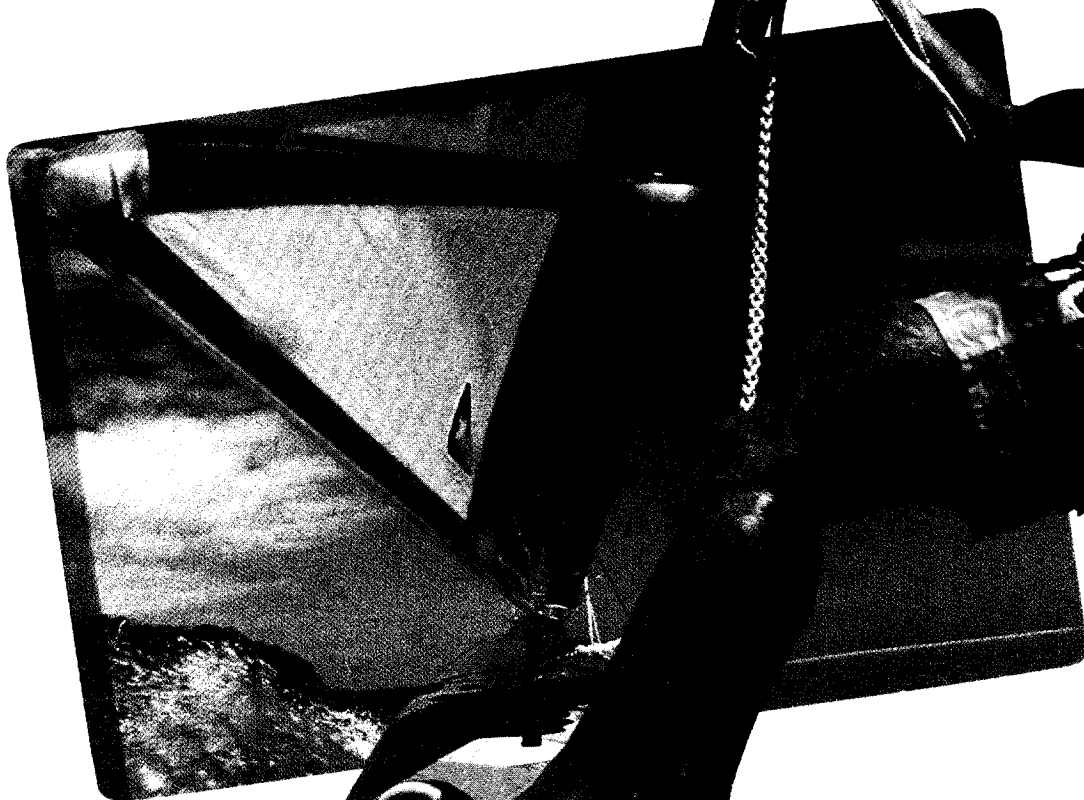


1991 SOLING WORLD CHAMPIONSHIPS • ROCHESTER, N.Y.

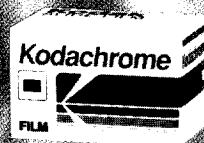


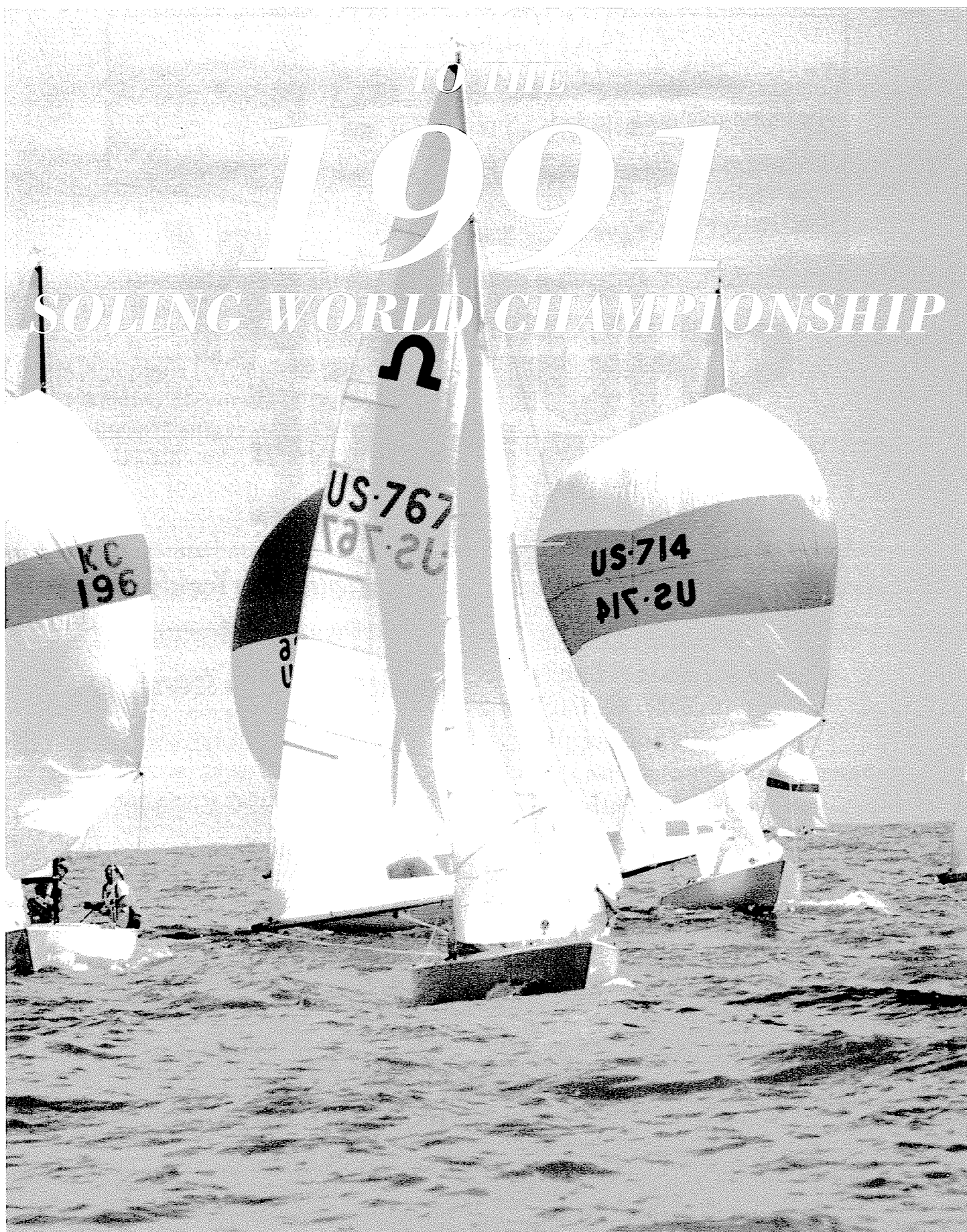


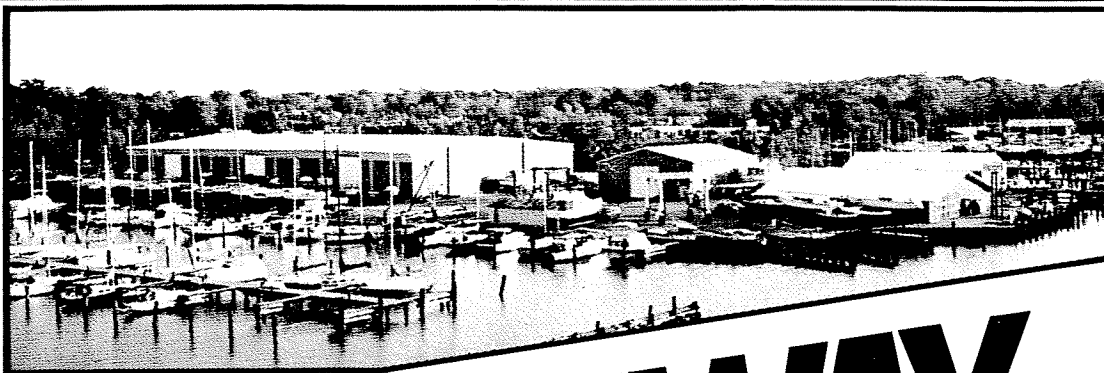
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*A wet sheet and a flowing sea,
A wind that follows fast,
And fills the white and rustling sail,
And bends the gallant mast.*

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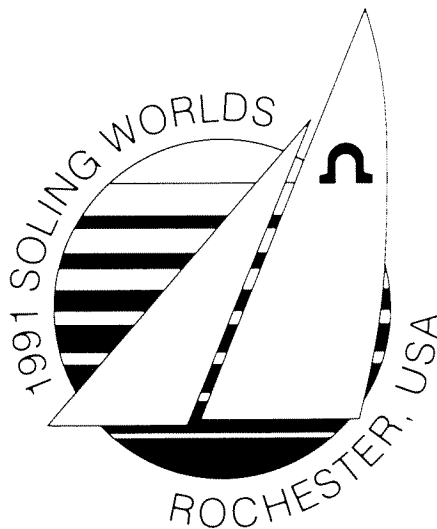
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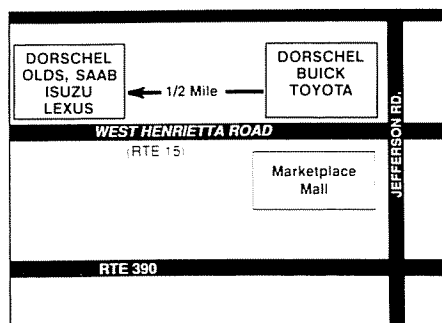
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FAX (716) 342-8116

June 21, 1991

Welcome Soling Sailors:

The officers and members of the Rochester Yacht Club are extremely pleased to host the 1991 International Soling Class World Championship regatta.

While we are naturally proud of having had an active Soling fleet since 1968, members of which have participated in at least two prior Soling Worlds including those in Sarnia, Canada (1985), and in Medemblick, Netherlands (1990), we are even more pleased to think that for seven exciting days of championship racing Soling sailors from over twenty countries around the world will take part in an event which has been distinguished by goodwill and sportsmanship as well as excellence.

In keeping with our club's 114-year tradition of yachting, we hope to provide you with the very best racing in this true test of international competition.

On behalf of the Rochester Yacht Club, I extend a hearty and warm welcome to the skippers, crews, jurors and guests of the International Soling fleet, and we all look forward to good racing and a good time.

Best Regards,

Eugene Van Voorhis
Commodore

May the best crew win!



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SCHEDULE OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>LOCATION/INFORMATION</u>
Thursday, August 22	0900-1800	Registration and Measurement Regalia Sales
Friday, August 23	0900-1800	Registration and Measurement Regalia Sales
	1900-2300	Opening Ceremonies/Cocktail Reception
Saturday, August 24	0900-1700	Registration and Measurement Regalia Sales
	1050	Warning Signal, Practice Race
	1830	Dinner and Dance at RYC Band - The Convertibles (8-12)
Sunday, August 25	1050	Warning Signal, Race #1
	1700-1900	Hospitality Tent-Immediately After Race - Regalia Sales
Monday, August 26	1050	Warning Signal, Race #2
	1700-1830	Hospitality Tent-Immediately After Race - Regalia Sales
	1830	Dinner and Dance at RYC Band - Kicks (7-10)
Tuesday, August 27	1050	Warning Signal, Race #3
	1700-1900	Hospitality Tent-Immediately After Race Regalia Sales ISA meeting, RYC, time to be announced.
Wednesday, August 28	1050	Warning Signal, Race #4
	1700-1900	Hospitality Tent-Immediately After Race - Regalia Sales
Thursday, August 29	1050	Warning Signal, Race #5
	1800-2200	Caribbean Night, Shadow Lake Band - Steel Drum Band
Friday, August 30	0900	ISA Committee Meeting, RYC
	1050	Warning Signal, Race #6
	1900	Closing Ceremonies Banquet and Dance at RYC Band Skycoasters (8-12)
Saturday, August 31	1050	Warning Signal, Race #7 Awards Presentation, time to be announced.

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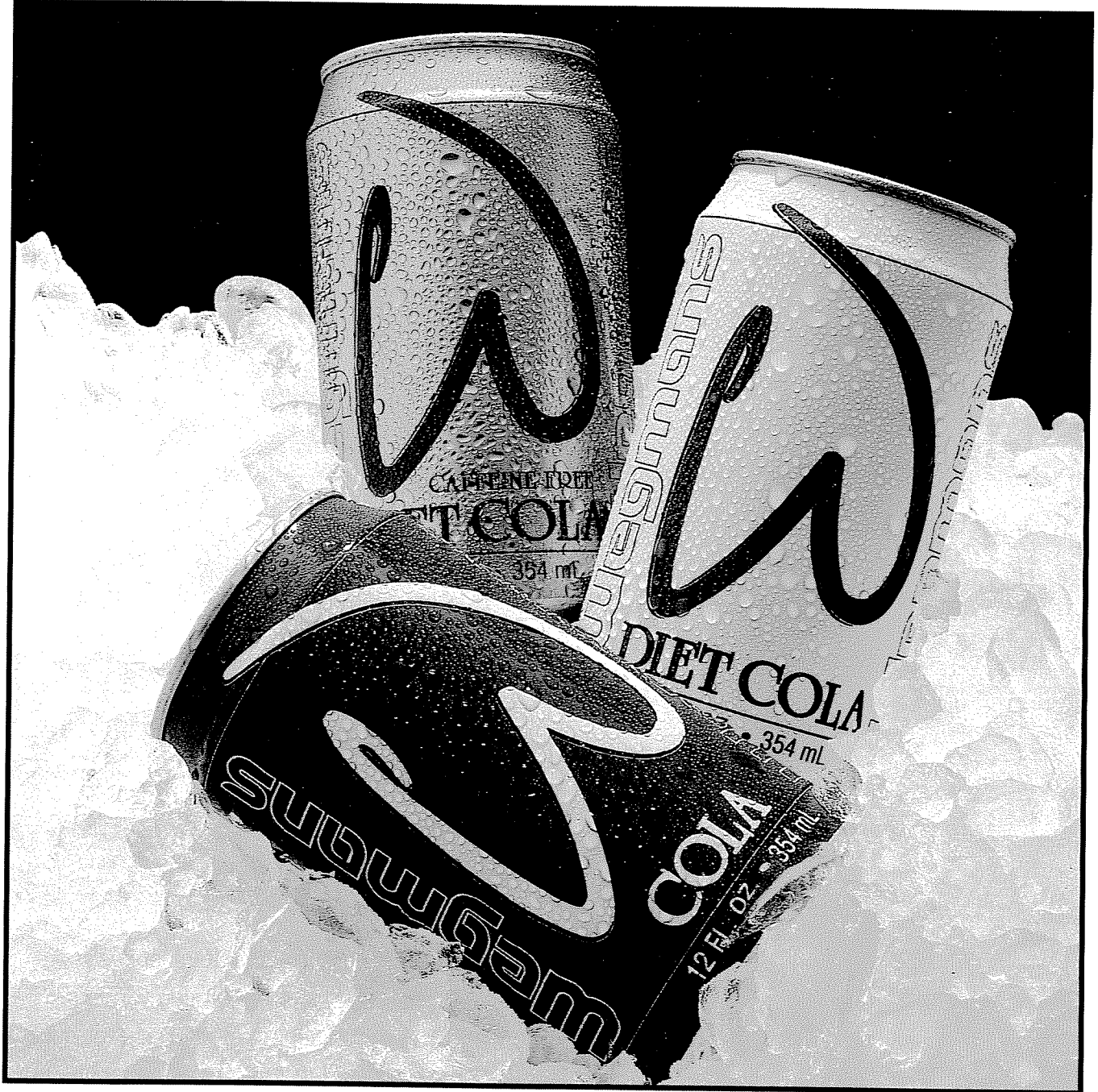
The mark of a gentleman



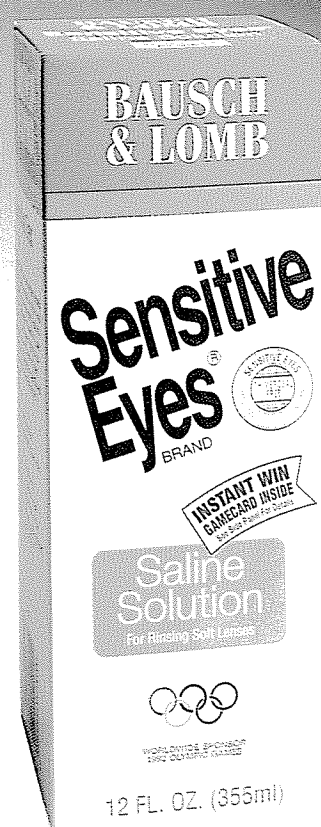
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We also recognize the importance of supporting a movement that makes everyone who participates a winner. We're proud to be a worldwide sponsor of the 1992 Olympic Games.





City of Rochester

Thomas P. Ryan, Jr.
Mayor

City Hall
Rochester, New York 14614

July, 1991

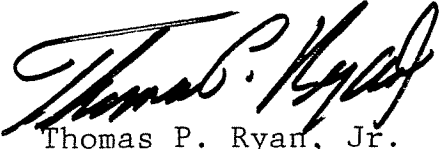
It is my pleasure, on behalf of all residents of Rochester, N.Y., to extend greetings and a warm welcome to everyone involved in the World Soling Championship.

While the pleasures of yachting and competitive sailing are enjoyed by a comparatively small sector, such events bridge international borders and wide oceans in making the world one community of humankind. As the "World's Image Centre", Rochester salutes the spirit and beauty of this world-class regatta.

We also want to acknowledge the work of those who helped bring this prestigious event to our shores, which focuses long deserved attention on our unique configuration of waterfront resources. From the Erie Canal along the Genesee River corridor to our great Lake Ontario and including Irondequoit Bay, an ambitious level of planned development is opening up these waterways for recreational use by residents and visitors, alike.

We are proud and pleased to host the World Soling Championship, and wish good sailing to each and every competitor.

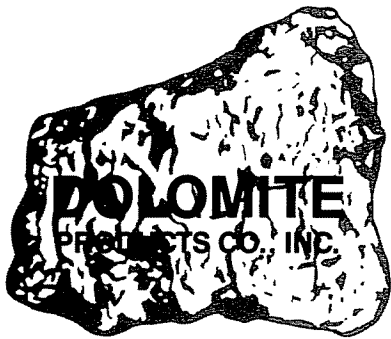
Sincerely,



Thomas P. Ryan, Jr.
Mayor

0607r

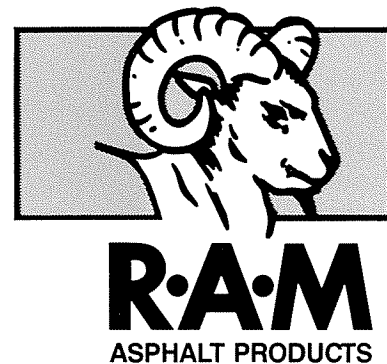
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WELCOME TO THE WORLD'S SOLING SAILORS!!

We gather at Rochester for one of the outstanding events of the Class. The largest fleet of overseas entries ever to assemble in North America and the largest entry of North American boats since the 70's. And we gather at one of America's most prestigious venues - the historic Rochester Yacht Club on some of America's best sailing waters.

We thank the officers and members of the Rochester Yacht Club for inviting us and we look forward to the fine racing and wonderful hospitality for which the club has long been renowned.

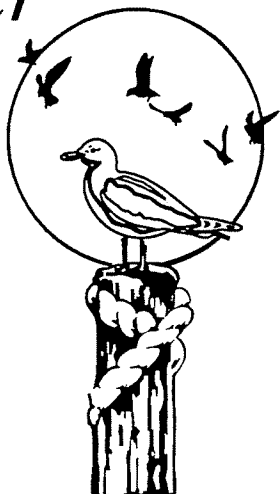
The Class has long struggled with the hope that it could provide the ideal regatta for the Olympic aspirants, the "pros," and for the club sailors, the "amateurs" and thanks to the Rochester Yacht Club for their willingness to adjust to our needs. We believe that the lesson of recent experience is that major championship regattas must be a test of skill for top sailors but should be open to club sailors as well - and that, to assure fairness of competition, this must be done in a traditional single fleet regatta with modifications to accommodate the large entry list, not in format, but in management. We are confident that the Rochester Yacht Club will succeed in achieving this ideal.

Good sailing!

Stuart H. Walker, MD
President, ISA



*Good Luck To
All Skippers
And Their
Crews.*



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HIS BEAUTIFUL PAINTING.

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ROCHESTER, NEW YORK

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FRITZ ODENBACH

SAILING
JERRY CASTLE

SHORE
JOHN ODENBACH

MEASURING
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CONNIE WELCH

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MARY JANE TOMASELLI
STEVE LABUZETTA
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A BRIEF HISTORY OF THE ROCHESTER YACHT CLUB

Our Club had its beginning in 1877. In that year, thirteen gentlemen organized themselves as Directors of a society, the object being "the encouragement and promotion of Yachting."

A Clubhouse was erected, the first of four, on the beach in Summerville and was formally opened on June 23, 1877. Newspaper accounts reported that a Regatta, open to all Monroe County boats was held in July.

In 1886, Incorporation papers were filed. In that year George H. Newell was Commodore, Matthew Cartwright, Vice Commodore; Charles A. Worts, Secretary; Edmund Occumpaugh, Treasurer and Edward N. Walbridge, Captain.

In 1887, land was cleared on the east bank of the Genesee River. This gave the Club an anchorage and was the beginning of our current basin. That year the roster showed 117 members, 15 Sail Yachts and 8 Steam Yachts.

It is not quite clear as to what happened to the first Clubhouse. Records indicate that it might have been destroyed by fire. So in 1889, the second Clubhouse was constructed on the west bank of the river with 157 members.

In 1902, another move found the Clubhouse back in Summerville, just east of the east pier. It was a three story structure with a large veranda. This building later was to become known as, "Popp's Inn" and survived until the early 1950's.

In 1908 a plan was developed to improve the basin, the area was formerly a swamp. Some work was done in 1909, lockers were added and the first dredging process was started.

During 1917 or there about a Star Fleet was established with interclub racing with The Cleveland Yacht Club.

In 1922 the fourth and current Clubhouse was built on the east bank, just north of the swing bridge. This Clubhouse was substantially remodeled in 1953, again in 1973. It has accommodated many a function in its sixty odd years.

In 1925, the "R" Class came to the Club with a fleet of four boats, they were to become the backbone of the Clubs Racing activities, also in that year, the Club elected to membership, Sir Thomas Lipton, the famous Tea merchant and 5 time challenger for the America's Cup. He presented R.Y.C. with a Trophy that bears his name. We still race for the Cup under L.Y.R.A. and still in "R" boats as the original Deed of Gift called for.

In 1926 the Rochester Junior Yacht Club was started.

In the early 30's it was decided by some of our astute members that we needed a new design for our Dinghy Fleet. At that time we were sailing Cat rigged boats, while the Canadians and British were Sloop rigged. A delegation went to England and commissioned UFF-Fox to design a 14 foot Dinghy. This little craft proved so successful that in 1939 the International 14 Association was formed at R.Y.C. and we became Fleet Number One. In interclub competition, they raced for the Emerson and Douglas Trophies and at R.Y.C. they raced for the Baker and Ford Cups. The 14's went on to become World Famous and to this day are still actively being raced.

For over fifty years, R.Y.C. was the dominating factor in Canada Cup contests. The Cup was won first by R.Y.C.'s "Genesee" in 1899, sailing under Chicago Yacht Clubs Burgee. It came to Rochester in 1903 having been won by "Irondequoit", and was successfully defended until 1954 when it came to an end when R.Y.C.'s "Iskareen" lost to R.C.Y.C.'s "Venture".

Continued on next page...



1936 was a big year at R.Y.C. In June we sent eight men and three of our new 14 foot Dinghies to Europe. They first raced in Denmark, then Oslo, Norway. Scotland was next, then to Cowes, Isle of Wight, England. They returned home after two months with a basket of Trophies, including the Gold Cup, taken at Cowes. Another triumph that year was bringing the Worlds Star Class Championship to R.Y.C., our first Worlds. In L.Y.R.A. competition, we took the Mabbett and Lipton Cups. To top it off, we went to Chicago and brought home the Richardson Cup. In 1936, R.Y.C. came of age.

In 1939 the first of the Six Meter's arrived on the scene. Over the years they would develop into the greatest interclub racing yet seen on the Lake.

In 1941 news report stated "Now many of the best sixes are on Lake Ontario and it is well on the way to becoming the worlds "Center of the Class"."

In the mid-fifties, we had the North Americans on the Lake with boats from as far away as California. The winner went to Norway at the invitation of the King and Queen. For those who experienced them, there will never be anything to replace the "Sixes" Golden Years.

It was in 1948 that R.Y.C. came into prominence. This was the Rochester Race, the longest fresh water race in the world. In the years of its running, it rated with the Port Hudson and Chicago Mackinac races and with these races formed a Summer Yacht Racing circuit.

It was about 1953 that the Dragon Fleet arrived, at its peak we had eleven boats. The Interclub Trophy was the John Foster Dulles Cup, and today the class is still active.

Through the history of the Club, we have raced custom built boats, rule, built "P"'s & "R"'s, then the Meterboats "8"'s and "6"'s. The 14's, Jolly Boats, Rhodes Bantams, Knarrs, 420's Tempest, Solings, Ensigns, 505's, Lasers and now Windsurfers.

In 1982 we were again to send an R.Y.C. boat to Europe, as we did in 1936. However, this time it was an 8 Meter. "Iroquois" went to Norway and came home a world champion and if that wasn't enough to prove a point, they repeated it in 1983.

continued on next page...

Through the years R.Y.C.'s boats have raced off the lake to Chicago in 1899. Then through the years, S.O.R.C. saw the R.Y.C. Burgee in the 60's and 70's, six times in the Bermuda Race, five times in the Chicago Mackinac, and eight times in the Port Huron Mackinac. As for our cruising boats, we currently have two in the Mediterranean.

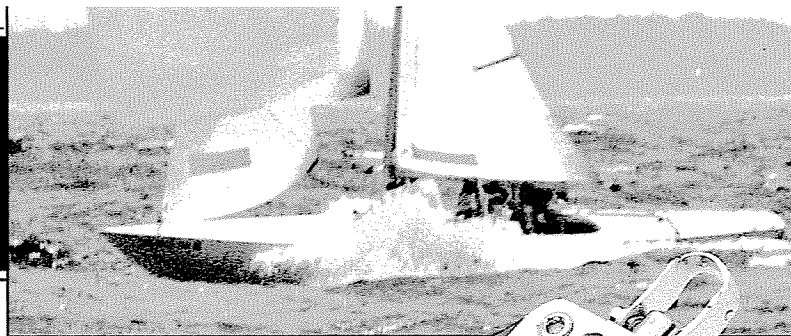
We can thank our founding fathers for the great history that R.Y.C. has had over the past 100 odd years and our object is still the same as theirs; "The encouragement and promotion of Yachting."

Compiled by
John Ochs
Club Historian

**A TRIBUTE TO THE MEMBERSHIP AND STAFF
WHOSE DEDICATION AND SERVICE
HAVE MADE ROCHESTER YACHT CLUB
A WORLD CLASS ORGANIZATION
*PRESENTED BY THE R.Y.C. SOLING FLEET 1991***

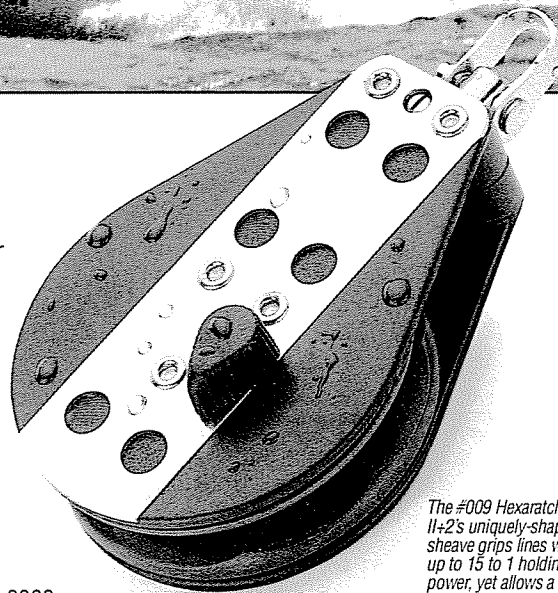
- 1936 STAR CLASS WORLD CHAMPIONSHIP
- 1948 INTERNATIONAL 14 WORLD CHAMPIONSHIP
- 1966 RHODES BANTAM WORLD CHAMPIONSHIP
- 1967 U.S.Y.R.U. ADAMS CUP FINALS
- 1973 FLYING DUTCHMAN WORLD CHAMPIONSHIP
- 1974 420 CLASS NATIONAL CHAMPIONSHIP
- 1975 DRAGON WORLD CHAMPIONSHIP
- 1975 SOLING NORTH AMERICAN CHAMPIONSHIP
- 1976 U.S.Y.R.U. ADAMS CUP FINALS
- 1979 I.Y.R.U. WOMEN'S WORLD CHAMPIONSHIP
- 1981 J/24 NORTH AMERICAN CHAMPIONSHIP
- 1983 SOLING NORTH AMERICAN CHAMPIONSHIP
- 1984 U.S.Y.R.U. PRINCE OF WALES FINALS
- 1985 8 METER WORLD CHAMPIONSHIP
- 1989 J/24 NORTH AMERICAN CHAMPIONSHIP
- 1989 J/24 NORTH AMERICAN JUNIOR CHAMPIONSHIP
- 1989 WINNER OF U.S.Y.R.U. ST. PETERSBURG TROPHY
- 1990 8 METER WORLD CHAMPIONSHIP
- 1991 SOLING WORLD CHAMPIONSHIP

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THE INTERNATIONAL SOLING

HISTORY

In 1964 the International Yacht Racing Union began a search for a modern 3-man keelboat. An international design competition was held from which three designs were selected for testing. The design became reality and at Kiel, Germany in September of 1966 the competition stopped being hypothetical. At the end of eleven races, the choice was narrowed to the Soling or the Shillalah. The Shillalah was larger and faster, but the Soling had very impressive handling characteristics and was less expensive. In November of 1967, the Soling was selected as the new international 3-man keelboat class.

The Soling had shown its potential even before receiving international status. July of 1967 saw the first international regatta in Copenhagen with 17 competitors. In November of 1968, the Soling was further honored with selection for the '72 Olympic Games. At that time there were almost 2000 boats in the class. Progress did not slacken; over forty countries were affiliated with the class by 1973 and over 60 boats com-

peted in the World Championship of 1975.

With beauty, excellent sailing qualities and participation in the Olympic Games of '76, '80 and '84 it is no wonder that the Soling has been selected by some of the world's best sailors.

DESIGN AND CONSTRUCTION

The fin hull and spade rubber make the soling as maneuverable as any board boats. The many below deck mechanical advantages allow ease of adjustment by skipper and crew. She is fast, easily handled and extremely seaworthy in rough conditions. But perhaps the most notable feature of this keelboat is that she will float after filling with water, thus allowing her to be self-rescuing.

The Soling is made of fiberglass and shaped according to class authorized molds. During molding, each hull is checked with a template several times. The center of gravity for hull and keel are established with great accuracy. All of this standardization helps to assure em-

phasis on the skipper's and crew members' skill.

More than any other Olympic class, the Soling requires steady helmsmanship. As a three man boat, she is ideally suited to those who enjoy teamwork.

CLASS ORGANIZATION

The International Soling Association (ISA) is a strong centralized authority overseeing all national Soling associations. Builder must be licensed by the class as suitable for production, and all boats are checked by impartial certified measurers. Uniformity of sails is tightly controlled and the number of sails which can be used for major regattas is restricted.

Those who join are kept well informed by the ISA's "Soling Sailing", which is published four times a year.

Members are not simply competitors, they are friends who enjoy the social aspect of a regatta as true Corinthian Yachtsmen.

Compiled by
Benoit J. Beaulieu



North Soling Sails Take the Gold.

And the Silver. And 8 of the top 10 Olympic positions.



**1988 OLYMPIC RESULTS
Soling Class**

Gold	Schumann	DDR	North
Silver	Kostecki	US	North
Bronze	Bank	D	Elvström
4	Smith	K	North
5	Dias	BL	North
6	Kermarec	F	North
7	Dodson	NZ	North
8	Persson	S	Rebel
9	Lange	A	North
10	Shaidouko	KR	North

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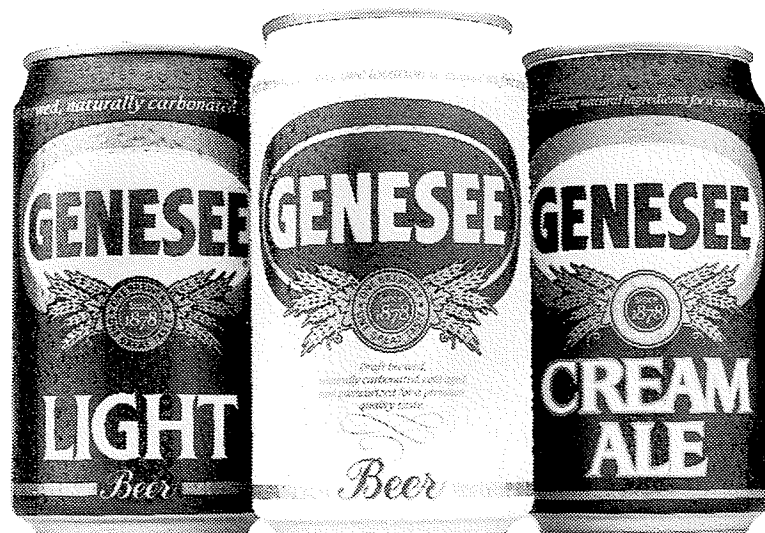
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Matt Ciesicki
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Beam — Max	1.90 m
Av. Freeboard	0.54 m
Displacement	1,035 kg
Keel Weight	580 kg
Ballast Ratio	56%
Mainsail Area	13.6 m ²
Jib	8.1 m ²

This technical drawing illustrates the sail plan for a Soling sailboat, showing the main sail and the spinnaker. The main sail is a large, triangular sail with a complex internal structure of battens and reefing points. Key dimensions and labels include:

- Main Sail Dimensions:**
 - Top edge: MAX 120
 - Left edge: 1820 ± 80, 50%
 - Right edge: 18500, 340, 380
 - Internal labels: 530 ± 60, 1160, 125mm DC JAR, 830 ± 60, 2010, 830 ± 60, 136 m², 21.7 m², 830 ± 60, 1820 ± 80, MAX 920, 3200
- Spinnaker Dimensions:**
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 1971 Oyster Bay, U.S.A.
 1973 Quiberon, France
 1974 Sydney, Australia
 1975 Lake Michigan, U.S.A.
 1977 Hanko, Norway
 1978 Rio De Janeiro, Brazil
 1979 Visby, Sweden
 1980 Ponce, Puerto Rico
 1981 Anzio, Italy
 1982 Perth, W. Australia
 1983 San Francisco, U.S.A.
 1984 Lake Garda, Italy
 1985 Sarnia, Canada
 1986 La Trinite, France
 1987 Kiel, Germany
 1988 Melbourne, Australia
 1989 Balaton, Hungary
 1990 Medemblik, Holland

Skipper	Boat
Paul Elvstrom	(D 29)
Stig Wennerstrom	(S 65)
R. Mosbacher	(US 504)
Ib Ussing Andersen	(D 50)
Paul Elvstrom	(D 61)
Bill Buchan	(US 593)
Glen Dexter	(KC 132)
Gastao Brun	(BL 15)
Robbie Haines	(US 707)
Glen Dexter	(KC 132)
Vincente Brun	(BL)
Mark Bethwaite	(KA 144)
Robbie haines	(US 747)
Valdemar Bandolowski	(D)
Dave Curtis	(US 777)
John Kostecki	(US 736)
Helmer Nauck	(DDR)
John Kostecki	(US 736)
(No Champion)	-----
Marc Bouet	(F 181)

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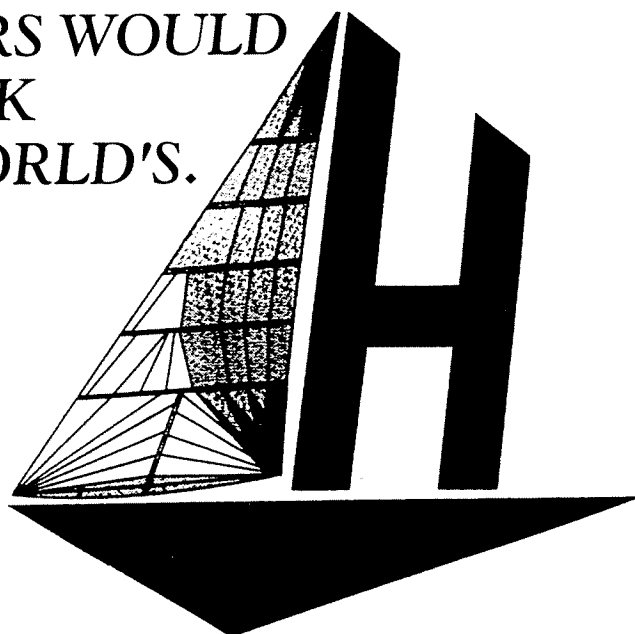
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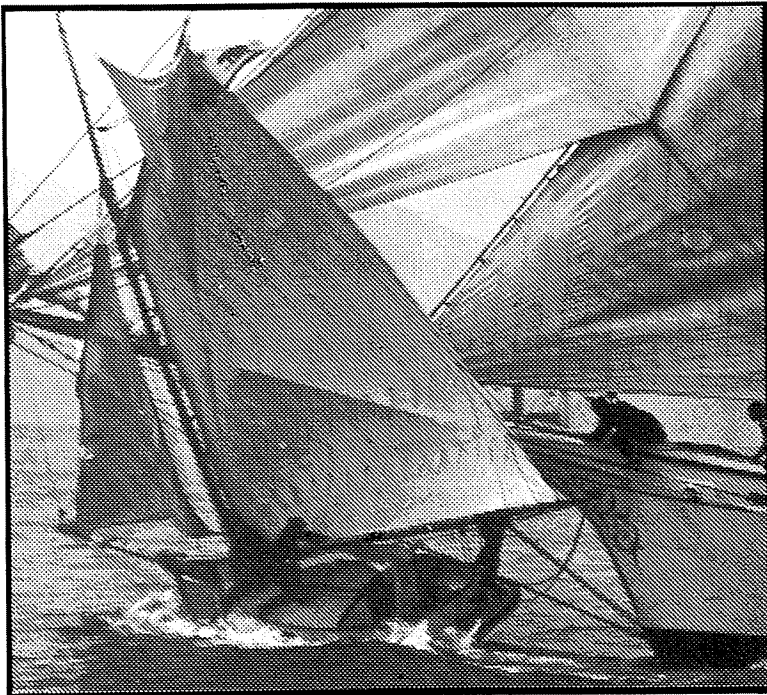
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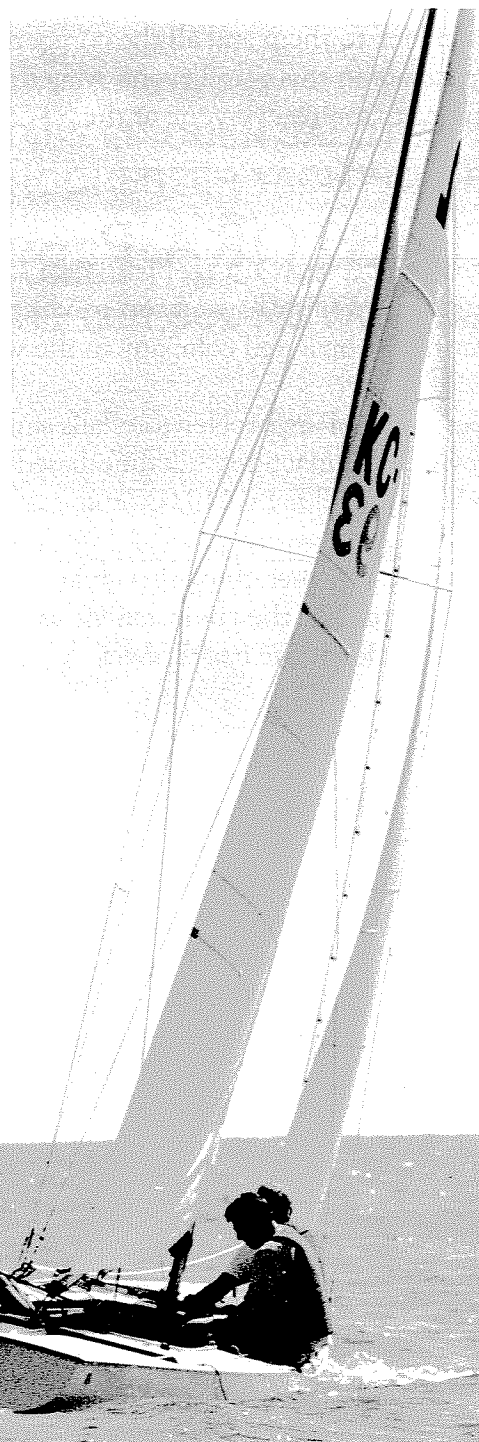
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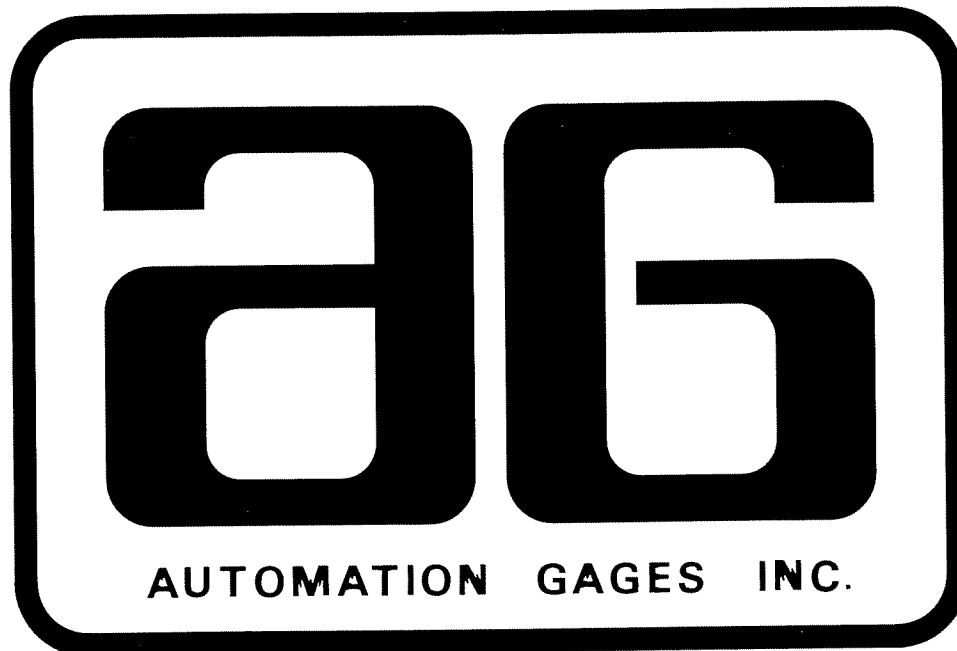
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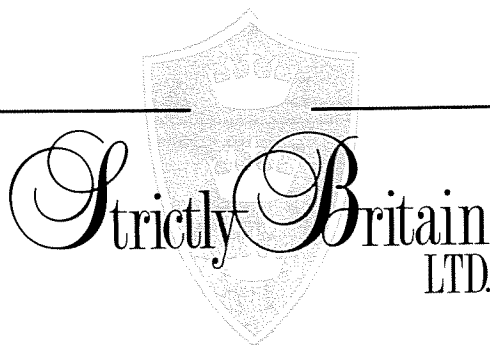
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SOLING VENUES

ROCHESTER-

The Rochester Yacht Club, on the Southern shore of Lake Ontario, was one of the first and remains one of the most active Soling Clubs in the world with a 15-20 boat fleet which races every weekend from mid-May to October.

Because Rochester is on the south shore of a Great Lake, the prevailing wind of the summer, the weather system Southwesterly (generated on the back of the persistent high above the Atlantic Coast), is following offshore and, therefore, opposes the onshore lake breeze. This frequently means "Two Winds Simultaneously", the Southwester (or Southerly or Southeast-erly) near the shore and the Northerly thermal lake breeze offshore. A Northwesterly (or Northerly) weather system wind, althou unopposed, because it is not blowing offshore (no thermal turbulence), tends to be lighter than expected and associated with shifts between it and the lake breeze. After the lake breeze does appear at mid-day at about 20', it gradually increases in velocity (but rarely to more than 10 knots) with the heating of the land. When the weather system wind is Northerly, the lake breeze oscillates significantly, but if the former is Southerly, the lake breeze tends to be steady and separated from the weather system wind by a zone of calm. Thus, Rochester's reputation for light air.

However, frequently the Southwester is strong enough (if forecasted to be 15 knots or more) to dominate the lake breeze and be the only wind apparent. Even then it is strongest and most shifty near shore (near the weather mark) and weakest offshore (near the leeward mark). When the wind is light at the start or the leeward mark, it usually pays to go left (the locals say "Head For The Beach") to gain the advantage of more wind along the port tack layline and to discover the frequent back in the left corner. When the wind is stronger (above 15 knots), the difference in wind velocity is less significant and a velocity veer becomes evident, particularly in the right corner. Of course, these tendencies are assoiciated with oscillations which, if great enough - 10' or more (sometimes 20' at a stroke!) - should be utilized. During a recent firecracker regatta it paid to go left on almost every first beat and to go right on almost every subsequent beat. At least it was unwise to go all the way left after the first beat. Frequently no veer appeared until one reached the starboard tack layline - and it paid, if going right, to go all the way to the layline. A gradual veer (from 250 to 280) with time and with increasing wind velocity was evident during each day but the wind had returned to its original 250' - 260' direction the following morning.

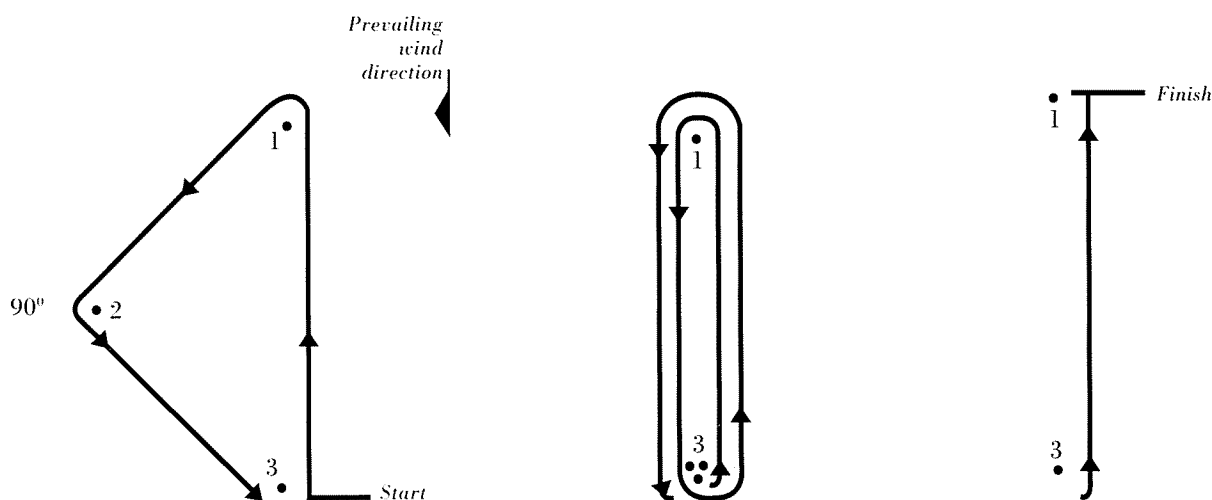
by Stuart Walker

RACE COURSE CONFIGURATIONS

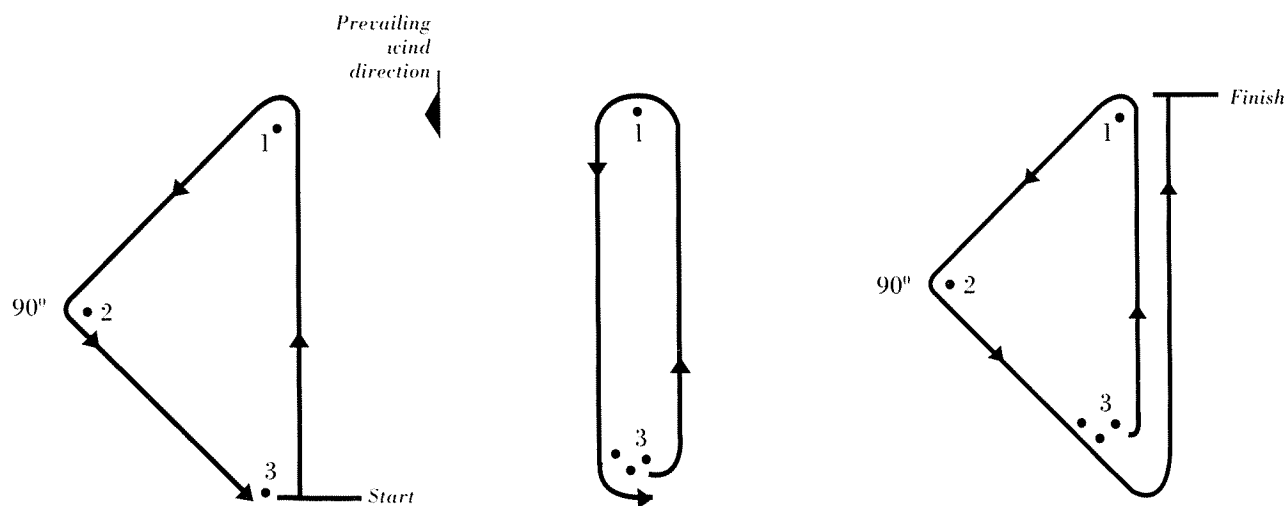
THESE ARE TWO COURSES WHICH CAN BE USED DEPENDING ON THE WIND CONDCTIONS.
COURSE 1 IS TO BE USED WHEN WIND VELOCITIES ARE APPROXIMATELY 12 KNOTS OR LESS.

COURSE 2 IS TO BE USED WHEN WIND VELOCITIES ARE APPROXIMATELY 12 KNOTS OR MORE.

COURSE 1: CONSISTS OF A "TRIANGLE", "SUASAGE", "SAUSAGE".
ORDER OF ROUNDING: 1.2.3.1.3.1.3.1 (FINISH)



COURSE 2: CONSISTS OF A "TRIANGLE", "SAUSAGE", "TRIANGLE".
ORDER OF ROUNDING: 1.2.3.1.3.1.2.3.1. (FINISH)



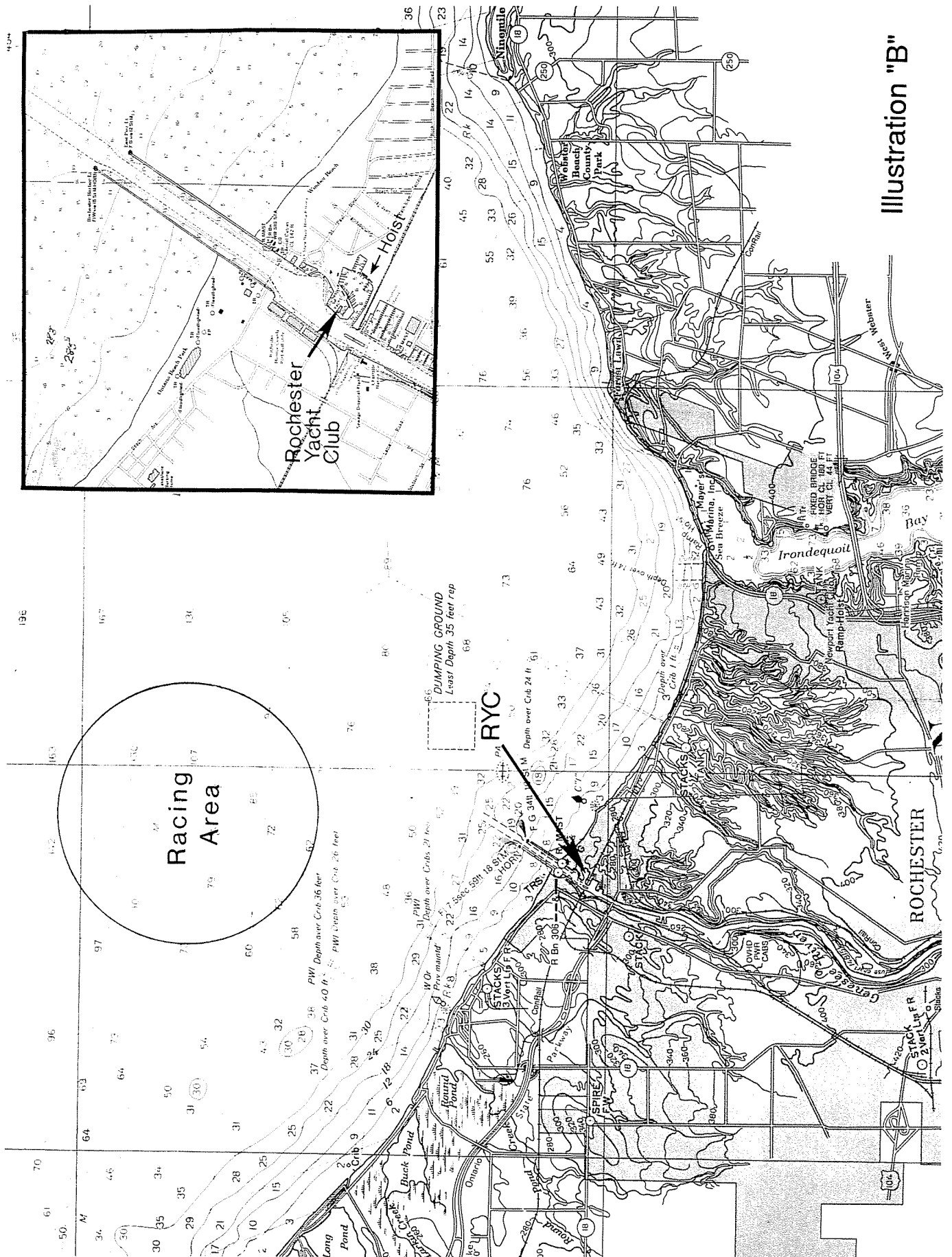


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C.Y.A. Rules Committee (past)
C.Y.A. Offshore Committee (present)
International Governing Committee, Int. E-22 Class (past)
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Member of USYRU Yacht Racing Associations Council
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Member of Rochester Yacht Club

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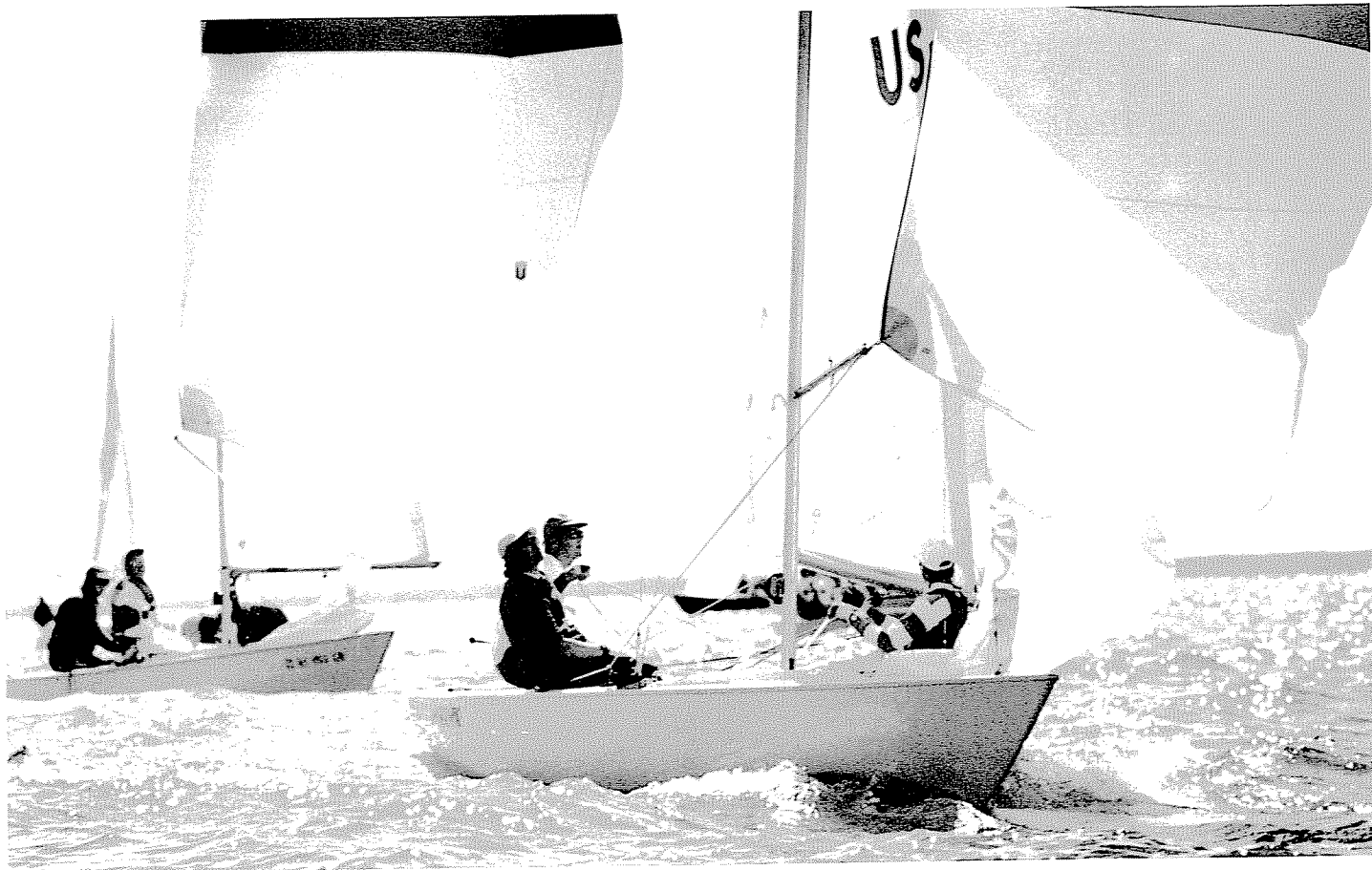
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U.S. Racing Rules Committee
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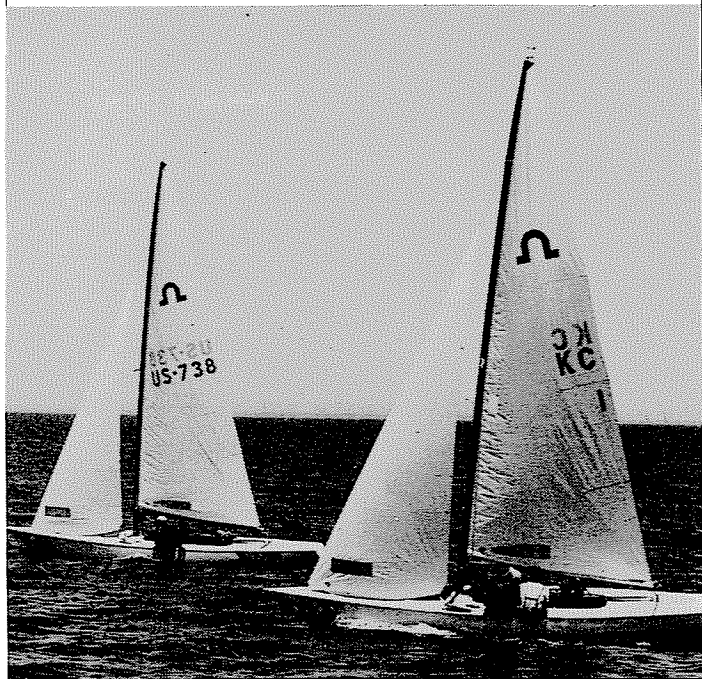
National/ International Committee Positions

International Judge I.Y.R.U.
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Continued on page 37...

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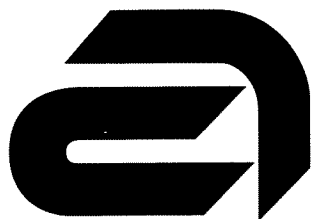


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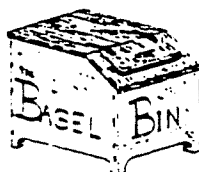


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Past Chairman of Racing Rules Committee of
I.Y.R.U., of C.Y.A. and of N.A.Y.R.U.
C.Y.A. Appeals Committee Member
Counselor of Honor C.Y.A.

Member of Royal St. Lawrence Yacht Club
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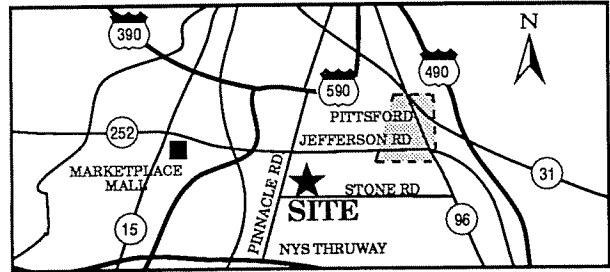
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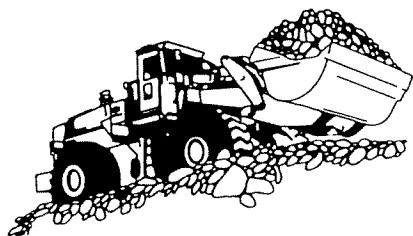
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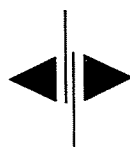
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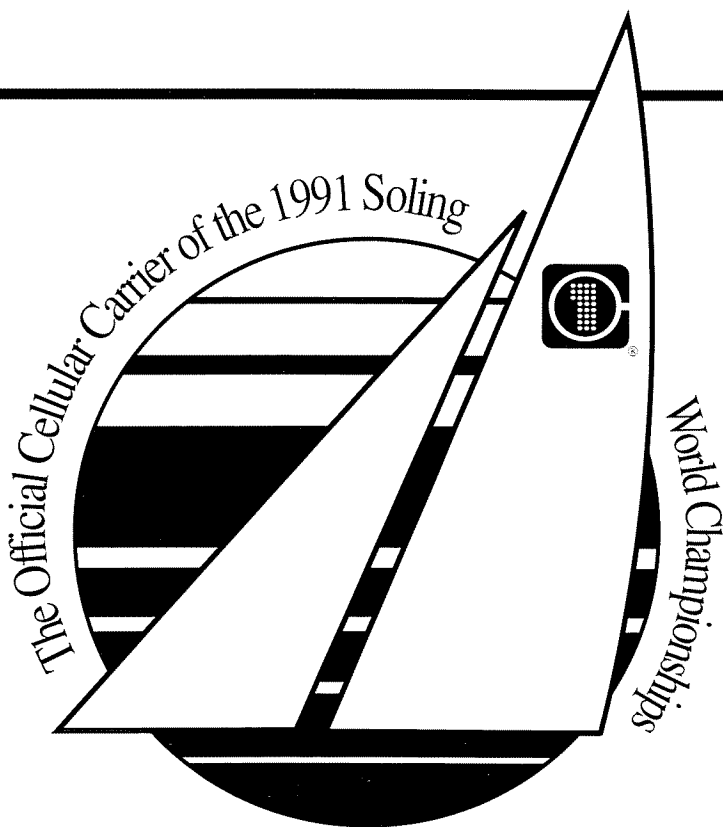
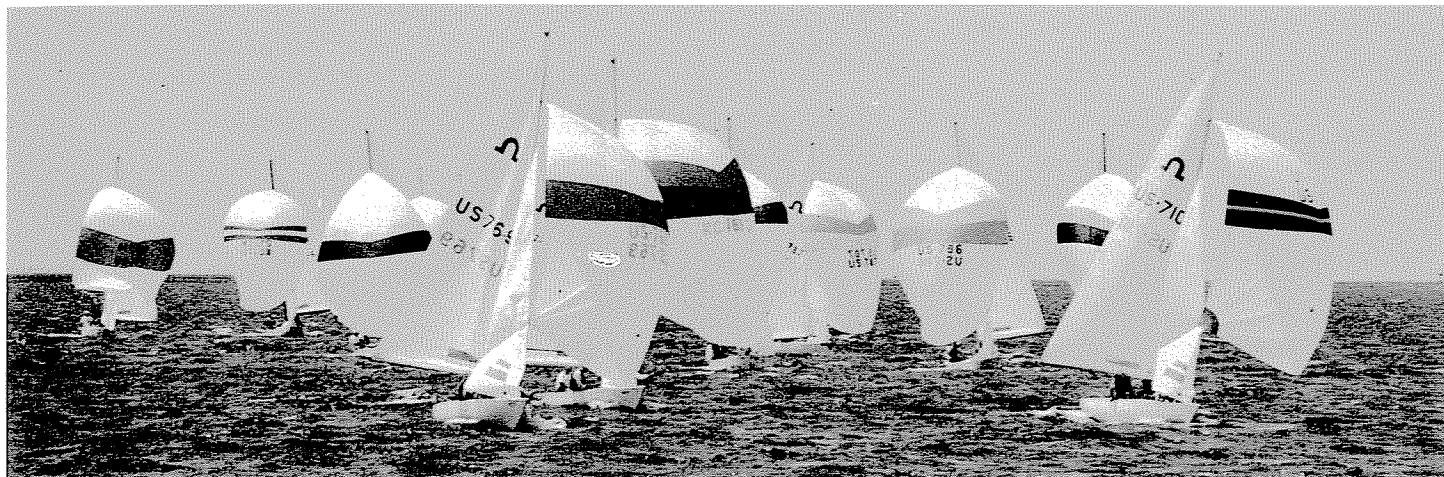


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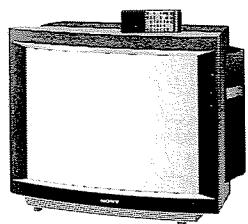
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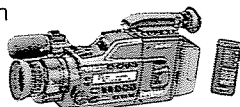
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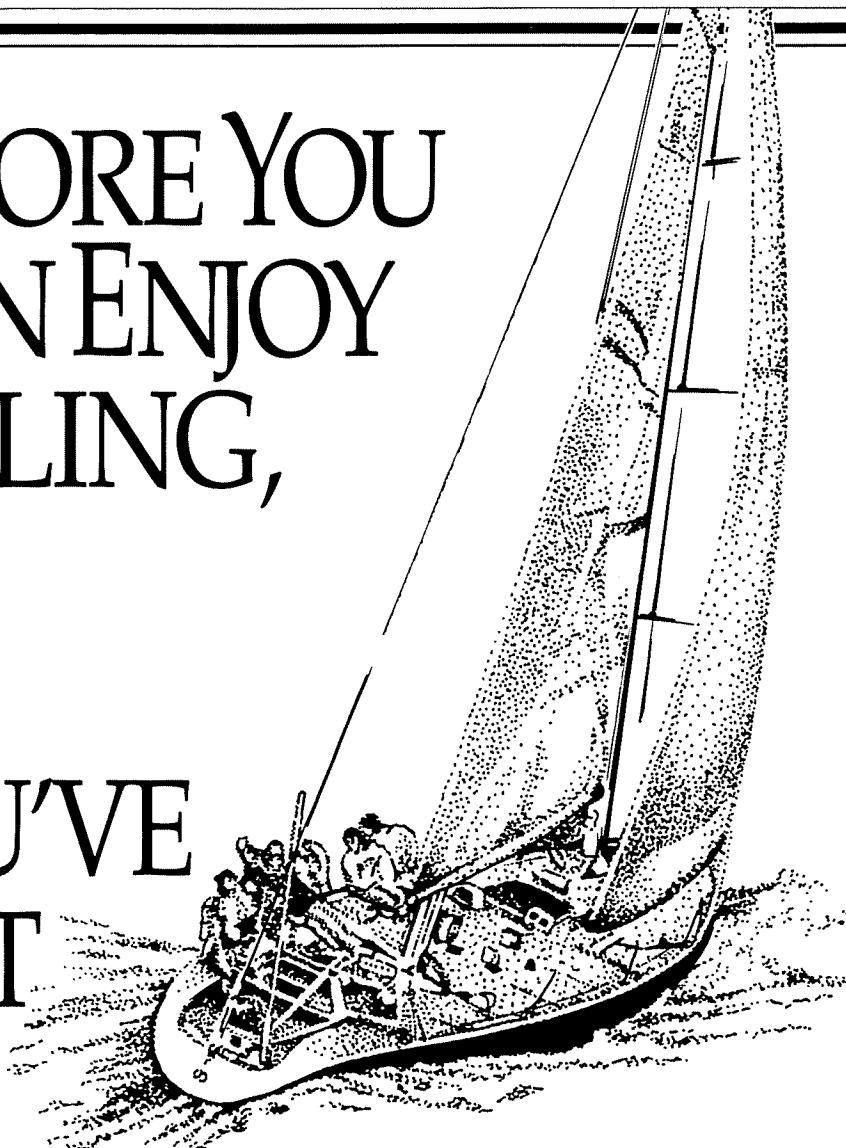


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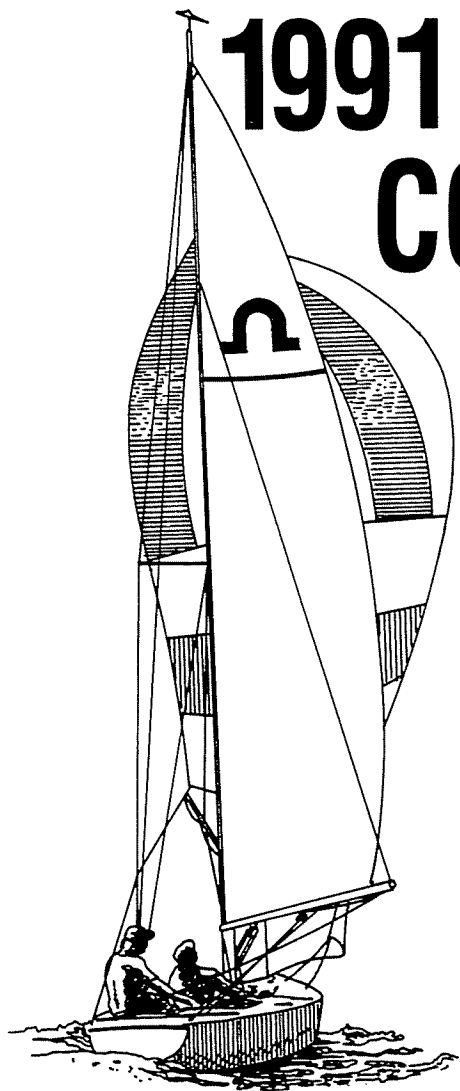
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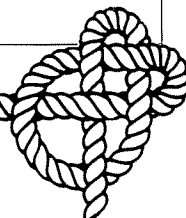
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