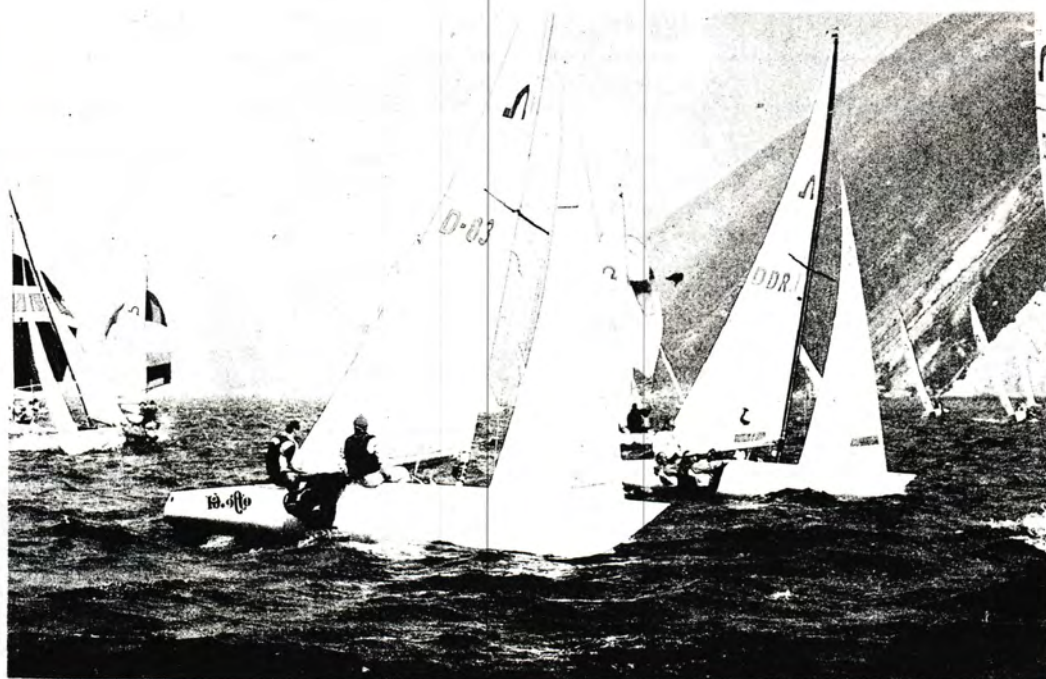


SOLING • SAILING

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International Soling Bulletin

SOLING SAILING

AUSTRALIAN NATIONAL TITLE WON BY PETER GILMOUR

From a small but talented fleet at Port Lincoln, Peter Gilmour reclaimed his National title. Gary Sheard, who surprised Peter and others to win the Olympic berth last year, was a strong second and newcomer, Tony Manning, third. Peter, who was fifth in the World's at Garda, won the Western Australian State Titles from Barry Waller in January.

IDEAL SPINNAKER SHEETS ?

Ian Anderson, Soling sailor from Perth, Western Australia, has developed a near ideal solution. He splices 3/16" of 1/4" wire-core Dacron line (to run from block to spinnaker) to 5/16" wire-core Dacron (to run to the crew's hands) to produce a no-stretch but very light sheet. Available from "Marine World," 886 Canning Highway, Canning Bridge, 6153 Western Australia.



TWO RACES ON SAME DAY

Duncan Simonds

At almost every ISA Committee meeting, crew's meeting, and so on, we can rely on a keen debate taking place about "how to ensure that a Championship Regatta is completed with the maximum number of races sailed in the fewest possible number of days". Everybody wants to do this, but nobody is quite sure how to, and there are always opposing viewpoints. It is most frustrating to take a holiday from work, to motor hundreds or thousands of kilometres with a Soling in tow, and to waste a lot of time on shore. A memorable example of this was at the Cannes Ski-Yachting event in 1984, where the Race Committee simply did not make the best of the conditions, and valuable racing time was wasted. At this type of event the Host Club makes its own Rules, but at ISA Championship events we must try to frame the Rules to the best advantage of the competitors. This must imply that Host Clubs have the facility to order two races on one day during the course of a Championship, despite the objection that this could penalise a competitor who has to return to the marina with a gear failure, or as a result of collision during the first race, and consequently is unable to start the second race on the same day.

Our Championship Rule 8.5 permits this to happen, but is framed in a somewhat discouraging manner, and binds the Race Committee to use the spare day, or days, as a first option. For obvious reasons this may not work if the last day is scheduled as a spare day.

Therefore the Committee at its last meeting in London decided to add an extra "Guide-Line for Regatta Organisers" - see page 18 of the Guide- as follows:

- "5. Two Races on the same day. The attention of Host Clubs is drawn to the discretion allowed to them under Championship Rule 8.5 to sail two races on the same day. Host Clubs are encouraged to make use of this discretion on any day other than the first; normally the races completed should not be more than one ahead of schedule."

It was, however, agreed that exceptions could be made to this ruling; by application to the ISA Committee, and an exception will, in fact, be made at the forthcoming European Championships, at Lake Balaton, Hungary, in May of this year. In view of fickle winds at this event, and in order to give the best possibility of completing 7 races within the time allowed, the Host Club has been given special permission to get 2 races ahead of schedule at its discretion.

If this discretion results in a spare day when competitors may visit the beautiful city of Budapest, and sample its delights, as well as completing 7 races, it would seem to be an excellent idea.

For this year's WORLD CHAMPIONSHIP, at Sarnia, Ontario, the Race Committee's attention has been specially drawn to the new Guide - Line for Regatta Organisers, so it is very likely that they will use the discretion allowed them under Championship Rule 8.5 to get one day ahead of schedule.

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NEWS FROM THE SOLING NATIONS

SOLING WORLD TROPHY

REVISED RULES

The rules for the Soling World Trophy as printed in the December 1984 'Soling Sailing' have been revised. The amended version appears below.

The Trophy will be awarded from 1985 onwards - i.e. competition for it begins immediately!

The Soling World Trophy has been donated by Heike Blok, President of the Swiss Soling Association (1984 - 1987).

All A,B,C and D events throughout the world (see below) in one calendar year will count towards the Soling World Trophy.

The Soling World Trophy will be presented to the winning helmsman (who must be an ISA member) during the World Championship of the following year.

Scoring System

Each event has a value of "f" = 1.0 to 1.6

Each helmsman completing a series will receive a point score according to the following formula:

$$Pb = f \left(50 \times \frac{(S - X)}{(S - X)} + 50 \right)$$

Where "f" is the coefficient of the type of event

"S" equals the total number of boats (which started at least once) + 6, multiplied by the number of races counting for the final result.

"X₁" is the score of the winner of the event (Olympic score).

"X" is the score of all other boats (Olympic score).

The first boat in each event will receive a number of points equal to "f" x 100 and the minimum number of points attainable is "f" x 50.

A. WORLD CHAMPIONSHIPS and CONTINENTAL CHAMPIONSHIPS

Requirements:

- "f" = 1.6
- a) Scheduled races: 7
Actually sailed: At least 4
 - b) Number of starters in at least one of the races: More than 29
 - c) For the USA and Australia: Participants from at least 10 countries or States
For Europe and other countries: Participants from at least 10 countries.

If these requirements are not met, the value of "f" will be lowered to that of event type B,C or D.

B. MAJOR EVENTS

Requirements:

- "f" = 1.4
- a) Scheduled races: 6
Actually sailed: At least 4
 - b) Number of starters in at least one of the races: More than 25
 - c) For the USA and Australia: A minimum of 8 participants from at least 4 different States to that of the Host Club.
For Europe and other countries: A minimum of 8 participants from at least 4 foreign countries.

C. IMPORTANT EVENTS

Requirements:

- "f" = 1.2
- a) Scheduled races: At least 4
Actually sailed: At least 3
 - b) Number of starters in at least one of the races: More than 14
 - c) For the USA and Australia: A minimum of 2 participants from at least 1 different State to that of the Host Club.
For New Zealand and Japan: A minimum of 2 participants from at least 1 island other than that of the Host Club.
For Europe and other countries: A minimum of 2 participants from at least 1 foreign country.

D. LOCAL EVENTS

Requirements:

- "f" = 1.0
- a) Scheduled races: At least 3
Actually sailed: At least 2
 - b) Number of starters in at least one of the races: More than 9
 - c) Participants from at least 2 clubs.
- If these requirements are not met, the results of the event will not count towards the Soling World Trophy.

NOTES

1. The value of an event will be determined according to its classification in type A,B,C or D. This can only be done after all the events have been sailed, and the results are known.
 2. The Olympic Scoring System shall be used.
 3. At the end of each calendar year the score of the 3 best events for each helmsman shall be calculated, and the helmsman who has the highest number of points shall be the winner of the Soling World Trophy for that year. All other helmsmen up to a maximum of 100 and according to their total points will figure in the final SWT list.
 4. In the event of a tie, the winner shall be determined by taking the results of his next best series, and so on.
 5. All series for which the official results are sent to the ISA will be classified by the ISA as A,B,C or D events and will count towards the Soling World Trophy.
 6. Each N.S.A. must send to the ISA office by 15th January of the following year the results sheets of the Soling series (all levels) sailed in its country in that calendar year. These result sheets (the Olympic points system) must show:
 - a) Name of helmsman
Nationality / State / Island
Sail number
Names of crew
 - b) The final result of each helmsman having raced at least one race.
- We suggest that NSA's should ask the clubs concerned to arrange to send the results sheets of the relevant series as soon as possible.
- All competitors wishing to figure in the Soling World Trophy ranking list are emphatically recommended to remind their NSA's to submit their final results to the ISA office in time!
7. The Soling World Trophy shall remain in the custody of the ISA, which has the right to change these rules.
 8. Helmsmen sailing under different sail numbers should draw attention to this with their results.

Winning is the result of **TOTAL INVOLVEMENT**



Ever since 1967, when the Soling received its international status, ABBOTT BOATS LIMITED has been involved in building, improving and racing Solings. Since 1969 ABBOTT built Solings have won more World, International and Continental Championships and Olympic medals than all other builders combined.

Our personal involvement in competitive racing together with our boat building expertise has resulted in the development of innovative and

technological improvements that have become the standard by which all Solings are measured. For instance, in 1975 we developed a new mast which is now used by all Soling builders. In fact, all the state-of-the-art refinements on Solings were either developed or influenced by ABBOTT.

If you're totally involved in sailing the way we are, or if you plan to be, make sure the ABBOTT name is on your Soling. It's one of the sure things towards winning.



XIV WORLD SOLING CHAMPIONSHIP

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NEWS FROM THE SOLING NATIONS

UNITED STATES

ANNAPOLIS WINTER SERIES

ICE BOWL — The annual New Year's Day race up the Severn River and back was won by Stu Walker sailing with Marion and Ginger Mecklenburg in their boat. Walker led all the way in the moderate Southerly. Sam Merrick barely nosed out Tom Davies to take second.

MID-WINTER REGATTA - Sam beat Stu, Naval Academy Coach Mike Waters. Tom and five others to win the 8 race mid-Winter Series. Light to moderate sea breezes overcame fluky Northerlies on both days of racing. The contest ended when Sam ran away to a half mile lead in the fifth race's dying Northerly.

1.	Sam Merrick	14
2.	Stu Walker	20
3.	Mike Waters	24
4.	Tom Davies	26
5.	Bruce Breiting	32

SWEDEN

Dear Solingfriends,

Although the Winter this year in Sweden is extremely severe, powerful and mighty - white clean snow all over the country and frozen lakes and shores - we do think about sailing all the time.

There is new wind in Solingsailing in Sweden! Many young elite sailors from other classes are joining us and several top-yachts have been bought into Sweden over the last two years. Our fleet now comprises four new BØRRESEN boats, eight ABBOTT boats and quite a number of excellent Elvstrom Solings of later years.

We have more than 50 full members - out of a total of about 120 Solings in the country - about 30 of which are active competitors ranging from world elite crews, I dare say, to enthusiasts like myself (which I can warrant!).

Sailing is in Sweden an extremely widespread, popular sport because of unusually favourable natural resources: lots and lots of waters of all kinds. Freshwater lakes - there are more than 100,000 of them - open sea on our west coast and to the east the Baltic and, before all, the Stockholm archipelago, which is the true dream for sailing.

People of all ages - kids, pensioners - and of all kinds sail. And our King Carl Gustav is a SOLING SAILOR!

This coming season there are several larger and fun Soling regattas in Swedish waters. Two of these are major, open championships and we hereby extend a cordial invitation to all Soling Competitors to join us in

1) The Open Scandinavian Championship, 6 - 10 July, 1985, which is sailed at Marstrand, north of Gothenburg, on the Swedish Westcoast under the auspices of the Royal Gothenburg Sailing Society (GKSS),

and

2) The Open Swedish Championship, 23 - 25 August, 1985, which is sailed on Lake Malaren, on the west side of Stockholm, and organized by the Stockholm Sailing Society (SSS).

We would be more than happy to supply you with further information about these two events. We can promise you very good racing and strong competition. Come and see our beautiful country!

We hope to meet many of you at Lake Balaton, in Kiel, and in Sarnia!

Our warmest (-22°C!) winter greetings

Lars Johan Norrby (46, 210 lbs)

S 121

Chairman of the Swedish Soling Ass.



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



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ARTICLES

THE FRACTIONAL RIG

From "A Manual of Sail Trim" by Stuart Walker

(Jibstay and shrouds attached to the mast below the mast tip).

EFFECT

The fractional rig provides optimal control of the degree and distribution of mast bend. Control of bend (fore and aft and lateral) and the distribution of bend provides control of main-sail draft and its distribution and through the effect of mast bend on jibstay sag, permits control of jib draft and its distribution. The fractional rig permits optimal adaptation to a particular main or jib and optimal control of main and jib shape to adapt them to a wide range of wind and wave conditions.

Mast bend, because it alters the position of the mast tip, directly affects main leech tension and, because it alters the position of the jibstay attachment, directly affects jibstay tension.

CONTROL OF MAST BEND

INCREASED MAST BEND — associated with decreased leech tension and increased jibstay sag.

MAST FLEXIBILITY

INCREASED RIGHTING MOMENT

(Keel weight, hiking power, etc., transmitted through windward shrouds)

PERMANENT BACKSTAY TENSION

(Decreased jibstay sag initially, at least, if mast is stiff)

"PRE-BEND" (Positive)

Chocking or pulling or ramming the mast forward at deck level or aft at the step (for a keel stepped mast)

Shroud/spreader relationships which push the mid-mast forward

Spreaders fixed with a deflection greater than the shrouds

Spreaders longer than the mast-shroud distance

Shrouds attached to the deck forward of alignment with fixed spreader tips

High shroud tension

BABY STAY TENSION

INCREASED MAST BEND — Mixed Effects

VANG TENSION

With flexible mid-mast - opens leech and increases jibstay sag (by pushing lower mast forward and to windward)

With stiff mid-mast - closes leech and increases jibstay sag (by pulling boom down more than it bends lower mast)

DECREASED MAST BEND — associated with increased leech tension and decreased jibstay sag

MAST STIFFNESS

DECREASED RIGHTING MOMENT

DECREASED PERMANENT BACKSTAY TENSION

BEYOND A MODERATE TENSION.

"PRE-BEND" (Negative)

Chocking or pulling or ramming the mast aft at deck level or forward at the step (for a keel-stepped mast)

Shroud-spreader relationships which push or pull the mid-mast aft

Spreaders fixed with a deflection less than that of the shrouds

Insertion of an interior stiffener or application of an exterior stiffener

DETERMINANTS OF LOCALIZED BEND

Low Bend

Restriction of bend aloft

Vang tension

Strut forward of the mast at the gooseneck

Mainsheet tension - depending upon where the mainsheet is attached to the boom relative to the directly overhead site

Mid-Bend

Restriction of bend aloft

Restriction of bend below (at the partner and step)

Shroud attachment site relative to the jibstay attachment

Running backstay tension

Jumper stay tension

Trapeze wire attachment site relative to the shroud attachment site

Baby stay tension

Upper-Bend

Restriction of bend below

Permanent backstay tension

Site of attachment of the backstay on the masthead crane

BASIC SETTINGS FOR STANDING RIGGING

Set the jibstay length to provide desired rake.

Optimal rake to windward is (for most boats) the maximum possible.

Limitations —

Mainsail leech length — rake must permit adequate leech tensioning without "two-blocking" the mainsheet.

Jib clew position — rake must permit adequate leech tensioning and an adequate trim angle by the jib sheet.

Set the upper shrouds to maximum tension that does not induce compressive lateral bend in the mast. This keeps the leeward shroud taut to maximum possible wind velocity.

Set the spreader length, spreader angle, site of attachment of the shrouds to the deck relative to the spreader tips (and/or such devices as mast rams, pullers, and struts) to achieve the desired positive or negative "pre-bend".

Set the lower shrouds to permit or limit the desired amount of lateral mast bend.

Set backstays (permanent or running), jumper stays, baby stays, etc. to achieve the amount and distribution of fore and aft bend appropriate to the mainsail luff curve.

BUDGET

Income		Expenditure	
Membership	12,000.00	Soling Sailing	10,000.00
Building Fees	400.00	Salary	4,500.00
Sail Labels	3,000.00	Office Exp.	1,500.00
Dividend/Interest	2,500.00	Travel	500.00
Championships	700.00	Audit Fee	1,000.00
Advertising	3,000.00	General Expenses	1,500.00
		Meetings	250.00
		Depreciation	180.00
		Reserve for Guide	2,170.00
	<u>£21,600.00</u>		<u>£21,600.00</u>

Expenditure rose out of control during 1984 in respect of the costs of Soling Sailing, most of it due to the movement of the dollar against the pound. Remedial action has been taken by deciding to print Soling Sailing in the U.K. but it should be appreciated that this is a steadily increasing cost every year.

COPIES OF FULL ACCOUNTS FOR YEAR ENDING 30/9/84 MAY BE OBTAINED FROM THE I.S.A. OFFICE.

NORTH SAILS WIN WORLD'S FOR THE FOURTH TIME IN A ROW

1984 WORLD'S 1st, 2nd*, 3rd, 4th, 5th*
1983 WORLD'S 1st, 3rd, 5th, 6th, 8th, and 10th
1983 EUROPEAN'S 1st, 2nd, 3rd, 4th, and 5th

In the past our sails were known for the best light air performance.
Again in Lake Garda, North Sails proved to be the fastest in the
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(*Partial Inventory)

ARTICLES

GUIDELINES FOR MEASUREMENT

1. RESPONSIBILITY OF MEASURERS

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

It can be seen also, that the measurer's work is important and involves considerable responsibility. Because he acts on behalf of the owner he clearly has a responsibility to the owner, but his primary responsibility is to the class as a whole, the International and National Authorities and to the builder. This responsibility cannot be discharged unless the work is carried out thoroughly and diligently.

The measurer has to be completely impartial. In view of this and in order that there is no suggestion of partiality, a measurer is not permitted to measure a yacht or its equipment of which he is an owner, designer or builder, or in which he has any personal involvement (e.g. if he is a member of the crew) or financial involvement other than receiving a measurement fee.

2. RESPONSIBILITY OF OWNER

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

- (i) Comply with the class rules and relevant Yacht Racing Rules at all times and assure 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.
- (iii) Whenever an alteration is to be made to the hull or spars - a new mast or spinnaker pole is acquired, major damage to the hull is repaired, the keel or the rudder are faired, equipment not previously accepted as standard is installed, or material or equipment is removed to reduce weight, etc. - the affected elements of the boat must be re-measured by an approved measurer.
- (iv) If approved by the measurer, the alterations must be noted on the measurement form, if not approved, the alterations must be modified and the boat re-measured after the modification.

3. APPOINTMENT OF MEASURERS

In order to be permitted to measure yachts of the International SOLING Class the measurer has to be approved or recognised by the National Authority (or the National Soling Association if the National Authority is not administering the class) of the country in which the measurement is to take place. Unless he has been specifically invited to work in another country by that country's National Authority, a measurer is only permitted to undertake measurement in his own country.

4. INTERNATIONAL MEASURERS

In 1980 the IYRU decided to recognise those measurers who have a particularly wide experience and knowledge of a class by recognising them as International Measurers. The International Measurers will, by their experience assist class associations on technical matters related to their class and to advise and train other measurers - thus leading to an improvement in standards of measurement. In 1983 the Measurement Committee of the IYRU strongly recommended that for major regattas like the World Championships measurement should be carried out under the direction of an International Measurer. The International Measurer shall report regularly to the IYRU Chief Measurer.

5. MEASUREMENT FEES

Measurement is a highly skilled and important job and should be carried out in a professional manner. In view of this it is recommended that the measurer asks for payment for his services.

Some national authorities lay down the fees to be charged for measurement and where this is the case that scale of fees should be the basis for the charges made.

6. MEASUREMENT FORMS and MEASUREMENT CERTIFICATES

There is often confusion between the terms "MEASUREMENT FORM" and MEASUREMENT CERTIFICATE". The measurement certificate is smaller than the measurement form and does not include the measurements taken but is a statement from the National SOLING Association that the yacht complies with its rules.

The measurer is required to complete a measurement form when he undertakes the measurement of a boat.

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

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

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

7. INTERNATIONAL CLASS FEES and IYRU PLAQUES

In the case of the SOLING Class administered by the IYRU the International Class Fee (or Building Fee) includes the designer's royalty and fees which go to the International Class Association and to the IYRU. A plaque is fixed permanently in the yacht to indicate that the international class fee has been paid. The measurer must not sign the measurement form unless this plaque is fixed as required in the class rules.

cont'd. facing page.

ARTICLES

GUIDELINES FOR MEASUREMENT Continued

8. MEASUREMENT PROCEDURES

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

It often happens that a measurement is found to be very close to either the maximum or minimum dimension permitted. If this is the case it is highly desirable to repeat the measurement to ensure its accuracy.

From time to time there will be occasions when the meaning of a class rule is not clear. In such case the measurer should describe on the measurement form, what he found, so that the national authority can determine whether a measurement certificate is to be issued or not. If the national authority is unable to determine whether the detail is acceptable it will seek an official interpretation from the IYRU (Chief Measurer).

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

This is the context of the 470 class but applies also to the SOLING Class.

9. REGISTRATION PROCEDURES

1. The licensed builder orders a plaque from the IYRU
2. The licensed builder pays for the plaque according to the Measurement Rule 2.1.
3. The plaque shall be issued and placed on the boat according to the Measurement Rule 3.5
4. The measurer checks the boat at the licensed builder's yard and puts the weight correctors, if any, on the boat.
5. The measurement form shall, after it has been properly completed and signed, be sent to the national authority or the national SOLING association by the measurer.
6. When the measurement form is checked and found properly completed and signed the SOLING is assigned with the next available national sail number.
7. The original measurement form goes to the owner and one copy goes to the measurer, the national authority and the ISA.
8. When the owner has paid his dues he receives the ISA Sticker which has to be put on the boat according to measurement rule 16.2 (iii).

Transfer of Ownership inside the same country

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

Transfer of Ownership from one country to another

12. The owner's procedures are the same as in items 9, 10 and 11.
The SOLING is now assigned with the first free national sail number in the new country.
13. Lost measurements forms can be furnished by the NSA, the NA, the measurer or the ISA (min. fee \$5.)

Soling sent from the Builder to another country

14. Items 1. to 5. apply.
15. When the measurement form is checked and found properly completed for the boat or for the part of the boat to be exported, the national authority or the national SOLING association stamp the form and send it back to the builder.
16. The builder delivers the measurement form with the SOLING and item 12 applies.

10. ACTION TAKEN BY THE CHIEF MEASURER AT MAJOR EVENTS

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

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

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

JEAN-PIERRE MARMIER
IYRU Int. Measurer

References

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

ARTICLES

THE WINDS OF LAGO DI GARDA

Lake Garda, a subalpine lake in Northern Italy, has become a Mecca for the World's racing sailors. Garda attracts sailors because of its strong and predictable mountain/valley, up-slope/downslope winds. Each night as the Alps to the north cool, dense, cold air flows down the slopes and out onto the Lake and each afternoon as the 6 peaks encourage separation of the warm air flowing up their slopes, warm air flows up the Lake towards them. The temperature disparity between the heated, flat land to the south of the Lake and the peaks of the Alps to its north generates strong air flows, but it is the orientation of Lake Garda, north to south, aligned with these flows, and in its northern portion its sheer rock walls compressing these flows, which causes Garda to have such predictably strong winds. Major International Regattas are conducted in this portion of the Lake on essentially fixed courses whose windward legs are close to the eastern shore. Here the Lake is about 1½ miles wide confined between granite cliffs which rise 1500 - 3000 feet above its surface. These rock faces, in addition to increasing the velocity of the general flow, cause major directional and velocity changes ("channeling") which are proportional to the height, abruptness and degree of protrusion of their contours.

The important winds in which racing is likely to be conducted at the northern end of Lago di Garda are the Peler and the Ora.

THE PELER (SUER, VENTO)

The Peler, regarded as the King of the Winds of the Lake, is a classical downslope valley wind which is present during most of the year, whenever there is a significant temperature disparity between the upper slopes of the neighbouring Alps to the north and the surface of the Lake and the land to the south. It is generated each night by the cooling and increase in density of the air on the upper Alpine slopes, the cold heavy air runs downslope like water until it fills the Lake basin below. Flow begins about midnight and continues at a moderate velocity through the remaining hours of darkness. During the night air from higher levels readily reaches temperature/density equilibrium in the but slightly warmer, cool air of successively lower levels. However, at dawn air over the flat land to the south of the Lake begins to heat and rise. It is then that the Peler develops its full strength. A vertical circulation is established which produces a strong shallow downslope (northerly) flow at surface and a weak, but deep, upslope (southerly) flow aloft to replace the air sinking from the peak. Later if the upper mountain slopes heat in the sunshine their overlying air will become less dense and the downslope flow will cease. If, however, the mountains are protected by clouds, the Peler may continue into and throughout the afternoon. Usually in Summer downslope flow diminishes markedly by 10:30 a.m. and has disappeared by noon (to be replaced by the upslope Ora shortly thereafter).

From this understanding of the genesis of the Peler comes an explanation of its behaviour. Velocity - Prior to dawn the temperature disparity between the mountain slopes and the flat land to the south is usually insufficient to generate a greater than 10 - 12 knot flow. At dawn, as the Windsurfers begin to appear, the velocity increases and about 8:00 a.m. surges to a usual peak of about 20 knots. At this time an increase in velocity must be expected and the increase may be greater than doubling (10 - 20 + knots) within a few minutes. The peak velocity (associated with heating of the flat lands while much of the mountain slopes remains in shadow) persists until between 9:30 and 10:30 a.m.

If the land to the south is in sunshine and the mountains to the north in cloud the peak velocity will be greater and the Peler will persist significantly longer, well into the afternoon at times. Of course, if the cloud cover is reversed or uniform the Peler will be weaker (but almost never totally absent) and its peak velocity will diminish early (by 9:00 a.m.)

DISTRIBUTION

— The Peler is a flow of cold air along the surface, which like water, follows vertical surface contours but, like a waterfall, spurts out in its initial trajectory from and between horizontal obstructions. Early in the morning a dead calm may exist on the Lake surface at Riva and in the Yacht Club Harbour at Torbole (because these areas are protected by small mountains near the shore) while the wind, spurting out from the valley above Torbole, is blowing at 12 knots in the centre of the Lake. The Peler is always (almost always?) strong near the western shore, where the almost vertical 1500 foot rock face concentrates and accelerates the tangential flow and deflects it back onto the Lake, and weaker along the eastern shore, which is less directly in the trajectory of the downslope flow and where the more gradually angled slope, impedes the airflow less. Early in the day before peak velocity is reached and late in the morning when the Peler is dying, large holes (even patches of near calm) may be present along the eastern shore while boats in the middle of the Lake may be heeling in good air.

There is usually even less wind in the protected cove behind

Cont'd. facing page.



"The problem of having the run follow the first beat, particularly with marks to starboard — World Champion Val Bandalowski almost losing the World's."

ARTICLES

THE WINDS OF LAGO DI GARDA Continued

(to the south of) the sharp point on the eastern shore (pt. Corna d'Ba) than elsewhere along that shore so it rarely pays to go right from the starting line. Starboard tack from the starting line, particularly if the Peler is but light to moderate, will carry the boat into progressively stronger wind to the left. A tack back to port should not ordinarily be made until Pt. Corna d'Ba can be fetched easily and any such tack should be terminated before the point is also undesirable because of diminished velocity.

DIRECTION

The Peler is affected both by channeling (which also affects its velocity, as described above) and by thermal turbulence, which causes it to oscillate. As the trajectory of flow is slightly across the Lake from Torbole to the northeast towards the great rock face to the southwest, the wind is deflected by that rock and, consequently, the most backed air is found along the rock face to the west and the most veered, along the upper eastern shore close to the Yacht Club. Backing along the western shore is most prominent early (at the beginning of the peak velocity period - 8:00 - 10:00 a.m.) and in moderate airflows. Veering is most prominent late, after the Peler is fully developed, and in strong wind flows.

Oscillations are prominent, particularly on clear, hot, days when the cool air flowing offshore is exposed to much thermal turbulence before it emerges onto the Lake. The range of oscillations is usually about 30° . In moderate, more backed air this is usually between 5° and 35° . In stronger, more veered air it is between 15° and 45° . Occasionally the

oscillations are so great that the channeling effects can be ignored and, for instance, port tack assumed shortly after starting. Near the western shore in typically backed wind, the oscillations are between 5° and 25° , near the eastern shore in typically veered wind the oscillations are between 20° and 40° . The median wind may shift 15° due to channeling.

The optimal management of the Peler is therefore as follows: on the first beat, usually at about 8:00 a.m. shortly after peak velocity has been reached, set heavy air sails and continue starboard tack from the line until more than halfway to the layline. Ignore all but major backing oscillations (unless the entire fleet tacks away), assume a port tack well above the layline to Pt. Corna d'Ba. Thereafter ignore all but major veering oscillations. Work to the right of the fleet and come into the mark on the starboard tack layline, repeat the same procedure on each beat, but be progressively less inclined to go far left at first and be inclined to go far right at the end. In other words use backing oscillations to work to the right earlier and ignore veering oscillations longer (but never approach the eastern shore closely). On the run keep to the west, jibe to port only late in the leg with a good streak of veered air. (On the run one never gets far enough to the west to reach the significantly backed air.) The danger to be avoided is the light air along the eastern shore.

The Peler is a light Peler and the Pelerot is a strong Peler. The Vent de Fioch or Vent Gross is a very strong Peler which blows only in winter.

Road to L.A. "84" Leads Through Zenda

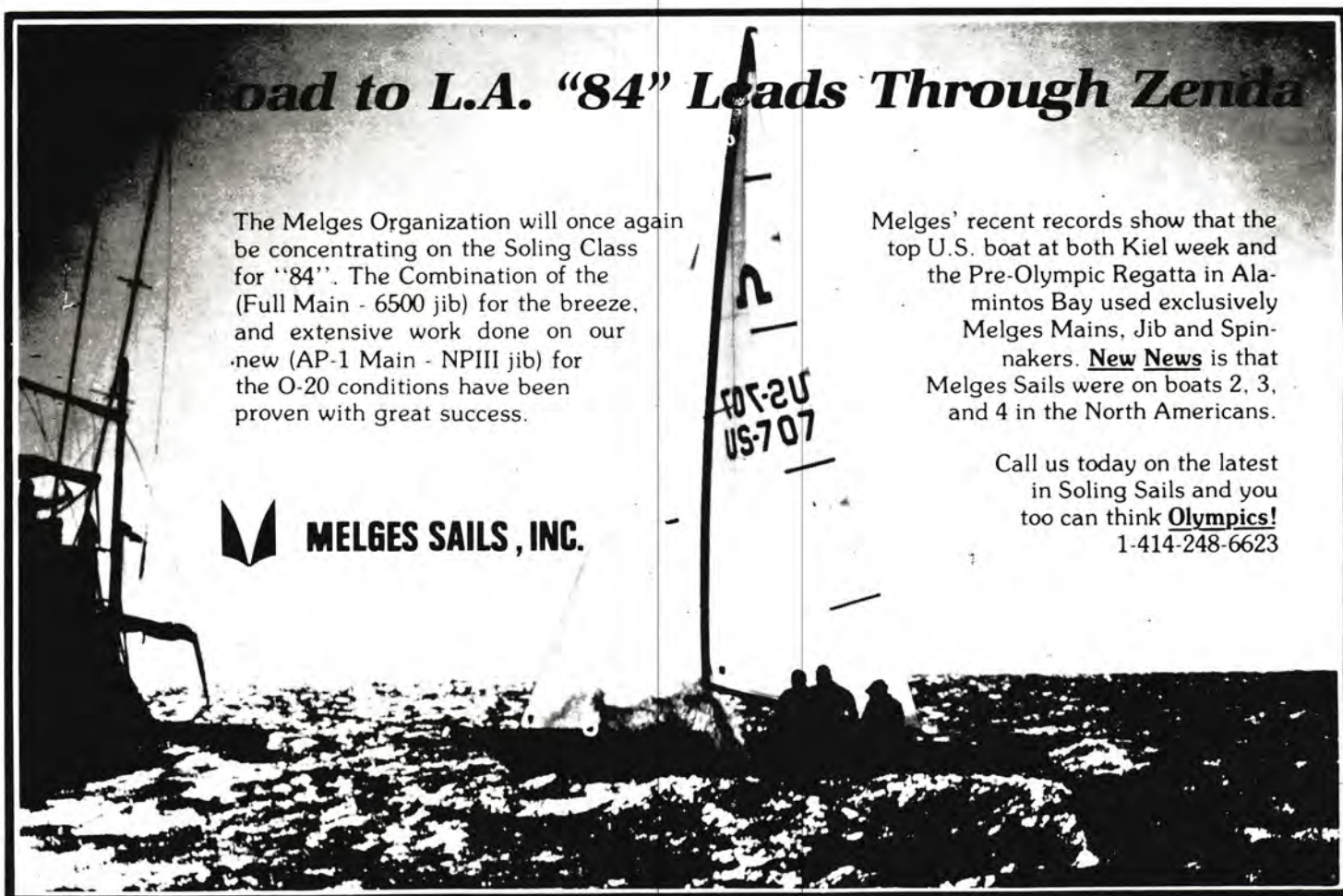
The Melges Organization will once again be concentrating on the Soling Class for "84". The Combination of the (Full Main - 6500 jib) for the breeze, and extensive work done on our new (AP-1 Main - NPIII jib) for the O-20 conditions have been proven with great success.



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BOAT SPEED

SHROUD TRACKS

From The Editor

There are those who want change and those who do not - and their reasons for one choice or the other are commonly based more on an irrational "gut-feeling" than on the merits of a particular change. This is typified by the attitude of members of the class to the use of shroud tracks. Some are vehemently opposed to their present use, complaining that they are too complicated, too difficult to use. Those who are using them are convinced that they significantly improve performance at minimal cost and relative ease and wonder why there should be any objection.

A change in class rules is justified when the following criteria are met: the change provides greater efficiency (i.e., makes the desired effect easier to gain and / or causes the effect to be greater), greater durability (i.e., makes the system less likely to fail), and lesser expense. In addition, it should be possible to make the change without compromising the skills traditional to the class and without requiring a change in the kind of people who sail in the class.

The proposal to change the class rules by forbidding the movement of the shroud attachments horizontally along the deck meets the latter criteria in that it would not alter the skills or the sailors typical of the present class. Would it improve efficiency, increase durability, or lessen expense? It is difficult to see how.

Shrouds are intended to hold the mast and the jibstay in a manner which permits the sails to maintain their optimal shape over a wide range of wind conditions. Movement of the shroud attachments is intended to improve shroud efficiency. When it is desirable for the jibstay to be slack (in light air and in chop), it can be made so by sliding the shrouds (both attached to a car on a track) forward, to pre-bend the lower mast. When it is desirable to have the jibstay taut (in heavy air and in smooth water), it can be made so by sliding the shrouds aft, to stiffen the lower mast. These effects are accomplished because the upper shrouds, attached to the fixed spreaders, pull the middle of the mast forward when their attachment site is shifted forward, thereby slacking the jibstay,

and pull the middle of the mast aft when their attachment site is shifted aft, thereby tensioning the jibstay. The major advantage of the system is that the jibstay tension can be modified without undesirably and excessively altering main-sail shape (in contrast with the consequences of backstay use). With a mast stepped on deck, it is difficult to see how this could be accomplished by any other means. The technique is efficient - all it takes is pushing or pulling on a roller bearing shroud car - and can be utilized while underway, usually by the crew while still on the rail. In practice, however, movement is rarely necessary; the shrouds are kept forward in light air and aft in heavy.

To change the rule would not increase durability. Mounting shrouds on tracks has been a standard practice since the early days of the class and there is no evidence that the system is subject to failure. The cars are strong and the tracks spread the load over a large area of deck (better than the more standard fixed deck attachment).

Finally the question of expense. Purchasing cars and tracks (if one has none left from years ago) costs \$100 or so. But the savings in sails easily offsets this. A jib (which may be too tired for top competition after 10-15 races) may be successfully used far longer if the jibstay can be adapted to its requirements. And, of course, the jib will be far more effective for any level of deterioration. With moveable shrouds, it may be possible to use one mainsail in almost all conditions. For the club sailor of limited means, this could be a saving of over \$600.00. Even if two mainsails are employed, each of their ranges is greatly increased and their survival presumably prolonged.

Continuing to allow the use of shroud tracks will permit more efficient use of the shrouds and of the sails and result in a potentially large reduction in expense. To prohibit their use would serve no useful purpose. Their use will be as valuable and as reasonable to the club sailor as to the Olympic contender.

At Horizon Sails in Marblehead, our world famous spinnakers have always led the Soling Class. Now, we have perfected an all-purpose main and jib combination that provides breakaway upwind speed. By using an exacting cloth selection process and quality production, our designs are fast, smooth, and easy to trim in all conditions.

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1984 Kiel Week
1984 U.S. Trials
Olympics

1st
1st
1st, 2nd, 3rd
1st, 2nd, 3rd, 4th



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MINUTES OF THE 37th COMMITTEE MEETING OF THE I.S.A.

EXTRACTS

By special invitation:
Stu Walker, Editor
Tony Clare
Bill Abbott

Held at the Royal Thames Yacht Club, 60 Knightsbridge, London SW1

Friday 2nd November 1984

Present were:
Karl Hais (G) President (Chairman)
Duncan Simonds (K) Vice-President
Sam Merrick (US)
Heike Blok (Z)
George Andreadis (GR)
George Wossala (M)
Karl-Heinz Wegener (DDR)
Arnaldo Sciolaro (I)
Jean-Pierre Marmier (Z)
Jan Linge (N)

4. TECHNICAL MATTERS

- a) Submissions to IYRU
(i) Timing of submissions

Tony Clare reported on the problem of our present system of presenting submissions to the IYRU; submissions had to be lodged with the IYRU by the beginning of September, to allow time for their inclusion in the Keelboat Technical Committee agenda, but this meant that the proposed changes were discussed by the ISA Committee after the submission had been made.

It was therefore resolved that the ISA Committee should first discuss possible rule changes at its major meeting in November, for submission to the IYRU the following September — changes to come into effect therefore the year after that, or even two years later.

- (ii) This year's submissions

The Committee then noted that a submission for consideration at this year's Keelboat meeting had been presented by the required date, and that the AGM had recommended that the following amendments should be made to the Class Rules, effective from 1st March 1985: (SECRETARY'S NOTE: also approved by the Keelboat Technical Committee at their meeting on 7-11-84.)

OFFICIAL PLAN 67-10 is to be altered, the reason being that when the mast is located in the maximum forward position, the existing support below the cockpit sole from the cross member can be too far aft which permits some flexing which, in some cases, has resulted in the need for repairs after a few seasons. the additional optional support will correct the problem.

RULE 12.51

Delete the sentence "The joint between the inner surface of the hull and any raised part of the cockpit sole or its flange shall be covered with one layer of glass cloth and resin not less than 50mm wide.", and the words in brackets "and glassed as provided above)" in the last line.

The reason for this change being that the new design of cockpit sole is generally moulded with an integral flange which can be readily bonded to the side of the hull.

- b) Discussions on other possible future technical changes
(i) Corrector weights

It was resolved to make no change to the present rule, but that Host Clubs should be strongly advised to have check weights of 1,000 kgs available at major regattas.

- (ii) Sliding adjustments to shrouds

It was resolved to make no change to the present rule.

- (iii) Movable mast steps

It was resolved to make no change to the present rule.

- (iv) Shape of keel

The Committee discussed at length the various problems encountered recently on keel shape (e.g. at the Canadian pre-Olympics, the US Olympic Trials, and even at the Olympic Regatta - where a newly designed grid system of measuring had been applied). It was noted that the present system of measuring keels was not sufficient, and it was agreed that Jan Linge would be asked to prepare plans for 3 new, interlocking, horizontal templates which would be produced by Abbotts for use at the 1985 Worlds in Canada; a decision would then be taken as to whether to submit proposals for new rules controlling keel shape.

The problem of keel weight and its illegal manipulation was also discussed, it was agreed that inertia tests at the Worlds would be arranged, with a view to controlling this problem.

- (v) Maximum crew weight

It was noted that this matter had received much attention since it had first been raised last year. The Committee noted the following points:—

- A) No other Olympic sport has a weight/size limit, unless specified by the particular category (e.g. boxing):
- B) Some NSA's attribute their falling numbers of Soling membership to the lack of weight control, since the ordinary "club" sailors, (which includes women), find it difficult to compete with the top, heavyweight, sailors.

It was pointed out that a solution to B) above was for clubs to introduce weight control for local regattas.

In view of the difficulties envisaged, the Committee agreed it was not feasible to restrict crew weight and/or size.

- (vii) Holes in the hull

It was agreed that holes should only be allowed in the hull when used for draining purposes, and that a submission would be made to the IYRU next year to allow for the use of openings through the hull to drain handholds. SEE also (viii) below.

- (viii) Spinnaker sheet tubes

It was agreed that a submission would be made next year to allow the incorporation of tubes to conduct the spinnaker sheets through the aft tank.

- (ix) Mylar

Tony Clare reported on a recent letter from Vince Brun which had indicated that the availability of good Dacron is diminishing, and that the class should prepare for the greater use of Mylar.

It was agreed that, with Vince Brun's permission, his letter should be circulated to other sailmakers and their comments requested.

- (x) Class Rule 5.4 (rudder shape)

Tony Clare reported on the emergency measures taken in June by the IYRU and ISA Technical Committee to amend class rule 5.4 to handle the problem of rudders becoming distorted after manufacture. As previously announced, the new rule is as follows:

In the penultimate sentence of the first paragraph delete "1mm" and insert "3mm".

The note adjacent to Section AA of the diagram accompanying the rule is also amended, to read "A straight edge placed on the surface of the rudder along the line of section AA shall not be more than 3mm from the surface.

- (xii) Vacuum moulding

It was proposed and agreed that a submission be presented to the IYRU next year making vacuum methods of construction illegal.

* (SECRETARY'S NOTE: Because it was agreed to put submissions to the IYRU next November on these two items, after the meetings Tony Clare agreed to ask the IYRU for special dispensation for 1985 for those boats involved. If this permission is obtained, the measurers at the 1985 Europeans and Worlds will be advised accordingly.) Cont'd overleaf

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MINUTES Continued

5. CHAMPIONSHIPS

a) 1984 events

(i) Olympic Regatta

It was noted that there had been 22 Solings entered, which made it the 4th largest class, ahead of the Tornado, Star and F.D. However, it was resolved to contact the National Authorities - via the NSA's - of those countries which had not entered Solings, to discuss their plans for 1988.

Soling medallists were as follows:

Gold: R. Haines, E. Trevelyan, R. Davis (US)
Silver: T. Graef, D. Adler, R. Senfft (Brazil)
Bronze: H. Fogh, J. Kerr, S. Calder (Canada)

The possibility of installing high technology at starts of Olympic, and other major, regattas was discussed, and it was agreed that the ISA should write to the IYRU giving support to such innovations.

(ii) Worlds, Torbole, Italy, September

CHAMPIONSHIP RULE 8.5 (number of scheduled races)

Host clubs should be encouraged to use the discretion allowed them in this rule to sail two races on one day. A new item (No. 5) would be added to "Guidelines for Regatta Organisers" (see page 18 of the Guide) as follows:

"Two races on same day: The attention of Regatta Organisers is drawn to the discretion allowed to them under Championship Rule 8.5 to sail two races on the same day. Regatta Organisers are encouraged to make use of this discretion on any day other than the first; normally the races completed should not be more than one ahead of schedule." It was, however, agreed that exceptions could be made to this ruling. (See minute b) (i) below - European Championships 1985 RACE SCHEDULE)

(iii) Match Racing, Balaton (Ken Berkeley Cup)

This had been held very successfully for the second year and had been attended by 31 competitors from 5 countries. The winner had been Hermann from the DDR.

It was agreed to hold the event in Hungary again next year (October 18-20), but that it should possibly be offered to another country in 1986.

b) 1985 events

(i) Europeans, May 17-27, Balaton

There would be 3 measuring days, during which time the Balaton Championship would be held. Any boats competing in this Championship could be measured at night (the owners not being required to attend).

(Int. Judge)

The International Jury would be: Carlo Rolandi (i), Timir Pinegin (SR), 2 Hungarians and 1 other.

Housing would be cheap (US\$ 10 - \$ 16 per person/per day) and was available through the Hungarian Soling Association.

Visas should be obtained in advance at Hungarian Embassies, but failing that could be obtained at the Borders.

Travel - it was noted that it is 8 hour's drive from Munich to Balaton.

RACE SCHEDULE

In view of the possibility of fickle winds on Lake Balaton in May, it was agreed to give the Host Club special permission to get 2 races ahead of schedule (see minute 5a) (ii) above - Championship Rule 8.5).

(ii) Worlds, September 5-17, Sarnia

Bill Abbott advised that everything was ready for the Championship, and reported on the following in particular:

The International Jury would be: Livius Sherwood (KC), Dick Latham (US), Sam Merrick (US), Charles Steinbach (KC) and Dick Johnson (VI).

The Committee requested that there should also be a European representative on the Jury.

The Chief Measurer would be Peter Cochrane; complete measuring would be conducted on all boats.

Charters: Up to 12 new Abbott boats would be available at US\$ 2,000 each, with other private boats also being available at cheaper rates, but details of these would follow.

Travel: Shipping in containers to Sarnia. Flying to Toronto and then to Sarnia, OR to Detroit and drive.

(No flights from Detroit to Sarnia.)

Mileage: 330 miles from Chicago

180 miles from Toronto

90 miles from Detroit Airport

Programme:	September 5,6,7,	Registration/Measurement
	September 8	Practice Race
	September 9-12	Races 1 - 4
	September 13	Lay Day
	September 14 - 16	Races 5 - 7
	September 17	Lay Day

Accommodation: Possibility of private homes, or motels at approximately CAN \$30.00 per day/ per person.

c) 1986 events

(i) Worlds La Trinite, France - June/September

(ii) Europeans; Baltic, DDR OR Alassio, Italy

It was agreed to contact the DDR regarding the possibility of holding this event on the Baltic. If this was not feasible, it might be held at Alassio instead.

d) 1987 events

(i) Worlds; Kiel, FDR, OR Norway

It was agreed to tentatively accept the invitation from the Kieler Yacht Club to hold the Worlds at Kiel, with the other Olympic classes simultaneously, to celebrate the 100th anniversary of the KYC, with the following conditions:—

that the Solings would either be on a course of their own, or failing that, would be with the Tornado class but with separate marks, and a separate finishing line.

If these conditions could not be met then the Committee might consider holding the 1987 Europeans at Kiel, and the Worlds in Norway. (Jan Linge reported that an invitation from Norway would arrive shortly.)

e) 1988 events

(i) Worlds: Australia — January

It was reported that a telexed invitation to hold the 1988 Worlds at the Sandringham Yacht Club, Victoria, in January, had been received.

(ii) Europeans: Alassio OR Greece?

f) Miscellaneous events

(i) Soling World Trophy

The Committee approved unanimously an idea put forward by Heike Blok, based on the F.D. "Villenia Cup" scheme, for award to the Soling crew having the greatest number of points according to a specified ranking system.

(ii) Junior Europeans

It was reported that attempts to launch this scheme had failed, mainly due to the difficulties of finding enough boats available for charter, and of finding a Host Club prepared to run an uneconomic event for approximately only 20 boats.

(iii) Northern Seas Championship

Similar difficulties regarding obtaining a suitable Host Club has been encountered as at (ii) above.

(v) Number of entries from Host Nations at Worlds and Europeans.

Cont'd. facing page.

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MINUTES Continued

The Committee agreed that the ISA Secretary would be entitled to offer any spare places at World and European Championships to additional competitors from any NSA's, after all the normal entries had been received from them, as it was considered more important to have a good-sized fleet rather than to adhere strictly to ISA Championship Rules.

The number of entries should, however, not exceed the acceptable maximum number already agreed between the Host Club and the ISA, and all additional boats should apply for entry in the usual way via the ISA.

7. MEMBERSHIP AND CLASS DEVELOPMENT

a) Number of members in 1984

The Committee received a report on membership figures to date, and it was noted that a small drop in Full members was anticipated, but that Associate membership had increased. The final figures would be published when available.

b) Fleet organisation

Stu Walker agreed to take on responsibility for evaluating fleet status in various countries. Progress would be reported next November.

8. PUBLICATIONS

a) Soling Sailing

It was decided that, commencing with the December 1984 issue, Soling Sailing should be printed in the U.K. with the Secretary liaising between Editor and Printer. The cover design would be similar to that used for the Guide, but with the front cover picture being printed in black/white.

b) Guide

A proposed design for amenement pages was circulated and approved. These would be circulated to members with the March 'Soling Sailing'. Future amendment pages would incorporate all changes made since the publication of the 1984-87 Guide.

11. OLYMPIC CLASSES FOR 1988

The Committee noted that the IOC had agreed the same categories for 1988 as at present, and that it was most likely that the IYRU would make no change either. (SECRETARY'S NOTE: This is indeed what happened with the addition of a women's class, and a change in the sailboard class).

1988 Olympic Regatta — Korea

Duncan Simonds made a suggestion that he might visit Korea during 1986, at his own expense, on a fact-finding mission for the ISA. This trip would only be undertaken with the full approval of the IYRU. The Committee unanimously approved of the idea and thanked Duncan Simonds for his generous suggestion.

12. LICENCED BUILDERS

It was reported that there was now a total of 8 Licenced Builders as follows; Abbott, Hungarian Shipyards, Bianchi and Cecchi, Licencintorg, Linge, Borresens, Mader and Cookson.

14. COMMITTEE MEMBERS

a) Elected members

It was noted that during the AGM the following had been elected for 3 year terms of office, commencing 1st January, 1985:

Heike Blok (Z), Karl-Heinz Wegener (DDR) and Kalle Nergaard (N).

b) Appointed members

The following were appointed by NSA's for 1985:

FDR

*Italy

Sweden

Switzerland

U.S.A.

Karl Haist

Arnaldo Sciolari

Lars-Johan Norrby

Jean-Pierre Marmier

Jack Van Dyke and Joe Hoeksema

*NOTE: This appointment to be confirmed, following the final membership figures for 1984 being established. NSA's are only eligible to have an appointed member if they have 50 Full members.

15. NOMINATION OF OFFICERS

The Committee received and approved a recommendation from the AGM that Constitution Rule 7.41 be amended so that officers could serve for more than 3 years. The last two paragraphs of this Constitution Rule would therefore be deleted. (The rule in respect of the President would not be changed. He would continue to be elected in accordance with Constitution Rule 7.41.)

The following officers were then elected:

- Karl Haist as President for a second term of 2 years
- Duncan Simonds as Vice President for a term of 1 year
- Tony Clare as Technical Committee Chairman for a term of 1 year
- Heike Blok as Events Committee Chairman for a term of 1 year
- Stu Walker as Editor for a term of 1 year
- Karl Haist, Duncan Simonds, Sam Merrick and Heike Blok as the Executive Committee for a term of 1 year.

16. MEMBERS' MEETINGS 1985

These would be held at Balaton during the Europeans and at Sarnia during the Worlds. The Host Clubs would be reminded to show the time and venue of these in the official notices.

17. COMMITTEE MEETINGS 1985

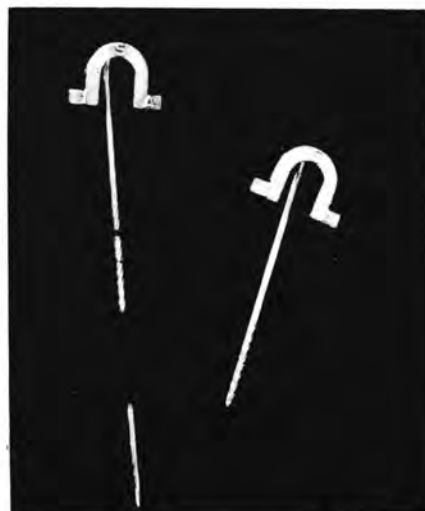
38th Committee Meeting: Balaton, Hungary — May

39th Committee Meeting: London, Friday/Saturday, 1/2 November.

18. ANY OTHER BUSINESS

a) Jack Van Dyke

Duncan Simonds proposed a vote of thanks to Jack Van Dyke for all his work on the Olympic lobbying programme; this had been most valuable, and evidently successful.



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1985 FIXTURES

Feb 23 - March 3

April 2 - 7
April 2 - 5
May 17- 27
June 18-21
August 17 - 23
Sept. 5 - 17

Brazilian Pre-Olympic Week and
South American Championship
Brazilian Championship
US Championship
EUROPEAN CHAMPIONSHIP
North American Championship
Canadian Olympic Regatta (CORK)
WORLD CHAMPIONSHIP

Rio de Janeiro

Rio de Janeiro
Houston, Texas
Balaton, Hungary
Milwaukee, Wisconsin
Kingston, Canada
Sarnia, Canada

EUROPEAN FIXTURES

Feb 28 - March 3

March 14 - 17

April 4 - 7

April 5 - 7

April 5 - 8

April 11 - 14

April 13 - 14

April 20 - 28

April 20 - 21

April 26 - 28

May 10 - 12

May 11 - 12

May 17 - 19

May 20 - 27

May 24 - 27

May 31 - June 2

June 6 - 9

June 7 - 9

June 8 - 9

June 8 - 9

June 22 - 23

June 22 - 29

July 6-10

July 12 - 14

July 18 - 21

August 2 - 4

August 17 - 19

August 22 - 25

August 18 - 24

August 23-25

August 30 - Sept 1

Sept. 2 - 7

Early Sept

Sept 5 - 17

Sept. 6-7

Sept 13- 17

Sept 14-15

Sept 28-29

Oct 5 - 6

Oct 18-20

Oct 19-20

Genoa Week
Ski Yachting
Handelsbank Cup
*European Lake Cup
San Remo Week
Rome Week
Westdeutsche Meisterschaft
Hyeres Week
Cilicium - Kristall Pokal
*Omega Cup
Lindauer Moschkopf
Ebensee Pokal
Balaton Championship
EUROPEAN CHAMPIONSHIP
Spa Olympic Regatta
*Jungfrau Trophy
*Austrian Championship
Cup Racing
Weizenbock Pokal
Biggensee Pokal
Versoix Cup
Kieler Woche
Open Scandinavian Championship
Mahart Cup
Intervela
Kovary Cup
Erich Hirt Preis
*Dino Schiesaro Trophy
Balaton Week
Open Swedish Championship
Drobny Pokal
Deutsche Meisterschaft
Italian Championship
WORLD CHAMPIONSHIP
Geneva Weekend
Swiss Championship
Mondsee Pokal
Potschamperl
Coupe de la Matelote
Ken Berkeley - Ibusz Cup
Herbstpreis

Genoa, Italy

Riva, Italy

Copenhagen, Denmark

Balaton, Hungary

San Remo, Italy

Anzio, Italy

Edersee, FDR

Hyeres, France

Chiemsee, FDR

Chiemsee, FDR

Bodensee, FDR

Traunsee, Austria

Balaton, Hungary

Balaton, Hungary

Medemblik, Holland

Thunersee, Switzerl.

Wolfgangsee, Austria

Balaton, Hungary

Starnbergersee, FDR

Biggensee, FDR

Versoix, Switzerl.

Kiel, FDR

Marstrand, Sweden

Balaton, Hungary

Gardasee, Italy

Balaton, Hungary

Starnbergersee, FDR

Gardasee, Italy

Balaton, Hungary

Lake Malaren, Stockholm

Attersee, Austria

Wannsee

Anzio, Italy

Sarnia, Canada

Geneva, Switzerland

Rolle, Switzerl.

Mondsee, Austria

Tegernsee

Yverdon, Switzerl.

Balaton, Hungary

Thun, Switzerland

(*European Lake Cup Regattas)

1986 FIXTURES (TENTATIVE)

World Championship: La Trinite, France

European Championship: Baltic, DDR

1987 FIXTURES (TENTATIVE)

World Championship: Kiel, FDR

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