

# Yngling 99

ISAF International Class

The Magazine for Yngling sailors and their friends world wide



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Cover photo: Calm winds, rough  
Falkensteinwind.

Photo by Luis Gazzari.

## WHO'S WHO AT A GLANCE

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In cooperation with the  
International Yngling Association –  
I.Y.A.



**I S A F**

The first Yngling Keelboat was built in 1968. The Yngling obtained International status in May 1979.

“The objectives of the INTERNATIONAL YNGLING ASSOCIATION – IYA are to promote and further the interests of the International Yngling Class throughout the world.

- IYA shall manage the affairs of the Class.
- IYA shall encourage national and international competition in the Class.
- IYA shall coordinate the Class Rules in order to maintain the One-Design character of the Yngling Keelboat.

• IYA is organised within the individual countries through NATIONAL YNGLING ASSOCIATIONS – NYAs.

• In the countries where a NYA has not yet been established, the National Yacht Racing Authority (NA) shall administer the Class (in case the NA does not want to do so, the function will be carried out by IYA).”

#### ADVERTISERS

AIYA

Elvstrom

Harken/De Wolf Boats

Høj Jensen Sails

Jan H Linge

John Mast

North Sails

Raudaschl-Segel

Ullman Sails

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Designer: Jan Linge  
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# preSiDent's messAge



The Ingall sailing family (USA) in St Gilgen Hej! Gott Nytt År 1999!\*

Time to start learning some Swedish if you intend to participate in the WC 1999! Then "Hej, hur mår Du!" meaning "Hello, how are you!" when meeting a Swede is a good phrase to get started.

These funny letters used in Swedish like "å" or "a with a dot" give a new meaning to words. Let me give you an example: "far" means father and "får" means sheep, so that's it!

Well, for some it may mean the same thing! We have also ä's and ö's with two dots. So, here is a sentence you could try to translate: "I ån är en ö"\*\*. Good luck and see you next summer in Borstahusen!

Last summer it was very rainy and cold in Sweden and also elsewhere

else. When going to St Gilgen I went by air to Munich. It was only 9°C there, and when arriving in St Gilgen it rained heavily. The campers had a difficult time to keep dry and warm but the arrangements by the Yacht Club Wolfgangsee were excellent. All the sailors were in a good mood. My congratulations to all of you at the Club preparing and working for us Ynglings in making a fine World Championship.

In St Gilgen we had two US boats among a record number of over 70 boats. It was many years since we saw two US boats in a WC. Bruce Chafee has participated a number of times but we met the Ingall family with Ellie and John for the first time. John is our new Builder in North America. We certainly hope

that they will come again and that maybe word will spread around to attract other US boats to this prime Yngling event.

Our class is in relatively good condition, something I already said last year. This has now been confirmed by the Soling Class. When seeing our Yngling 98 Magazine and our Class Brochure from 1996 the Soling folks were impressed. They immediately had a similar Soling Class brochure produced. Congratulations Chris to a fine job as our Secretary, already 6 years in office. However, behind every man there is a woman. Look at Jan in the picture, a very good looking representative of our class, don't you think. I suspect that she may be behind our brochures. Thank you, Jan, as the Secretary's counsel, advisor, assistant or the actual doer (besides being crew and mate!).



Jan Harper (AUS) in her smart Australian Team Jacket

The IYA Governing Committee Meeting was held one evening in St Gilgen. At this meeting an Honorary Life Membership was awarded to Jørgen Ring from Denmark for his involvement in the Yngling Class and the development of the youth programme in Denmark. It was very well deserved.



**Jørgen Ring (DEN) with his youngsters preparing their Yngling sailing day**

Later on, in August, I got a call from Jørgen who was sailing in Sweden with a group of "Ynglings" or youngsters. One day later they all appeared and landed in our neighbouring harbour at Ängeviken\*\*\*. Barbro and I had the pleasure of serving them from the grill. Next morning before departure Jørgen briefed about the sailing waters around Marstrand, a sailing centre on the Swedish Westcoast. Thank you Jørgen and all your Ynglings for stopping by!

At the IYA annual meeting we also elected a Womens' Committee .

It is too early to say what that will bring. However, all female Yngling sailors, please contact either Helene Huber (SUI), Sabine Schedlinsky (GER) or Ellie Field (USA) if there is something on your mind that you want to debate and bring to the agenda for a decision.

At last, don't forget to take a look at our own website:  
[www.sailing.org/yngling](http://www.sailing.org/yngling).  
 Happy sailing 1999, before the next millenium.

**Ingemar Strömblad**

\*Hello, Happy New Year

\*\* In the river is an island

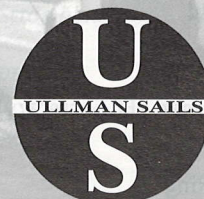
\*\*\*Meadow Bay

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# Annual General Meeting

Annual General Meeting of the IYA Governing Committee  
in St. Gilgen, Austria, 11 July 1998.



#### NYA Representatives present:

Hamish Jarrett	AUS
Rudi Mayr (EC Vice President)	AUT
Morten Flamand	DEN
Paul Niemeyer	GER
Bart Wiersma	NED
Joakim Skovly	NOR
Mattias Dahlström	SWE
Helene Huber	SUI
Ellie Field	USA

#### In attendance:

Chris Harper (EC Secretary)	AUS
Andreas Knittel	AUT
Jørgen Ring	DEN

Per Thorshøj (Chief Measurer)	DEN
Sabine Schedlinsky	GER
Jan Linge (TC Designer)	NOR
Ingemar Strömblad (EC President)	SWE
Bruce Chafee	USA
John Ingalls	USA

#### Apologies:

René Steimer (EC Treasurer)	SUI
--------------------------------	-----

(EC = Member of the Executive  
Committee)

(TC = Member of the Technical  
Committee)

1. Ingemar Strömblad opened the meeting and was elected Chairman along with Chris Harper as the Minutes Secretary.
2. The Notice of Meeting was approved and the Agenda accepted.
3. The Annual Report by the President was tabled and adopted.
4. The economic situation was presented showing a profit of SFR 3890 for the period. The reason was mainly because of less administration cost for the committees and lower cost for the production of the Yngling Magazine. The report of the auditors was presented and accepted. The executive Committee was then discharged.
5. Elections of the Executive Committee Members (EC) were held with the following results: Ingemar Strömblad SWE, President (1 year)  
Rudi Mayr AUT, Vice President (1 year)  
René Steimer SUI, Treasurer (2 years)
6. Fasser & Lauenberger were appointed Auditor for the next year.
7. The members of the Technical Committee (TC) were appointed as follows:  
Per Thorshøj, Chief Measurer  
Chris Harper, Australasia  
Jørgen Ring, Scandinavia  
John Ingalls, North America  
Jan H Linge, Designer  
  
Mr Piet Hein Noordenbos had asked to be relieved from his present appointment representing Central Europe. He was thanked for the work he had carried out

in the Technical Committee of the IYA during altogether 5 years.

It was decided that Per Thorshøj and Rudi Mayr should ask the 1998 WC Regatta Measurer Mr Peter Schoeberl to become the new TC Member for Central Europe.

8. The President was appointed as the IYA's delegate to the ISAF General Assembly.
9. The Chief Measurer gave a report regarding the work on templates for the rudder. The TC will look into this in more detail before making a recommendation. Problems with Measurement Forms and Measurement Certificates in connection with the WC were discussed. It was decided that the TC shall take a close look and come up with a solution. There was also a report about missing boatstickers.
10. Gareth Eames was proposed for International Measurer to be accepted by ISAF. Also renewal applications for Per Thorshøj and Chris Harper as International Measurers were approved.
11. The proposal to modify the existing IYA Rule as regards Honorary Membership was discussed and resolved. It was decided to change Rule 5.1.3 from "Honorary Membership" to become "Honorary Life Membership". The implication of this change for other rules was to be looked into by the President and the Secretary.
12. Honorary Life Membership was awarded to Jørgen Ring, for his commitment and involvement in the Yngling Class and in the

development of youth programmes in Denmark.

13. The situation by Linge A/S was discussed and Jan Linge gave a report on his position with Dirk Nauta. Ingemar Strömblad handed out a written report on visits paid to Portier and two other boat building companies in Middle Europe with a recommendation that IYA support a change, which was accepted. The Builders in Australia through Chris Harper and the US through John Ingalls, DeWolf Boats gave reports on their activities.
14. It was decided that all Builders shall supply a statistical report to the President, stating the number of boats that have been built for each year in the past. It is important to regain a good growth of the Yngling Class in the future.
15. The Yngling Magazine was discussed and the 1998 issue was very positively commented on. The problem to receive advertising is still needed to be resolved.
16. The new web-site was positively commented on and it was approved the purchase of the address **www.yngling.org** from Norway. The web-master Mr Bruce Chafee was applauded for his work so far and will continue to improve our site. All nations are asked to co-operate directly with him.
17. The situation as regards women's sailing was discussed. It was decided to ask Ellie Field, USA, Sabine Schedlinsky, GER and Helene Huber, SUI in the meeting to form a committee to discuss this issue and come up with a

proposal as regards events in the Yngling Class itself.

18. If we would like to hold events such as match racing the possibilities will be explored by a committee to be formed and chaired by Rudi Mayr.
  19. As regards the 2004 Olympics with women's fleet and/or match racing it was resolved that the President shall continue to promote the Yngling. It is important that all NYAs promote the Yngling by lobbying important women.
  20. The WC Agenda in Borstahusen for 1999 from Sweden was approved. The Danish proposal for hosting the WC 2000 in Skoedstrup (near Aarhus, Jutland) was also approved. WCs for the coming years were discussed. GER, USA, SUI and AUS all expressed interest and were welcome to present their proposals next year.
  21. The budget as proposed in the Agenda was approved. In addition a promotional neck-tie (400 pcs) to be ordered by AUS was approved.
  22. The date for the next AGM was decided to 18 July 1999 at 10.00 in Borstahusen. The exact location to be announced.
  23. The President closed the meeting and thanked the Representatives for their contribution to the meeting.
- St. Gilgen 11 July 1998
- Ingemar Strömblad*
- Chris Harper*

# measurer's Corner

When, as Chief Measurer, I am present at a World Championship, it is with more than one purpose. The major purpose is to be there as a Class Rule interpreter to the organisation who is in charge of the WC, and to guide the jury (of which I am often a member) in questions regarding to Class Rules and technical related matters. Another specific task is to be present at the IYA AGM where I give my report about the condition of the Class and how the measuring program was carried out last. Of course I am also there to conduct a meeting in the IYA Technical Committee where all Class Rule matters are brought up.

Those who see me at the WC will see that I walk around and look at the boats in the period leading up to the regatta, make some measurements here and there and comment and ask about different things. Now and then I have to give a direct command (about infringements to the Class Rules) to make sure that all participating boats are in accordance with the Class Rules.

At the last WC I observed many boats without the obligatory "boat sticker", the label that ensures that the owner has paid the annual fee to the International Yngling

Association. Why do people ignore this sticker? At the regatta just before the WC (Salzkammergutpreis) I questioned a crew on a boat without a sticker, their excuse was that the boat was not going to participate in this regatta, but in the WC. In IYCR 2.4.5.1 it is specified that "No boat shall be entitled to race as a bona-fide Yngling unless: ... (iii) the IYA sticker for the current year is affixed to the centerline of the deck between the rudder post and the aft end of the cockpit". This means that if you want to sail any regatta in an Yngling you (the boat) have to be a member of the IYA and the sticker has to be placed in the correct position. My reason not to protest the boats was that some of the boats were hired (mainly by Australians) for the regatta and I would not like to embarrass people who had travelled such a long way with the purpose to sail.

At this WC I would not "disqualify" any boat on this basis, but in the future I will not accept any boat participating in any regatta without the annual IYA sticker in place, and to ensure this I will make sure I have a number of stickers to sell on location, or else I will protest the boat after Class Rule 2.4.5.1 (iii).

Another thing I have observed is optimizing of the keel. People are very interested in making a "wing keel" with sharp edges on the bottom. This matter is not directly mentioned in the IYCR, but due to the max section keel template, I will not accept a difference in the edge radius from the one defined there. When talking about keels, I would like to bring up another item – the "Portier keels". We have a very old dispensation regarding the Portier keels produced before 1st January 1987, due to the fact that they were too thick, asymmetric etc. Many boats sail with these keels (ie. the WC boat 1998 DEN 177) and have accepted the conditions. However, is it acceptable that a number of boats have a keel that does not conform with the Class Rules? Another aspect is that I have understood that some consider the Portier keel as an advantage because it gives *carte blanche* to design your own keel profile (the Portier is given a dispensation). Maybe we should delete the dispensation (the owners have had 10 years to get rid of the problem) and work on making all keels equal.

This year's amendment to the Class Rules (which are shown elsewhere in the Magazine) is mainly a regulation



regarding the rudder to make it possible for the licensed builders to make their own rudder moulds. Therefore, will the rudders in the future be measured with templates. In the past many have filled-in the rudder (mainly to get it symmetric) to make their own shape. The rudder profile has not been very precise, but with the new changes we hope to have put an end to one-off rudders.

Another small change in the Class Rules is in 3.2.10, about the drain hole in the forward bulkhead. Until now the rule has specified that the hole shall be closed when racing. However, many have ignored this fact and sailed with the hole open to be able to drain the room forward of the bulkhead when racing. Since there is no practical reason to keep this hole closed, we have decided to change the rule to allow this common practice.

All changes in the Class Rules will come into force from 1st March 1999.

Last, I will give my best greetings to all Yngling sailors in the world with the best wishes for the 1999 season. See you at the worlds in Borstahusen Sweden in July.

**Per Thorshøj**  
IYA Chief Measurer

YNGLING 99

# YNGLING



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KEEL	310kg
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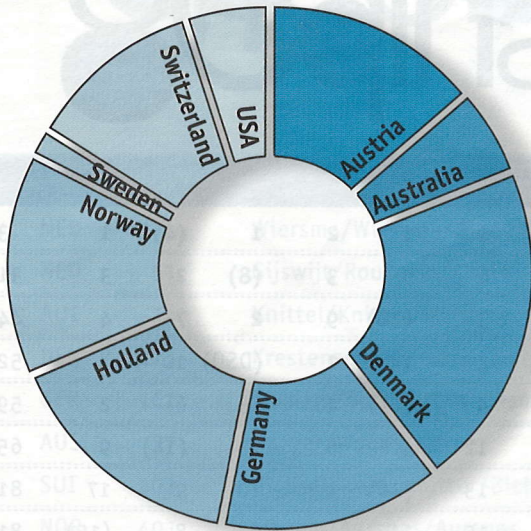
# Treasure's report

## BALANCE SHEET at April 30, 1998

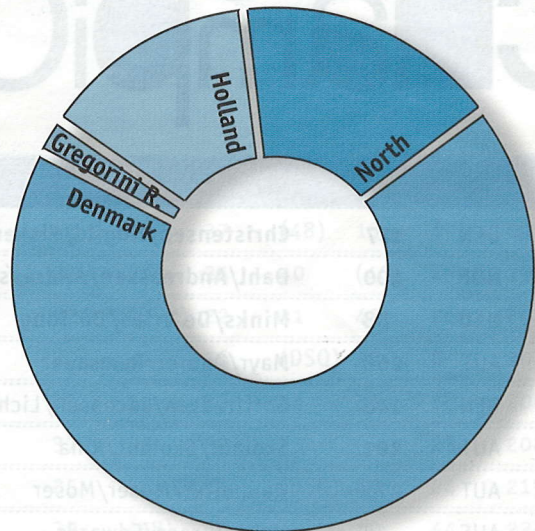
	1998 CHF	1997 CHF
<b>Assets</b>		
Cash at bank	1,488.20	22,749.35
Bonds (at the market value)	15,302.95	14,936.00
Accounts receivables	7,963.00	2,870.80
<b>Total assets</b>	<b>24,754.15</b>	<b>40,556.15</b>
<b>Liabilities</b>		
Accounts payables	340.00	20,032.30
Accumulated funds brought forward	20,523.85	21,127.60
Excess of income over expenditure for the period 1997/98	3,890.30	-603.75
<b>Total Liabilities</b>	<b>24,754.15</b>	<b>40,556.15</b>

## STATEMENT OF INCOME AND EXPENDITURE for the period ended April 30, 1998

	1998 CHF	1997 CHF
<b>Income</b>		
Building fees	0.00	383.80
Membership fees	14,460.00	14,420.00
Sail-labels	7,320.00	6,660.00
Championships	1,120.00	740.00
Advertising	3,801.10	3,248.10
Promotion articles	0.00	335.00
	26,701.10	25,786.90
Bank and bonds interest	526.60	743.05
Bonds-value increases	0.00	1,165.25
	27,227.70	27,695.20
<b>Expenditure</b>		
Publications	17,162.90	20,032.30
Committee	3,698.45	6,326.70
Administration	1,423.20	1,513.95
Promotion articles	0.00	0.00
Championship expenditures	0.00	0.00
Other expenses	552.85	0.00
Auditor	500.00	426.00
	23,337.40	28,298.95
<b>Excess of income over expenditure</b>	<b>31890.30</b>	<b>603.75</b>



Austria	100	Norway	0
Australia	37	Sweden	11
Denmark	150	Switzerland	80
Germany	100	USA	25
Holland	110		



Australia	0	North American Yngl.	60
Denmark	250	Raudaschl	0
Gregorini R.	6	Sobstad Norway	0
Holland	50	Sweden	0

## The man



### Rudi Mayr

Olympic Competitor  
1976 – Soling  
Austrian Champion – Soling  
Drachen a. Yngling 16 x  
Yngling WM 3 1992

### The Quality

### The Success

### The Pleasure

## The boat



*Didgeridoo AUT 268*

### Racing Results 1998

Alpencup – Traunsee	1, 2, 4
Rosenwind Yngling Regatta – Attersee	1, 2, 5
World Championship – Wolfgangsee	4, 7, 11
Schwerpunktregatta – UYC Attersee	2, 3, 4
Austrian Championship – SC Altmünster	2, 5
Championship of Salzburg District	1, 3
Autumnregatta – Traismauer/Donau	1

## The sails

Main Type BH  
Jib Type BV and BH  
Spinnaker Type TS

**RAUDASCHL** 

Member of the Doyle Group

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# World Championship 98

Place	Country	Sail No	Team	1	2	3	4	5	6	Points
1	DEN	177	Christensen/Hogild/Fisker	1	1	2	1	(4)	1	3.0
2	NOR	400	Dahl/Andreassen/Andreassen	6	3	3	(8)	2	3	31.8
3	NED	88	Minks/De Vries/De Jong	3	(10)	9	2	7	4	44.7
4	AUT	268	Mayr/Daurer/Ramsauer	2	14	1	(DSQ)	10	7	52.0
5	DEN	146	Gottfredsen/Jacobsen/Lichtenberg	4	(17)	10	15	6	2	59.7
6	AUT	201	Skolaut/Skolaut/Riha	12	4	6	7	(14)	9	65.7
7	AUT	271	Hauptolter/Moser/Moser	13	(26)	4	10	9	17	81.0
8	AUS	38	Hollis/Grace/Edwards	15	11	13	5	8	(15)	81.0
9	DEN	129	Taatø/Reymond/Gundborg	21	18	(21)	9	1	11	83.0
10	SWE	29	Berntsson/Berntsson/Helander	16	2	15	(24)	5	21	83.0
11	AUT	180	Buchinger/Schulz/Buchinger	14	5	11	(DSQ)	15	13	87.0
12	NOR	391	Larsen/Durban/Bergstrom	19	6	12	11	13	(27)	90.7
13	DEN	180	Dalsbo/Garde/Neumann	5	(39)	28	14	3	16	91.7
14	USA	28	Chafee/Guhle/Jensen	(54)	7	17	3	11	35	99.7
15	DEN	134	Bach/Wildt/Christensen	9	8	(27)	21	19	20	107.0
16	AUT	83	Wayrethmayr/Schuller/Wayrethmayr	38	13	7	6	21	(41)	114.7
17	AUT	46	Winkler/Besler/Urlesberger	(DSQ)	22	14	4	38	14	120.0
18	DEN	52	Hansen/Jorgensen/Poulsen	7	29	(47)	27	22	6	120.7
19	DEN	61	Palludan/Bille/Hartvig	24	24	(44)	17	29	10	134.0
20	AUT	240	Diem/Diem/Diem	22	23	5	33	33	(37)	145.0
21	DEN	111	Ring/Olesen/Kristensen	23	9	(DSQ)	16	46	22	146.0
22	NOR	231	Pedersen/Salberg/Salberg	28	15	31	28	18	(31)	150.0
23	AUS	39	Jarrett/Ross/Salt	(36)	31	8	26	28	32	155.0
24	SWE	31	Ekstrand/Dahlström/Andersson	27	30	(39)	13	27	29	156.0
25	NOR	278	Antonisen/Antonisen/Bessesen	11	28	29	29	31	(48)	158.0
26	AUT	230	Richard/Resch/Cerha	44	21	16	12	36	(DNF)	159.0
27	AUT	269	Schmidinger/Langwallner/Schmidinger	33	20	26	25	(63)	25	159.0
28	NOR	326	Skovly/Aursnes/Henanger	20	34	33	20	26	(DNF)	163.0
29	GER	199	Schedlinski/Löser/Schutt	31	32	(38)	18	25	28	164.0
30	AUS	5	Ryan/Dunstan/Stone	(DSQ)	48	30	23	24	12	167.0
31	DEN	159	Langen/Flamand/Rasmussen	18	19	45	39	20	(DSQ)	171.0
32	USA	296	Field/Ingalls/Field	10	44	(61)	37	17	36	174.0
33	DEN	4	Guhle/Harmsen/Teisbaek	51	12	(63)	22	23	38	176.0
34	NED	40	van Helten/Drift/Franke	26	40	20	30	(49)	30	176.0
35	DEN	68	Casparij/Neergaard/Falk	46	37	(59)	36	30	5	183.0
36	SWE	5	Österberg/Österling/Strömblad	8	45	25	42	(55)	34	184.0

# St. gilgen

Place	Country	Sail No	Team	1	2	3	4	5	6	Points
37	NED	274	Wiersma/Wiersma/Bloemendaal	41	25	37	(48)	16	42	191.0
38	NED	51	Gijswijt/Roukema/Abeln	32	36	34	40	(40)	19	191.0
39	AUT	16	Knittel/Knittel/Weisang	52	(DSQ)	22	31	42	26	203.0
40	DEN	171	Krestensen/Hofmann/Molgard	30	41	56	(DSQ)	39	8	204.0
41	GER	161	Rothert/Porteous/Wachsmann	(57)	56	23	44	35	18	206.0
42	AUS	37	Harper/Wogas/Harper	37	33	32	53	(61)	23	208.0
43	SUI	203	Bichsel/Kohlschutter/Bichsel	25	52	24	(DSQ)	60	24	215.0
44	NOR	401	Stroem/Aursnes/Aursnes	39	(58)	50	49	12	44	224.0
45	GER	150	Eggers/Dylla/Schatt	35	54	35	38	34	(57)	226.0
46	AUS	1	Melia/Lang/Bonomo	49	43	48	19	(56)	45	234.0
47	AUT	191	Boustani/Moosgassner/Risch	29	42	36	(61)	58	40	235.0
48	AUT	272	Lutz/Scköch/Glas	45	(62)	19	52	47	43	236.0
49	SUI	39	Meister/Monn/Then	(58)	16	40	57	41	55	239.0
50	AUT	130	Elsner/Elsner/Matyasfalvi	(DSQ)	55	18	56	32	54	245.0
51	DEN	131	Jelsbak/Blasbjerg/Kidmose	(DSQ)	49	42	35	51	39	246.0
52	AUT	171	Ahammer/Blecha/Wageneder	53	27	54	(62)	37	53	254.0
53	SUI	418	Unterweger/Unterweger/Hauser	40	51	51	32	(62)	52	256.0
54	SUI	378	Huber/Huber/Jakob	34	38	41	64	(66)	50	257.0
55	NOR	102	Jakobsen/Grundvig/Borge	42	46	49	(51)	48	46	261.0
56	AUS	25	Warn/Sexton/Warn	48	(63)	43	45	45	51	262.0
57	GER	221	Ehrenfried/Meerkamp/Klein	43	50	(68)	41	52	47	263.0
58	GER	194	Urbaczka/Hintz/Engel	62	(DNS)	62	34	43	33	264.0
59	GER	151	Schutt/Engel/Weber	55	(DNS)	60	46	44	56	291.0
60	GER	200	den Drijver/Witzer/den Drijver	56	35	53	59	59	(61)	292.0
61	SUI	381	Güttinger/Güttinger/Meloni	47	(64)	55	60	54	58	304.0
62	AUT	270	Schmidl/Windhagauer/Janusch	60	60	(64)	43	50	62	305.0
63	GER	219	Däbritz/Mayr/Brelle	65	57	(67)	47	57	49	305.0
64	NOR	46	Bjaerke/Bjaerke/Dreng	50	59	46	54	DNF	(DNS)	311.0
65	NOR	310	Bjaerke/Strand/Aursnes	(66)	61	52	58	53	60	314.0
66	SUI	355	Then/Piot/Vogt	64	47	66	50	(69)	63	320.0
67	SUI	103	Wasser/Oester/Eichenberger	(DSQ)	53	65	55	67	59	329.0
68	AUT	190	Berner/Hartl/Munniger	17	DNS	DNS	DNS	DNF	(DNS)	335.0
69	AUS	3	Grosvenor/Albert/Schabel	61	65	57	65	(65)	64	342.0
70	NED	62	Start/Erhelens/Saskia	63	(67)	58	63	64	65	343.0
71	SUI	304	Rickert/Vogel/Zimmermann	59	66	(69)	66	68	66	355.0

# Austrian aspect

## International

Many thanks to each of the 71 teams – representing 3 continents – they found their way into the “Salzkammergut”.

For all Austrian friends of the Yngling class these World Championships 1998 in “Sankt Gilgen Am Wolfgangsee” proved what we had known for a long time and the slogan of the main sponsor said: “Salzburger Land, A Touch Of Paradise”.

(... although we really hoped). So the teams of Rudi Mayr (7th place in Stavoren'97, 4th “at home” in 1998) and Christoph Skolaut (18th and 6th) will have to sail very well at the Öresund to reach their goal “another medal for Austria this century”! Strong winds, big waves and the Scandinavian sailors will know after the next worlds: “Powermen wear Lederhosen”.

But not only the experienced Austrians will go to Sweden. A

to have the chance to learn at this big event, by competing with the best. This will be an investment in the future; and not only for the Austrian Yngling class.

## National

Christoph and Georg Skolaut (AUT 201), the 25- and 23-year-old brothers of the Union Yacht Club Mondsee topped their remarkable season (“International Swiss Champions”, “Austrian Champions” and 6th place at the Worlds ) by winning the Austrian Ranking 1998.

## Top Ten Helmsmen for 1998

1. Christoph Skolaut
2. Rudi Mayr
3. Erhard Haupolter
4. Philip Winkler
5. Wolfgang Buchinger
6. Andreas Knittel
7. Klaus Diem
9. Martin Lutz
10. Karl Ahammer

## Top Ten Crew for 1998

1. Alexander Besler
2. Georg Skolaut
3. Alexander Ramsauer
4. Karl Blecha
5. Anita Knittel
6. Walter Windhagauer
7. Michael Schulz
8. Gernot Diem
9. Wolfgang Daurer
10. Jochen Eisner



Powermen wear Lederhosen

Photo: Prinzessin

Nobody promised there would be no tricky conditions in paradise ... and nobody promised that “the local heroes” would win a medal

generous gift from **Baron Günther Haymerle**, an honorary member of the “Yngling Club Österreich”, has made it possible for a junior team



## WHO'S WHO IN AUSTRIA

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 Fax: +43 662 8297564

From left: Wolfgang Riha, Georg Skolaut  
 and Christoph Skolaut.

## YNGLING DATES 1999

22-25 April	<i>Dolce Vita*</i>	Circolo Vela Torbole sul Garda	
1-2 May	<i>Frühlingspreis</i>	KYC Ossiachersee	FR 0,5
29-30 May	Salzburger Landesmeisterschaft	UYC Mattsee	SP 1,0
12-13 June	<i>Alpencup</i>	UYC Traunsee	SP 1,0
26-27 June	<i>Match Race**</i>	UYC Mondsee	SP 1,0
10-11 July	<i>Salzkammergutpreis</i>	UYC Wolfgangsee	SP 1,0
16-24 July	Weltmeisterschaft	Segel Sällskap Borstahusen	WM 1,5
To be confirmed	<i>Jod`l-Trophy (?)</i>	Achensee (?)	FR 0,5
27-29 August	Staatsmeisterschaft	UYC Attersee	IM 1,2
3-7 September	<i>Austrian Lakes Week***</i>	Traunsee	
4-5 September	<i>Goldene Yngling</i>	SC Altmünster	SP 1,0
9-12 September	Schweizer Meisterschaft	SC Zürich	SP 1,2
25-26 September	<i>Weinlese</i>	HSV & SC Krems an der Donau	SP 1,0



Die "Fuchse" Am Mondsee

### \*DOLCE VITA

We hope, that not only our Swiss yngling-friends will join this event like they did last year, but also Italian (we heard there exist some somewhere!)

### \*\*MATCH RACE

The first try to establish also this form of competitive sailing in Austria.

### \*\*\*AUSTRIAN LAKES WEEK

Big big "Eurolymp" keelboat happening for Olympic and international classes, organised by the "Austrian Sailing Association".

# Wc99 in Sweden

Borstahusen Sailing Association welcomes Yngling sailors to take part in the last World championship of the millenium. Quest for the sailor of the millenium!

Bortsahusen is an old fishing village just north of the city of Landskrona. Today it's a popular vacation area with a large number of different sporting and leisure facilities. The Harbour is easily accessed from the highway and the communications to Malmö and Helsingborg are excellent.

The championship will be sailed on Öresund between Sweden and Denmark. Open waters, good winds, exciting and efficient races are guaranteed.

For more information about the Championship look at the official homepage located at:

[www.crossover.se/yngling/](http://www.crossover.se/yngling/).

At the homepage you will find maps, a chart of the racing area and other useful information.

#### Addresses and phone numbers

##### Borstahusens Segelsällskap

Nedre Gatan 100  
S-261 61 Landskrona  
tel. +46 418 257 68

##### Swedish Yngling Association

P-0 Ekstrand  
Österfäladsvägen 162  
S-261 76 Asmundtorp  
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e-mail: [worlds99@crossover.se](mailto:worlds99@crossover.se)

#### Landskrona Tourist Information

tel. +46 418 782 00

#### Accommodation

For sailors camping is free. The camping is situated just by the harbour. Close to the harbour are also fully equipped vacation cottages with 6-8 beds. In Landskrona city there is a wide variety of hotels.



#### SCHEDULE

##### Friday, July 16

Race office opens. Registration and measurement starts.

##### Saturday, July 17

Registration and measurement.

##### Sunday, July 18

Tune-up race. Opening Ceremony. Registration and measurement.

##### Monday, July 19

Race 1 and 2. Prize ceremony for the day's races.

##### Tuesday, July 20

Race 3. Prize ceremony for the day's race.

##### Wednesday, July 21

Race 4 and 5. Prize ceremony for the day's races. Regatta Banquet.

##### Thursday, 22 July

Spare Day

##### Friday, July 23

Race 6. Prize ceremony for the day's race.

##### Saturday, July 24

Race 7. Prize ceremony for the day's race.

Prize ceremony for the World Championship. Barbecue party.

#### Charter boats

A limited number of charter boats are available. Contact the Swedish YA as soon as possible if you wish to charter a boat for the championship.



## Report from the Swedish YA

During the season we have noticed an increasing interest in the Yngling class. We are very happy about this positive trend and as Sweden is the host country for the WC99, we will make sure the Yngling is a better known boat in Sweden.

The Yngling is a relatively small class in Sweden. During the WC99 sailors from other classes will be invited and introduced to the Yngling. We hope that this, together with other promotional efforts will make the class grow in the long term.

In the fine WC-arrangements in St. Gilgen, Sweden was represented by three boats, all placing in the upper half. This is an improvement from earlier years but even so, we hope for more boats and better results in the season to come.

The Swedish Yngling Association has also worked together with the WC99 host club, Borstahusen Segelsällskap, in order to make the championship in all respects a successful one.



## WHO'S WHO IN SWEDEN

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# News from downUnder

Gooday, there's plenty of sun and we're all havin' fun!

The Sydney fleet is increasing in numbers for our weekly racing and you all know that you can sail all year round downunder, that's probably why we can't get really serious about ourselves and winning.

Except of course when the gun goes, then we get really serious – winning is another matter.

Our fleet is the second biggest weekly One Design Class racing on Sydney Harbour.

Why? You may ask, How can that be?

We should be suffering from a medical syndrome known as "*Post International Sailing Series Effecting Disinterest – Overworked, Fagged & Forgotten*", in short, "*p-----d-off*".

This is a natural state of depression that affects us all after holding an energy sapping W.C. and without treatment can seriously affect your burnt out organisers and volunteers resulting in decreased numbers sailing.

We all try so hard to provide the best W.C that there has ever been, resolving all the communications about boats, accommodation, entries, the host club, functions, parties – the list never ends – and

at the same time hold a qualifying series in your own country and hope that you can qualify as well!

After the Fun in the Sun Down-under WC, I thought about asking a psychiatrist in our fleet for treatment or a remedy, but then I remembered hearing him on TV claiming the only way to treat such depressions as "*p-----d-off*" is without the assistance of prescribed substances.

Knowing the way our fleet healed all its problems in the past with Bundy Rum and Boags Beer I thought there must be another answer.

The answer was there right in front of me. The WC etc. was achieved by a large number of people so let's get them together and have a group therapy session. I was amazed to find that we had so much talent amongst us. We decided that the best way was to use all these talents to our mutual success instead of getting "*p-----d-off*".

David Ward, Bryan Riddell and I, after consuming some quantity of healing substances, decided that a strategic plan was required for our salvation.

Bryan conducted a survey of all our sailors to find out who they really were and what they wanted.

David wrote a strategic plan based on this survey and as much of the past history of the class that I could provide, both good and bad.

We put this plan forward, it was adopted and we have been working to it ever since.

The basic idea is to share the workload and let those contribute with what they know best instead of getting "*p-----d-off*".

One of our simple ideas is the buddy system – each member of our committee has a buddy – your buddy fills in for you when you are too busy with work (the bane of the sailor). This is a very good system, as things don't stop because of you, it shares the work load and eases new people into the running of class business.

The Frequent Sailor Points scheme is a real Tonic.

We assessed where we all worked and what prizes we could contribute. You can win by gaining points for participation rather than finishing position. The prizes are available to both crew and skippers, if you participate you are in the draw, and if you gain the most number of points you win a prize. We have many draws and prizes to spread around.

Our sailors are accountants, dentists, psychiatrists, cement industrialists, orthodontists, personnel managers, suppliers, artists, debt collectors, students, sail makers etc., so you can imagine the prizes – a free tooth extraction – enough dental floss to keep you in tell-tales for decades – artist designed personal stationary – bags of cement - and tax assessments just to name a few.

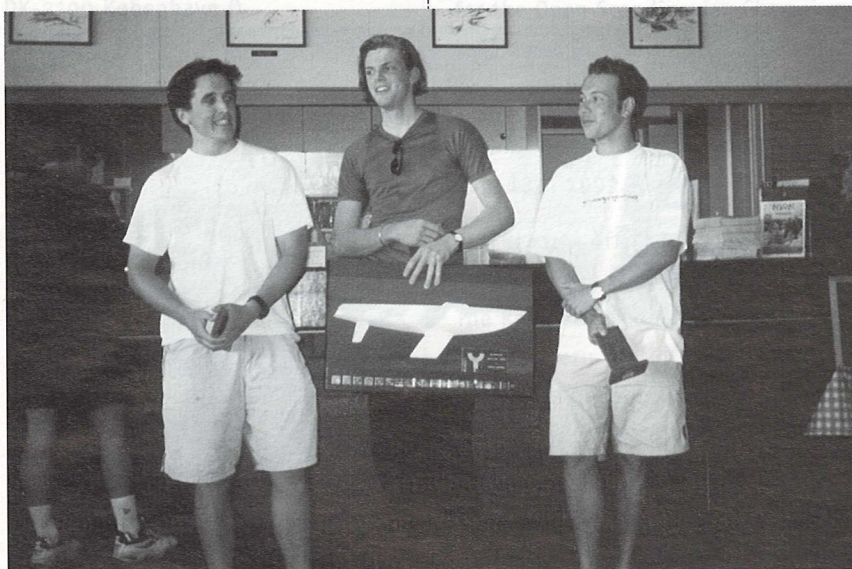
I wish we had a Ferrari dealer but we don't, but never the less the Frequent Sailor Points prize giving is just what the doctor ordered.

Our racing is great and we have a healthy balance of young and old (the young cubs steal most of the races and the old foxes occasionally keep them honest).

Our qualifiers for the Swedish WC are: Hamish Stone - David Ward – Hamish Jarrett – Chris Harper – Pat Warn – Robyn Grosvenor and a visiting American Bob Heckman.

So don't let that syndrome get you down – get up – with some downunder remedies.

*Australian President  
Chris Harper*



## RESULTS 1998 NATIONAL CHAMPIONSHIP

### Scratch

- |    |       |          |   |
|----|-------|----------|---|
| 1. | AUS5  | Tawmii   | Hamish Stone, Dylan Potter, William Tregoning |
| 2. | AUS41 | Borrobil | David Ward, Duncan MacDiarmid, Ben Tregoning  |
| 3. | AUS39 | Mistral  | Hamish Jarret, Julia Salt, Byron Ross         |

### Handicap

- |    |       |                |                 |
|----|-------|----------------|-----------------|
| 1. | AUS28 | Young Achiever | Jeremy Chase    |
| 2. | AUS2  | Missy          | Allan Reece     |
| 3. | AUS3  | The Hobbit     | Robyn Grosvenor |

### 1998 National Championship

The Australian Championship was conducted on Sydney Harbour on the 27, 28 and 29 of December 1998. Sixteen boats contested the Championships in what turned out to be trying conditions. These included varying breezes from twenty knots to two knots, a variety of course lengths and any number of on water obstacles often shaped as Jubilees and Stella/Folkboats who were competing on the same course. However, this just added to the atmosphere and anxiety of the championships.

The races were on a windward return course, with a downwind finish. This made for very close racing and some even closer finishes.

### WHO'S WHO IN AUS

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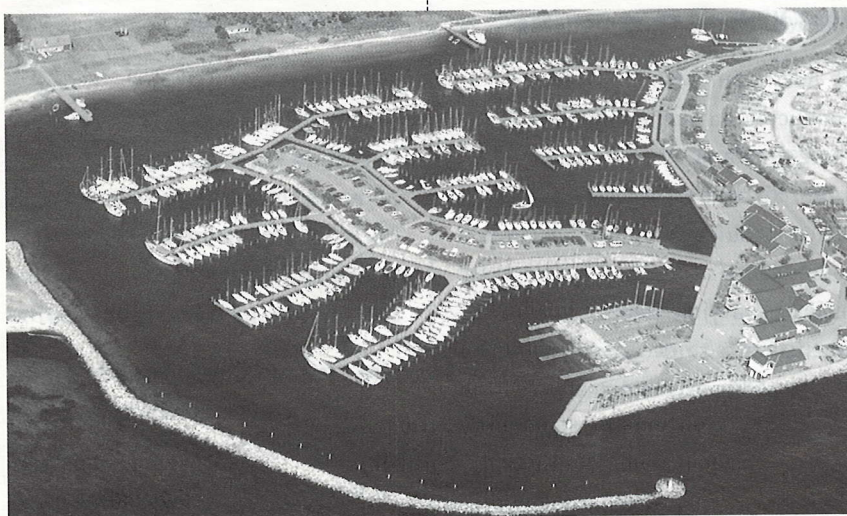
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Winners of the International Yngling Australian Championship – Hamish Stone, Will Tregoning and Dylan Potter.

# danish update

## WORLD CHAMPIONSHIP FOR YNGLING YEAR 2000 IN DENMARK



Dansk Yngling Klub has chosen Kaløvig Bådelaug as the best place for a World Championship for Ynglings. Kaløvig is a large round bay of approximately 5 nautical miles in diameter.

There is very little current, and there are no ferries. Kaløvig Bådelaug is situated 15 kilometres north of Århus, and the club owns the harbour, club-houses, a camping area and a motel for sailors.

Therefore, this place will provide the ideal setting for the first World Championship in the new millennium, from the 21st to the 29th of July, 2000.

Kaløvig Bådelaug was founded in 1967 on the initiative of a number of sailors and it was also built by these future members. The harbour was extended as a consequence of the increasing activities, but soon

more space was needed. In 1983 the harbour was moved 500 metres south and once again built by the members.

This time the result was a modern yacht club with all the following facilities:

A conference centre with modern audio-visual equipment with over-

night accommodation and the restaurant "Klubhuset".

It is also a centre of a large range of activities:

- Training centre of the picked sailors of Team Denmark
- Training centre of the young gifted Danish sailors
- Centre of Match Race

Due to all these activities Kaløvig Bådelaug has experienced a considerable increase in the number of members, and now the membership totals more than 1000. This large number of members makes Kaløvig Bådelaug one of the 5 largest yacht clubs in Denmark.

One of the most important aims of Kaløvig Bådelaug is promoting interest in sailing, especially concerning the young sailors who benefit by the goodwill and the facilities. This interest and support result in sailing activities whenever you pay a visit to the harbour, both in the summer and in the winter. Only hard frost and an icebound harbour will keep the young sailors from sailing.

### Regattas in Kaløvig Bådelaug

Another top priority is regattas. The club has a long tradition as organiser



of regattas on a high level – both national as well as international regattas.

The club has all the facilities, equipment and know-how attracting sailors as participants in regattas of Kaløvig Bådelaug.

Ashore, the dinghy area with the ramp, the houses, the camping area and the big club house are all advantages in making the yacht club ideal for large regattas.

At sea the starting vessel "Ara" and the rubber boats are the best boats to fulfil a race officer's needs in order to create the best races.

Within the past decade Kaløvig Bådelaug has organised several Danish and Scandinavian Championships and several European Cups in which, among others, the Laser dinghy have participated.

#### WHO'S WHO IN DENMARK

##### President

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#### MAIN DANISH YNGLING EVENTS 1999

##### Danish Junior Championship

June 26 – 30.

Bogense (25 km north of Odense)

##### Open Nordic Championship

July 10 – 13.

KDY Skovshoved

##### Danish Championship

August 13 – 15

Middelfart (45 km West of Odense)

##### Womens Championship

August 28. – 29.

Nivå (20 km north of København)



#### OPEN SCANDINAVIAN YNGLING CHAMPIONSHIP 1999

##### *Just before the YWC in Borstahusen*

Welcome to the town of Gentofte and to KDY at Skovshoved Harbour for the Open Scandinavian Championship 1999 for the International Yngling Class:

##### **Saturday July 10th to Tuesday July 13th 1999.**

The Regatta office will be open from Saturday July 10th at 10.00 a.m.

The Regatta Office is situated in the southern part of Skovshoved Harbour, Kongelig Dansk Yachtklub. Phone: +45 3963 8787.

1. race: Sunday 11th at 11.00 a.m.

The race will take place on the coast 9km north of central Copenhagen

and 10 nautical miles west of Borstahusen where The World Championships will take place a few days later. The race will be sailed with 3 persons in each boat. The entry form must be completed and delivered – no later than Thursday July 1st to:

Kongelig Dansk Yachtklub

Langeliniepavilionen

2100 København Ø

Phone: +45 3314 8787

Fax: +45 3393 8788

E-mail: kdy@kdy.dk

Have a look at our Website

www.kdy.dk

The entrance-fee is DKK 500.

# dutch Report

## REGATTA DATES FOR 1999

30 April, 1 – 2 May	Spring event, Heeg
22, 23, 24 May	North Sea Regatta, Schevaningen
5, 6 June 1	Tour sailing to Terschelling
19, 20 June	Summer event, Medemblik
7 – 12 August	Sneek-week
28, 29 August	Event at Langweer
3, 4, 5 September	Dutch Open Championship, Brasse Mermeer
2, 3 October	Autumn event, Roermond

### WHO'S WHO

#### Yngling Club Holland

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Tel/Fax 31 235261238

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Tel: 31 235287791

Fleet Captain North: Hielke Engelsma

Fleet Captain Kaag: Arno Elert

Fleet Captain Brassem: Arno Start

Fleet Captain South: Hans Peulen

Measurer: Piet Hein Noordenbos  
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National Magazine: Yska Minks

Public Relations: Yska Minks  
Verlengde Schrans 144 D  
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1998 was a very difficult year for the Yngling class in Holland.

The number of Ynglings competing in races is getting less. It seems like a lot of boat-owners in Holland are not interested in taking part in races any longer.

The Dutch Open Championship at Stavoren on the Ijssellake was frequented by only 14 Ynglings.

Never in Yngling history in Holland has there been so few Ynglings.

The Championship was won by Annelies Thies and crew (NED 57). She had everything this championship, good sailing and a lot of luck.

Four Dutch Ynglings took part in the Worlds in Austria. For many sailors it was a surprise that the bronze medal was won by Yska Minks, Marrit de Vries and Marcel de Jong (NED 88).

At Sneek-week and the event at Langweer, 20 Ynglings participated in each.

Still we hope that in the future some Danish or Norwegian teams will take part in the Sneek-week. I think they would be "shocked" to see so many boats on such a small lake.

As the Dutch Yngling Organisation we are trying very hard to get more Ynglings on the water.

Maybe other national Yngling organisations have some good ideas to promote the Yngling. We are anxious to hear from you.

# congratulations Jan

## JAN LINGE IS HONORED BY THE KING OF NORWAY

Jan now 77 years young (born 28 January 1922) was recently awarded DEN KONGELIGE NORSKE SANKT OLAVS ORDEN for his services to Norway in design and boat construction.

By his own estimation, Linge has 7,000 sailboats and 10,000 powerboats of his design worldwide. He also proudly says that as a result of his designs over the years, he has created jobs for 6000 man-working years – which is equivalent to 3 men constantly at work since Christ was born!

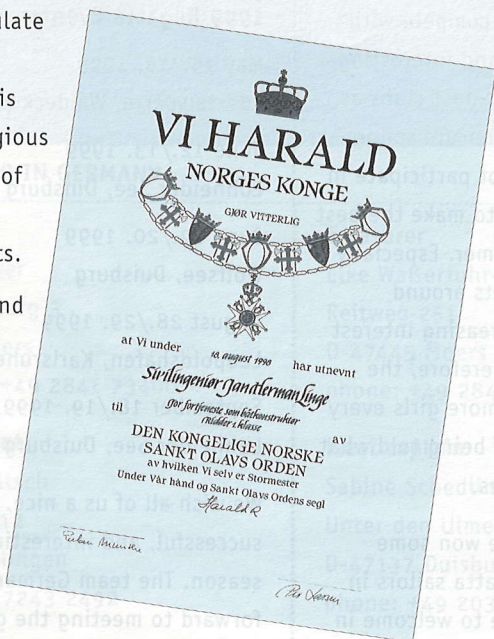
To satisfy his own boating needs, Linge owns a fast powerboat as well as Soling hull No. 1 and the best class in the world the Yngling No. 1 hull.

"I live by the sea and love to sail with my grandchildren." Says a proud Jan.

We congratulate you Jan for receiving this most prestigious recognition of your life's achievements.

Fair winds and fun sailing -

Chris Harper



YNGLING 99



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RESULTS WITH NORTH IN 1998	
World Championships	1,2,5
Danish Championships	1,2
Norwegian Championships	1,2
Nordic Championships	1,2,3
Norwegian Cup	1
Hellerup Whitsunday Event	1,2,3

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Jib C1-2 medium-heavy Spn YC-5 sp

# sailing in germany

What do we have to report? I believe, a lot – on the other hand, nothing.

Our main event was the Düsseldorf boat fair *Boot 98* in January. The German Yngling Association "DYKV" presented a double-bottom-floor Yngling to the public, with the support of – among others – the Dutch Yngling Club and other sponsors.

Visitors who did not know the Yngling were enthusiastic about it, as well as former Yngling sailors who fell into dreams of reminiscence. The show lasted for one week. Some members of the DYKV helped us with great engagement and we found out that there were unexpected talents in stand-maintenance. We believe we succeeded in showing the public that the Yngling class is still an active regatta class. As a result, we decided to repeat this in January 1999 following a German proverb saying "once is nothing".

For the German Yngling sailors the sailing season began late and slowly. So it was no wonder that we were not the fastest during the WC in St. Gilgen, although it is an inland water with mostly calm winds. Nevertheless, we had wonderful *après-sailing* events, which might have been noticed by other participants ... I would like to take this opportunity to thank both the Union Yacht Club Wolfgangsee and the Austrian Yngling Association very



*Boot 98, Düsseldorf, January 1998.*

much for the good organisation and the social events. We know that they were not responsible for the missing *Brunnwind!*

During the remaining three months of the sailing season, our little fleet made every effort to compete with others. We had nice and interesting weekends at domestic host clubs as well as abroad. The "leisure sailors" (i.e. those who do not participate in regattas), too, tried to make the best out of this rainy summer. Especially the ladies of the fleets around Duisburg showed increasing interest in regatta sailing. Therefore, the Ladies' Cup attracts more girls every year who are tired of being told what to do by their spouses.

We are happy to have won some additional active regatta sailors in 1998, whom we hope to welcome in 1999 as well. Furthermore, the a.m.

leisure sailors caused a rush on the few used Ynglings on the German market with the result that these are sold out now. New boats, on the other hand, are too expensive for most people interested, and the Aussie boats too far for some, and too complicated to import.

The German Yngling Association currently has 133 members, some of which are co-sailors on other boats. Most members live around Duisburg in the Rhine valley or near Karlsruhe in southern Germany. The remaining members are spread over the country and it is difficult to motivate these members to take over tasks and activities.

In the recent *presidential elections*, all jobs were given to people who already held them. The main challenge for the next year(s) was to make the Yngling class more popular. We would be pleased if some of our neighbour countries supported our efforts. You are invited to visit our beautiful lakes and seas and to enjoy the clubs' hospitality, although there are only a few clubs who maintain Yngling fleets.

## 1999 Regatta Events:

- May 15./16. 1999  
Edertalsperre, Waldeck (Kassel)
- June 12./13. 1999  
Lohheider See, Duisburg
- June 19./20. 1999  
Wolfsee, Duisburg
- August 28./29. 1999  
Leopoldshafen, Karlsruhe
- September 18./19. 1999  
Lohheider See, Duisburg

We wish all of us a nice, sunny, successful, and interesting 1999 season. The team Germany is looking forward to meeting the great Yngling family at the World Cup in Sweden.





### 1998 RANKING OF THE DYKV:

1.	Sabine Schedlinski	GER 199
2.	Jörg Rothert	GER 161
3.	Holger Urbaczka	GER 194
4.	Thorsten Schutt	GER 151
5.	Hans-Heinrich Gerth	GER 150
6.	Alfred Ehrenfried	GER 194
7.	Adri den Drijver	GER 200
8.	Philipp Däbritz	GER 219
9.	Jürgen Troeltsch	GER 115
10.	August Wolf	GER 7
11.	Horst Garthe	GER 138
12.	Friedhelm Geiling	GER 150
13.	Katharina Hub-Balven	GER 38

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# nORWegian rePORt

The new year has arisen again, and with it the compunction of knowing that our excellent editor, Chris, should have received this before Christmas. Well, so be it. Happy new sailing year all Yngling friends! Let us have a look back at the year 1998 for the Norwegian fleet.

The season was very exciting for many reasons. Could we continue our good progress in the Worlds, would our new ranking system work as intended and please the competing sailors? Would we still be able to watch the class grow? Would the class association for once be able to put forward a positive economic result after the season?

**NOR sailors gathered in their boats with Jan Linge in front.**

## THE NEW RANKING SYSTEM

As you might know, sailing in Norway is widespread. This is especially true for the Yngling class. The northernmost fleet, in the university town of Trondheim, has a 20 hour drive in order to sail with the West Coast fleet in Stavanger, and that is only one way. So as not to kill our sailing pleasure and wishing to please all our fleets, this required some creative thinking from our class association. The idea launched was to exchange the existing ranking series, where 6-7 ranking races as well as the nationals counted equally. Instead the ISAF ranking system was studied, and based upon this, a new system with three different regatta grades was used. In the series each boat

may have 10 races count. This may be 2 of the highest graded races, namely the nationals and either the Worlds or the Nordic Championship. Of the medium graded races, a maximum of 4 may count. Of the medium graded events are our World Qualifying races, other nation's nationals, the Hellerup Easter Regatta, and other international races, such as 1998's Salzkammergutpreis. The remaining 4 races are local week-end races for each fleet, with the lowest grade. A lower grade race may be used instead of a higher graded race. The boat may use the combination that gives it the most points. The lowest and medium graded races also have quality factor depending on the number of competitors. The highest graded races have a pre





**Team NOR 400 *The Fridge* – Silver Medalists in St. Gilgen**

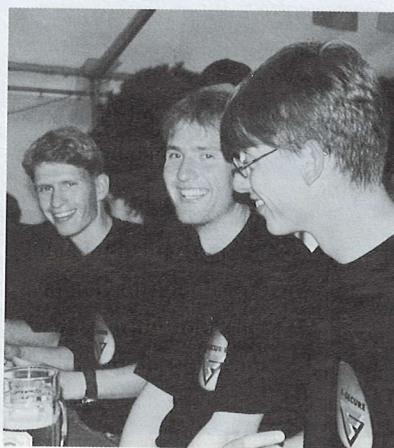
assigned quality factor. The ranking point is then given as follows:

Ranking point = [101 – Race-position\*5\*Grade]\*Grade\*Quality

The Worlds has the highest grade, namely 3, and the highest quality factor = 1.5. Thus, winning the Worlds would gain 450 ranking points, while silver results in 441 points. The ranking series thus like the low point scoring system will not favour the top places.

After one season with this system, the experience and feedback is very positive. With this new system, even boats that compete in the nationals and otherwise in local races may find challenging competitors from other fleets, miles away. Also, top sailors find good use of the local races in the campaign for the overall ranking victory. So we will continue to use this model for our ranking series over the coming seasons as well.

Another benefit of this ranking series is that it is a neat marketing product for the class association to sell. We did it in 1998, and are



**The NOR 400 team celebrating**

working on it for 1999. It gives a good income for the class!

## RACING IN NORWAY 1998

Once again NOR 400 had a strong season and took a clear victory in the ranking for 1998 in Norway. Of course well situated with ranking points from a WC silver medal, a gold in the Norwegian Championship, Victory in Hellerup, and also several wins in the WC qualifications. Compliments on a great season!

In the World Championship in Austria, Norway brought home a medal for the first time in years. Apart from NOR 400, most of the NOR boats didn't overwhelm the rest of the wind-confused fleet on Wolfgangsee. Though, we are happy with the confident and good sailing from NOR 391 "Bondeknøl", finishing in 12th place.

The Nordic Championship took place in Stavanger. Although the participation was rather low, the sailing was good. Again NOR 400 brought home a silver medal, followed by a bronze for NOR 180 "Thruster". The experience from this championship will be remembered, and we promise to come back with better information and participation

## RESULTS

### F-Secure Yngling Ranking 1998

Place	Boat	Name	Crew	Races	Points
1.	NOR 400	The Fridge	Dahl, Andreassen, Andreassen	7	1949
2.	NOR 46	Team Turbo	Bjærke, Dreng, Bjærke	10	1738.
3.	NOR 326	Catwalk	Skovly, Henriksen, Henanger	8	1708.1
4.	NOR 391	Bondeknøl	Larsen, Durban, Bergstrøm	7	1597.5
5.	NOR 231	Cinnamon	Pedersen, Salberg, Salberg	7	1508.3
6.	NOR 401	Intercooler	Strøm, Aursnes, Aursnes	9	1456.9
7.	NOR 310	Old Spice	Bjærke, Aursnes, Bjærke	10	1428.3
8.	NOR 381	Flytende Rent	Hermansen, Skogland, Halvorsen	7	1372
9.	NOR 367	Det Årnær Sæ	Arnesen, Finsrud, Karlsen	6	1306.6
10.	NOR 180	Thruster	Kristiansen, Torvanger, Brunvoll	4	1066

## RESULTS 1998

### Open Norwegian Championship

Place	Boat	Name	Crew	Points
1.	NOR 400	The Fridge	Dahl, Andreassen, Andreassen	11.7
2.	DEN 129		Thaad, Reymond, Gundborg	19
3.	NOR 367	Det Årnær Sæ	Arnesen, Finsrud, Karlsen	54.5
4.	NOR 355	Finito	Nergaard, Andreassen, Horn Johannsen	60.4
5.	NOR 180	Thruster	Kristiansen, Torvanger, Brunvoll	62.1
6.	NOR 326	Catwalk	Skovly, Henriksen, Henanger	65.1
7.	NOR 195	Caprice	Anker, Berntsen, Anker	98.1
8.	NOR 391	Bondeknøl	Larsen, Durban, Bergstrøm	108
9.	NOR 281		Hatch, Hatch, Bryde	113
10.	NOR 349		Hauge, Føyen, Nærum	115.7

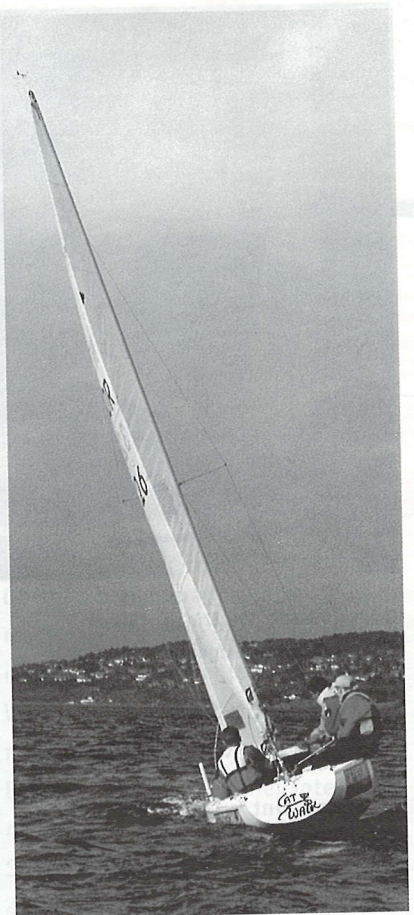
### Nordic Championship

1	DEN 177	Danka	Mads Christensen HAS	7
2	NOR 400	The Fridge	Dahl, Andreassen, Andreassen TSF/FS	10
3	NOR 180	Thruster	Kristiansen, Torvanger, Brunvoll SvgS/AS	18
4	DEN 180	More Power	Kent Dalsbo KBL	23
5	DEN 130	Maitre Yves	Henrik Dannesboe KDY	24
6	DEN 61	RØD	Trine Paludan HS/KDY	32
7	NOR 326	Catwalk	Skovly, Henriksen, Henanger Fredr./Bergen	35
8	NOR 46	Team 46	Bjærke, Dreng, Bjærke Larvik	41
9	NOR 367	Det Årnær Sæ	Arnesen, Finsrud, Karlsen Fredrikstad	42
10	NOR 149	Gigga III	Molvig, Krans, Østbø Stavanger	48

next time the Nordic is sailed in the vikings' home waters! Hopefully, the well known "SWE" brand will be there then.

The open Norwegian Championship was held in Fredrikstad, where two Danish crews showed up. DEN 129 took back the silver medals and

NOR 400 won a convincing gold. The places from 3-6th were very close. At the end, the local boat NOR 367 "Det Årnær Sæ" took the Bronze, leaving 5.5m World Champion with Kværner Innovation Whitbread crew Christen Horn Johannesen on 4th.



NOR 326 Catwalk, during WC qualification race in Kristiansand May '98.  
Photo by Ove Bessesen.

The season's last race was the first qualification race for the Worlds in Sweden. For the first time in years, we peaked at 20 boats for such a race. I think the last time was before the home Worlds in '94. A one day race was followed by a great prize-giving and dinner for the ranking series and was reported to be a great success. Also, as the Norwegian Yngling Association reached 30 years this autumn, it was celebrated with cake and glamour. We look forward to the coming 30 ...

And, yes, we did come out with a positive result this year.

Ranking race in Trondheim, September '97, first qualification for St. Gilgen

# Hey look, isn't that another Aussie Yngling?



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\*Export price AUS\$12,800 (includes double bottom floor, chainplates, rudder, glassed in fittings, keel fitted and fared, tiller fitting and tiller). Freight and delivery charges extra. (Price subject to change.)

# SWISS sailing

During the cold winter months, sailing is replaced by fondue parties and other reunions within our Yngling fleets (Ynglings are not ice-breakers). These parties have a long tradition among regatta freaks and 'gourmands'. Besides great food we also enjoy speeches from club members about tactics, sail-training, boat speed etc. The theory was thoroughly tested during Easter on Lake Garda. This event was perfectly organised by Andreas Knittel, our friend from Austria. Nine boats from Austria and Switzerland participated and had great fun during the so-called 'dolce vita' training (life was really sweet after we were unfrozen and dry).

On Labour Day (first of May) sailing started on Lake Zurich. Despite rain, cold and lack of wind, this training was well attended and very much appreciated by all the crews.

The remaining trainings were mainly to prepare for the Swiss and World Championships. Our SC took place at the end of May, at the Yacht-Club Spiez, Lake Thun. At times there was a lack of wind, at times ample wind, sun, fun, interesting discussions, a superb 25-year-jubilee evening, culminating in an Austrian victory. Congratulations to the Skolaut brothers. We hope to see them again next year at the Swiss Championships.

## SWISS RACE DATES 1999

8/19 May	Yachtclub Horgen	Lake of Zurich
15/16 May	Segelclub Neuhaus/Interlaken	Lake of Thun
22 May	Zürcher Segelclub	Lake of Zurich
29/30 May	Segelclub Hallwil	Lake of Hallwil
19 June	Yachtclub Au	Lake of Zurich
5/7/9 July	Thuner Yachtclub	Lake of Thun
7 August	Yachtclub Spiez	Lake of Thun
21/22 August	Zürcher Yachtclub	Lake of Zurich
28/29 August	Seglerver. Thalwil	Lake of Zurich
<b>9-12 September</b>	<b>SWISS CHAMPIONSHIP</b>	<b>Lake of Zurich</b>
	Zürcher Segelclub	
18 September	Segelclub Enge	Lake of Zurich
18 September	Thuner Yachtclub	Lake of Thun



Swiss Championship – the youngest crew

The next event to prepare for was the WC in St Gilgen. In the last International Magazine we promised more and stronger boats to take part in this WC. We were more indeed, but not stronger – but we will get there! The Swiss crews would like to say a hearty thank you to the Union Yacht Club Wolfgangsee for the excellent hospitality and organisation. We will keep this WC in good memory. The positive spirit of this WC carried on through the following regatta season. I was able to deliver good regatta statistics to the Swiss Sailing Federation.

Many thanks to all those people who made this wonderful sailing year possible.

## Asproy Cup 1998

1. SUI 381 Güttinger Margrit
2. SUI 39 Meister Stefan
3. SUI 203 Bichsel Christoph
4. SUI 355 Then Margret
5. SUI 378 Huber Thomas
6. SUI 283 Wenger Jürg

## Swiss Championship 1998

1. AUT 201 Skolaut Christoph
2. SUI 386 Gregorini Rico
3. SUI 203 Bichsel Christoph
4. SUI 39 Meister Stefan
5. SUI 399 Vogel Anton
6. SUI 418 Unterweger Martin

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Swiss Championship – the winning crew



Swiss Championship – the oldest crew

# USA report

1998 YNGLING NORTH AMERICANS (AUGUST 14-16)

## Alpena, Michigan

Something old, something new; something borrowed ... it was all there at this year's North American championships for the Yngling class.

Something old was the familiar Rhode Island rivalry played out at the top of the fleet. As has happened often in recent championships, the tussling trio of Bruce Chafee, Ellen Field, and John Ingalls moved its way to the front of the pack, and not until the end did the ultimate victor separate clearly from the grappling threesome.

Something new was that the emerging winner this year was Bruce Chafee. Although he had won the championship once before (in 1996), his rivals were absent then. Despite many close attempts, Chafee had never actually taken the title with Field or Ingalls on the watch. An excellent crew and a fast new DeWolf Yngling helped break that jinx this year.

Something borrowed was local Alpena sailor Eric Cornish's boat, which was sailed this year by visiting Soling sailor and veteran sailboat racing columnist Stuart Walker (and crewed by Cornish and by Walker's grandson). Adjusting from his usual 27 foot boat to its

21 foot "little sister," Walker started off a bit slowly (luckily for the competition) but improved his boat speed and finishes steadily. In addition, a highlight for the rest of the fleet was an evening of vintage yarn-spinning and educational lecturing by the wise and regaling student of the game. Stuart expressed an interest in joining us again in future regattas, but little did we know the extent of his sincerity! Within weeks, he found an older O'day-built Yngling on the East coast and added it to his stable. Now we know we'll see more of him!

Something blue was, of course, Michigan's Thunder Bay, in north-western Lake Huron. The first race was a southerly breeze that built quickly and allowed some fast sailing in flat water. This race caught the eventual Champion skipper climbing the mast (in his trademark red high-top tennies) on one of the spinnaker legs, the penalty for breaking in a new boat at the event. The weather then served up a variety of conditions, ranging from quarter-clock shifting light zephyrs to strong but wiggly off-shore breezes. We also got a taste of the terrific afternoon sea-breeze for which Thunder Bay is

famous, with its shallow bottom kicking up some roller coaster chop suitable for the most athletic amongst us. The variable conditions provided an excellent test of skill as was reflected in the finishes - until the last race, the bullets had been shared among locals and visitors alike, with no one team winning more than one race!

The outcome of the regatta came down to the final race on the final morning. Chafee, Field and Ingalls were basically neck and neck. Chafee and Field headed up the left side of the course in a moderate easterly breeze. Bruce and Bill Tomlinson picked up some wind and made it to the mark well ahead of the fleet, where Tomlinson soon discovered his spinnaker halyard was snagged between the jib and the forestay. Bruce and his teammates of Matt and Michael Sullivan steamed on ahead to score their second win of the series and the 1998 Championship.

There was much riding on the final race in the next group of competitors, and the results sent some up, and some down. Finishing next behind the visiting salt-water sailors were three boats tied for fourth: Alpena local Bill Henderson (with two sons as crew), and Minnetonka regulars Bill Tomlinson and Fred Appell. Just two points behind these were Gibby Rachleff and Stuart Walker, each having won one race.

Alpena Yacht Club sponsored the event beautifully. Tim and Julie Rumbles, Steve Fletcher and a host of additional volunteers provided an excellent event in all respects. Tim delivered a message meaningful to all of us: "No one can finish first if



Place	Skipper	Crew	Crew	Points
1	Bruce Chafee	Matthew Sullivan	Michael Sullivan	12
2	John Ingalls	David Garsh	Weatherly Phillips	15
3	Ellie Field	Ruth Hough	Noel Field	18
4	Bill Henderson	Peter Henderson	Steve Henderson	30
5	Fred Appell	John Schultz	Misha Beitz	30
6	Bill Tomlinson	Kathy Wilson	Nick Jasmin	30
7	Gibby Rachleff	Dave Jackson	John Pearson	32
8	Stuart Walker	Eric Cornish	Stuart Rotblat-Walker	32
9	Tim Rumbles	Julie Rumbles	Chad Lewis	46
10	Ed Kavanaugh	Ed Prevo	Rob Henderson	59
11	Mark Smith	Erik Smith	Brian Laskowski	64
12	Steve Fletcher	Michelle Manente	Beth Laskowski	68
13	Peter Simpson	Andrew Simpson	Max Lund	70
14	Robin Copeland	Cindy Copland	Tim Bauerschmidt	80
15	Fred O'Dell	Steve Wilson	Kay Tuohy	86
16	Jere Johnston	Jim Johnston	John Johnston	88
17	Walt Jacquemin	Sally Jacquemin	Joey Jacquemin	91

join us at Lake Minnetonka, a beautiful inland lake located just west of Minneapolis, Minnesota. We promise parties and housing, and some great fresh-water sailing.

Full results may be viewed on the class's web site at <http://sailing.org/yngling/usa>

### WOMEN'S OLYMPIAN REGATTA

26 September 1998

Sailed in Ynglings, Hosted by Sakonnet Yacht Club

The Yngling finally went to college this autumn!

Well, to be more accurate, college finally came to the Yngling, and we hope it keeps on coming back. The Sakonnet Yacht Club Yngling fleet hosted the collegiate "Women's Olympian" regatta this past September 1998, and is due to host two similar regattas next year. This represents a long-awaited and crucial opportunity for exposing the United States' best up-and-coming sailors to our favorite small keelboat.

Four colleges competed in the regatta, held in Little Compton, Rhode Island: Dartmouth College, Tufts University, Connecticut College, and Boston College. Four nearly identical Ynglings were used: boats were all built by DeWolf Boats, and were 1 to 4 years old; jibs and spinnakers were identical, and mains were closely equivalent.

Dartmouth came out strong in the morning's light winds, winning four out of the first five races. Conn. College was close behind, and Tufts followed, placing 3rd in four of the first five races. As the day wore on, races became even closer, with leads changing frequently within races.

there is not someone there to finish last!" He charged us all to encourage people to join our fleets, and then help them to improve so they really get involved in Yngling fun.

It was an excellent Championship Regatta, and an appropriate prelude to the 1999 Championships to be held August 13-15th in Minnesota. We are looking forward to an excellent turnout, including Pete Lawson who has served as Principal Race Officer for our past two Regattas. But this time as a skipper - he knows how to run a race course, but he also knows where the real fun is!

We are in hope that many Yngling sailors from around the world will





Tufts emerged the powerhouse in the second half of the day, winning the last four races. Dartmouth's initial surge proved adequate, however, and they remained ahead of Tufts by one point to win the regatta. Tufts finished second with a three-point lead over Conn. College, and B.C. finished fourth.

The significance of this regatta for the class in the US, and even world-wide, can hardly be overstated. In my opinion, collegiate sailors are the group that we most need to expose to the Yngling. Most of the best and highly visible American sailors develop their skills in college. Getting collegiate sailors into the Yngling ensures that future top-level sailors – likely the ones that will drive the sport in the US – will have sailed the boat and, therefore, will be advocates for it.

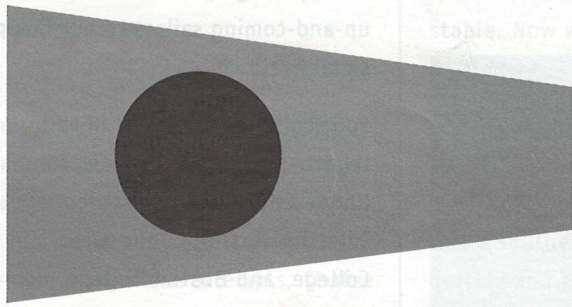
Did it work this year? You bet it did. The women all loved the boat, heaping praise on it upon sight, and more so after sailing it. It was the right size for three women, each crew-member was integrally engaged in boat-handling, and its fine sailing characteristics complemented the close, tactical racing which college sailing's short-course (15–20 minutes per race!) format creates.

We owe gratitude to Ken Legler, coach of the Tufts team, for promoting the Yngling for this regatta. Ken knows the popularity of the class in Europe, and he knows that the boat has already been selected to be the women's Olympic keelboat. He wanted to get his sailors into the boat to prepare for Olympic sailing, plus he knew they would love it!

Ken's further efforts have placed us on the collegiate schedule for two regattas next fall: this same women's event and a co-ed event. We embrace the opportunity, and plan to host both events next year.

Be proud and happy, Yngling sailors: our boat entered college this year, and it passed its first semester with flying colours!

*Bruce Chafee*



**HØJ JENSEN**  
**SAILS**

Havremarken 3  
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Denmark  
Phone: +45 70 20 14 29  
Fax: +45 47 177 888

# secretarys' message

## IYA executive bids for the first ISAF WOMENS WORLD KEELBOAT CHAMPIONSHIPS

We would like to thank the Royal Sydney Yacht Squadron for applying for the 1999 event to be held in Ynglings. ISAF however, felt that the first event should be conducted in Europe in 2000, so that they could more personally manage the inaugural competition.

The Yngling was well received as the class to be used. The IYA has opened up the opportunity for the European Nations to bid, so get busy and work up a bid with a host sailing club that can accommodate 20 Ynglings.

This is an opportunity that most NYA's can handle and make sure that the Yngling is accepted for this event. Full details and assistance are available from the IYA executive.



## Great Boat Great Gear

Designed in 1969 by Norwegian Jan Linge, this 21-footer was conceived as a one-design keelboat for juniors and aspiring Soling sailors.

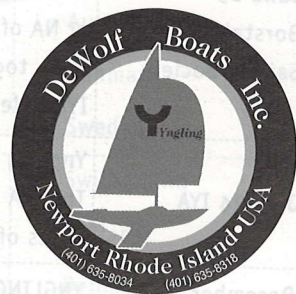
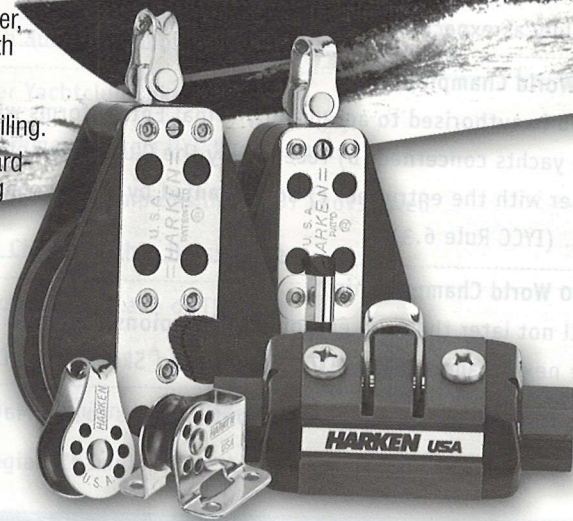
DeWolf Boats, the North American builder, is located in Newport, Rhode Island. With its large reserve buoyancy, and Linge-designed watertight raised floor system, the DeWolf Yngling is completely self bailing.

Each DeWolf is equipped with Harken hardware and a Hall spar. Harken lets Yngling sailors trim and ease instantly so they can concentrate on the action.

Now with well over 425 boats in the United States, Yngling racing is growing and the class is on the move.

### HARKEN

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# IYA deadlines

<i>Date and Action</i>	<i>Subject Matter</i>
<b>YNGLING '99 WORLD CHAMPIONSHIP</b>	
<b>March 19</b> Borstahusen Sailing Society	<b>Host club.</b> The Host Club shall not later than four months before the first race in the both NYAs and NAs according to a mailing list supplied by IYA. At the same time, to every NYA or NA one IYA "Application for Entries" form In duplo, for use as specified in Rule 6.1, is to be sent also. (IYCC Rule 5.2)
<b>April 1</b> IYA. NYAs	<b>Annual Subscriptions:</b> The annual subscription for the current year shall be received by the IYA not later than the 1st of April. Yngling Owners, an IYA boatsticker will be distributed to each member as a receipt for payment. (IYA Rule 6.2)
<b>May 9</b> NYAs	<b>Yngling '99 World Championship</b> Each NYA (or NA), wishing to enter yachts, shall complete in NYAs the manner prescribed, the "Application for Entries" form. This form accompanied by SF 20 per boat shall be sent by airmail to the IYA Secretariat postmarked no later than ten weeks before the first race of the series. A copy of the application is to be sent to the Host Club, (IYCC Rule 6.1) Borstahusen Sailing Society. The Host Club shall 10 weeks before the first race send the appropriate number of "Final Entry" forms to each NYA (or NA). (IYCC Rule 6 2.1)
<b>May 23</b>	<b>Yngling '99 World Championship</b> Not later than 8 weeks before the first race in the series, the IYA shall inform the Host Club and each NYA (or NA) applying for entries, how many entries in accordance with Rule 4.2 and 4.2.1 – can be accepted. (IYCC Rule 6.2.1)
<b>June 5</b>	<b>IYA Annual General Meeting Information:</b> Suggestions for alterations or additions to the International Yngling Class Rules ,the International NA's Yngling Championship Rules, or the International Yngling Association Rules shall in writing be in the hands of the IYA at the latest six weeks before a general meeting. (IYA Rule 7.3) Any major subjects for the agenda shall be in the hands of the IYA no later than six weeks before the meeting. (IYA Rule 9.1.2)
<b>June 19</b>	<b>IYA Annual General Meeting Agenda:</b> An agenda shall be issued by the IYA to all committee members no later than four weeks before the meeting (IYA Rule 9.1.1) Only if the AGM is held on the 18th of July as expected.
<b>June 19</b> Borstahusen Sailing Society	<b>Yngling '98 World Championship</b> The Host Club is authorised to accept only "Final Entry" forms which are: a) certified by the NYA or NA of the yachts concerned. b) received by the Club Host not later than 30 days before the first race. together with the entry fee. c) accompanied by a copy of the valid Certificate as specified in IYA Rule 4.4. (IYCC Rule 6.3)
<b>July 24</b> IYA	<b>Yngling 2000 World Championship</b> The IYA shall not later than the end of the Championship series announce the location and the dates of the next Championship (IYCC Rule 3.3) in Skoedstrup, Denmark.
<b>December</b> IYA. NYAs	<b>YNGLING '99 Magazine:</b> Closing date for contributions to the Magazine for 1999.
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# 1999 calendar

APRIL	10	Rupert McCurrich Fire Truck Mini Regatta No 8 RSYS	Australia
	17/18	King Haakon's Cup	Australia
	22-25	<i>Dolce Vita</i> Circolo Vela Torbole sul Garda	Italy
	30 Apr, 1/2 May	Spring event Heeg	Holland
MAY	1/2	<i>Frühlingspreis</i> KYC Ossiachersee	Austria
	1/2	Norges Cup, Mocca Cup, Moss – WC qualification	Norway
	8/9	Hardy Challenge	Australia
	8/9	Norges Cup, Stravanger – WC qualification	Norway
	8-19	Yachtclub Horgen Lake of Zurich	Switzerland
	15/16	Edertalsperre, Waldeck (Kassel)	Germany
	15/16	Segelclub Neuhaus/Interlaken Lake of Thun	Switzerland
	22	Zürcher Segelclub Lake of Zurich	Switzerland
	22/23	Norges Cup, Pinse, Trondhjem – WC qualification	Norway
	22-24	North Sea Regatta, Schevaningen	Holland
	29/30	Segelclub Hallwil Lake of Hallwil	Switzerland
	29/30	Salzburger Landesmeisterschaft UYC Mattsee	Austria
JUNE	5/6	Tour sailing to Terschelling	Holland
	12/13	<i>Alpencup</i> UYC Traunsee	Austria
	12/13	Lohheider See, Duisburg	Germany
	12/13	Norges Cup, Tønsberg – WC qualification	Norway
	19	Yachtclub Au Lake of Zurich	Switzerland
	19/20	Wolfsee, Duisburg	Germany
	19/20	Summer event Medemblik	Holland
	26-27	<i>Match Race</i> UYC Mondsee	Austria
	26-30	Danish Junior Championship – Bogense	Denmark
JULY	5/7/9	Thuner Yachtclub Lake of Thun	Switzerland
	10/11	<i>Salzkammergutpreis</i> UYC Wolfgangsee	Austria
	10-13	Open Nordic Championship – KDY Skovshoved	Denmark
	16-24	<b>World Championship Borstahusen</b>	<b>Sweden</b>
AUGUST	7	Yachtclub Spiez Lake of Thun	Switzerland
	7-12	Sneek-week	Holland
	13-15	Danish Championship – Middelfart	Denmark
	13-15	Norwegian Championship, Asker	Norway
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Welcome to the International

## Yngling

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### The Yngling is...

... an attractive, fast and seaworthy small racing keelboat – an agreeable cross between a planing dinghy and a keelboat. Its award-winning design is classic, and its construction is durable.

The Yngling shares the Soling's sleek form, well-balanced rig, and responsive helm, yet sails happily with a 3-person crew weight of 450 - 500 lbs. (200 - 230 kg.). It performs in a zephyr, yet retains control in 25 knots. Under spinnaker it is a lively performer, happily surfing waves. Its self-bailing cockpit makes the Yngling unsinkably safe, perfect as a junior boat or a sailing-program boat.

A new Yngling costs less than most similar-sized racing keelboats. Strict one-design rules curb expensive modification. Sturdy construction produces simple and inexpensive maintenance, and a durable hull: 20-year old boats are still competitive.

Yngling class associations throughout the world are strong and enthusiastic, backed by ISAF International Class status since 1979. Over 4,000 boats are sailing worldwide. There are Licensed builders in Norway, Switzerland, Australia and the USA.

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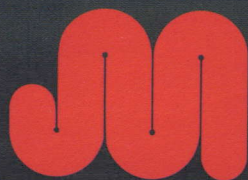


For information on the Yngling Class – regattas, history, photos from around the world, race results, drawings and much more, see it at

[www.sailing.org/yngling](http://www.sailing.org/yngling)

Web Master: Bruce Chafee

# Professional Rigging Design



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