We have also had delays due to a severe typographer's strike for four months, which made it very difficult to get things through our own printer.

We trust you will understand, and we hope you will find this 10th anniversary Guide up to the standard of the former issues.



JAN H. LINGE AS
NAVAL ARCHITECT

DESIGN - LICENSES - PLUGS

MAIN PRODUCTION 1964 - 1977

MOTORBOATS

Sagaling	30'
Fjord Diplomat	30'
Mekling	27'
Windy	22'-24'
Fjord Olympic	21'
Draco Sportling	17'-20'
Fjordling	17'
Tromling	17'
Wesling HT and open	16'

SAILBOATS

♠ Gambling	34'
♀ Willing	31'
● Smiling	28'
≡ Brisling	28'
♩ Soling 	27'
♣ Firling	24'
∩ Yngling	21'
♂ Jypling	18'
✕ Lærling	12'



JYPLING

(Norwegian for naughty youngster)

A NEW 1977 "LINGE DESIGN" for

SOLING YOUNGSTERS

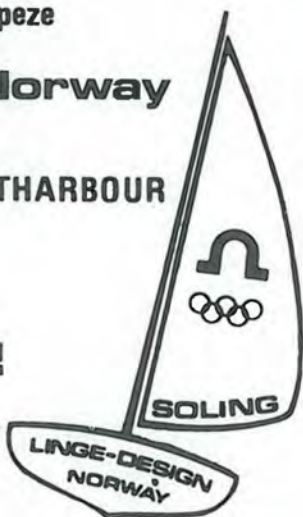
18' FAST TWO-MAN KEEL BOAT fitted with trapeze

The perfect **SOLING** is built in Norway

COMING TO SCANDINAVIA

PLEASE CONTACT "KONGEN" (the King) - OUR OWN YACHTHARBOUR
 WE ARRANGE TRIALS

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



ALL FROM:

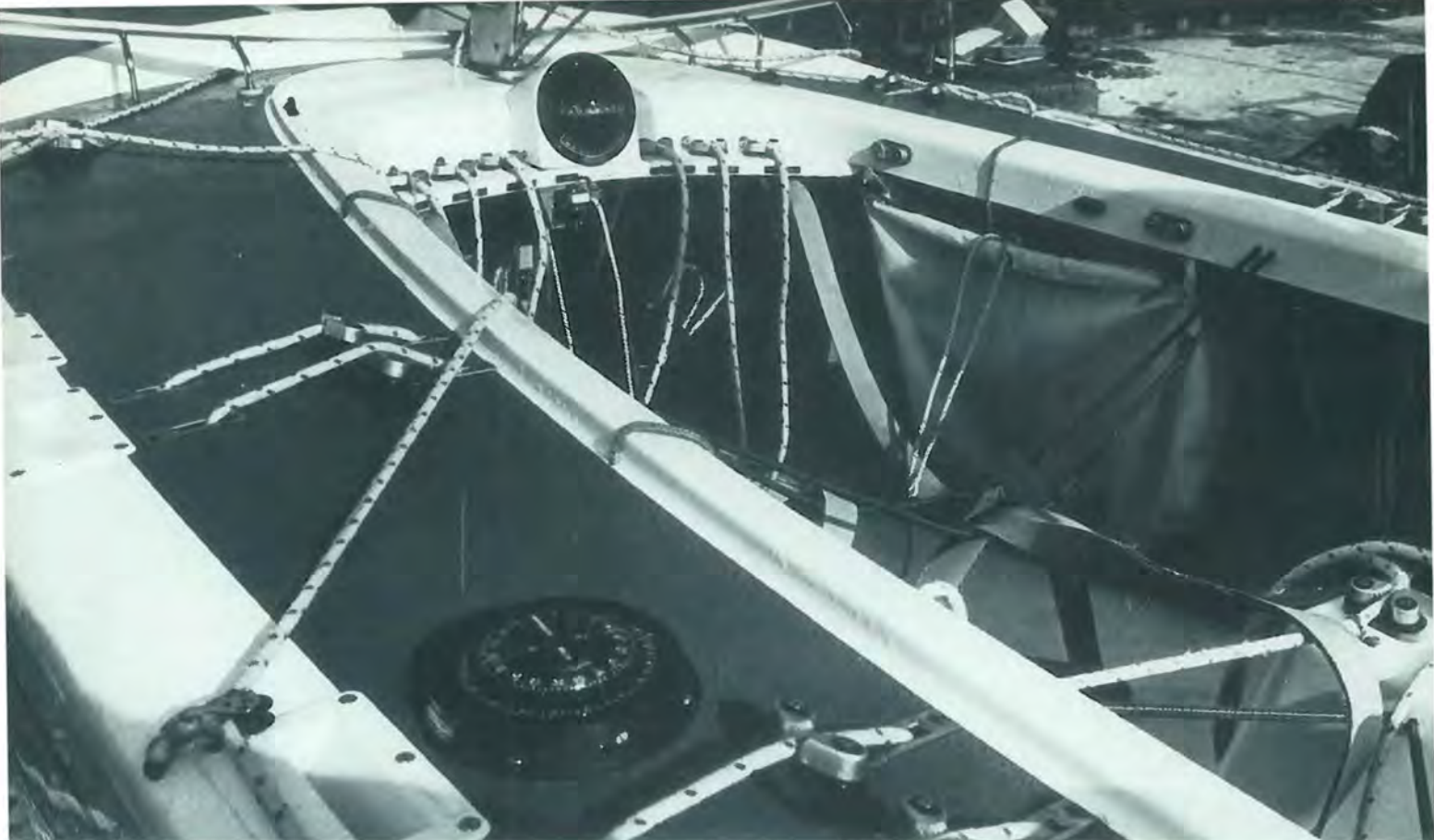


«KONGEN»

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LINGE-YACHTS AS



Dear fellow Soling Sailor,

The Elvström Soling has always been an immaculate example of what a racing machine can become. This years model features some very important improvements in order to obtain maximum speed, performance and handling.

Jib sheeting and selftacking system have been improved by use of all ballbearing blocks. The ratio of the coarse adjustment of the jibsheet is 1/7. Because of this the amount of sheet to be pulled has been reduced. The jib traveller has been widened and moved 5.5 cm aft allowing maximum jib foot.

A new tactical compass is placed forward on an viewed position. That combined with the two compasses on the side deck gives the crew a perfect view in all conditions. Hiking straps and hiking

are anchored exactly in line with the mast making the mast support structure an enormous strong unit. This combined with the new stiff mast, stronger and longer spreaders, and the hard hull section, prevents the shrouds and forstay loosening.

Backstay adjustment has been improved by using all ballbearing blocks. The ratio for the coarse adjustment is 1/6 for the two fine adjustments the ratio is 1/9. Because of this, the amount of rope to be pulled has been reduced. A detailed tuning manual is supplied with all new boats.

The hull has been hardened by use of a new resin and a better hardening method in our new oven, and the laminate of the rudder construction has been improved so that the rudder can be as



Six badges are exactly what you need:
 One for each Soling Sailor and one for each accompanying lady – or sweetheart.

help you in deciding your plans for ours,

will help keep the forestay so that it does not pump. top of the mast, which makes mainsail etc. possible. hthaul on boom.



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

**A
TRAINING
BOAT
FROM
JAN
HERMAN
LINGE
THE
DESIGNER**



LÆRLING 12'

Further details, see page 34

