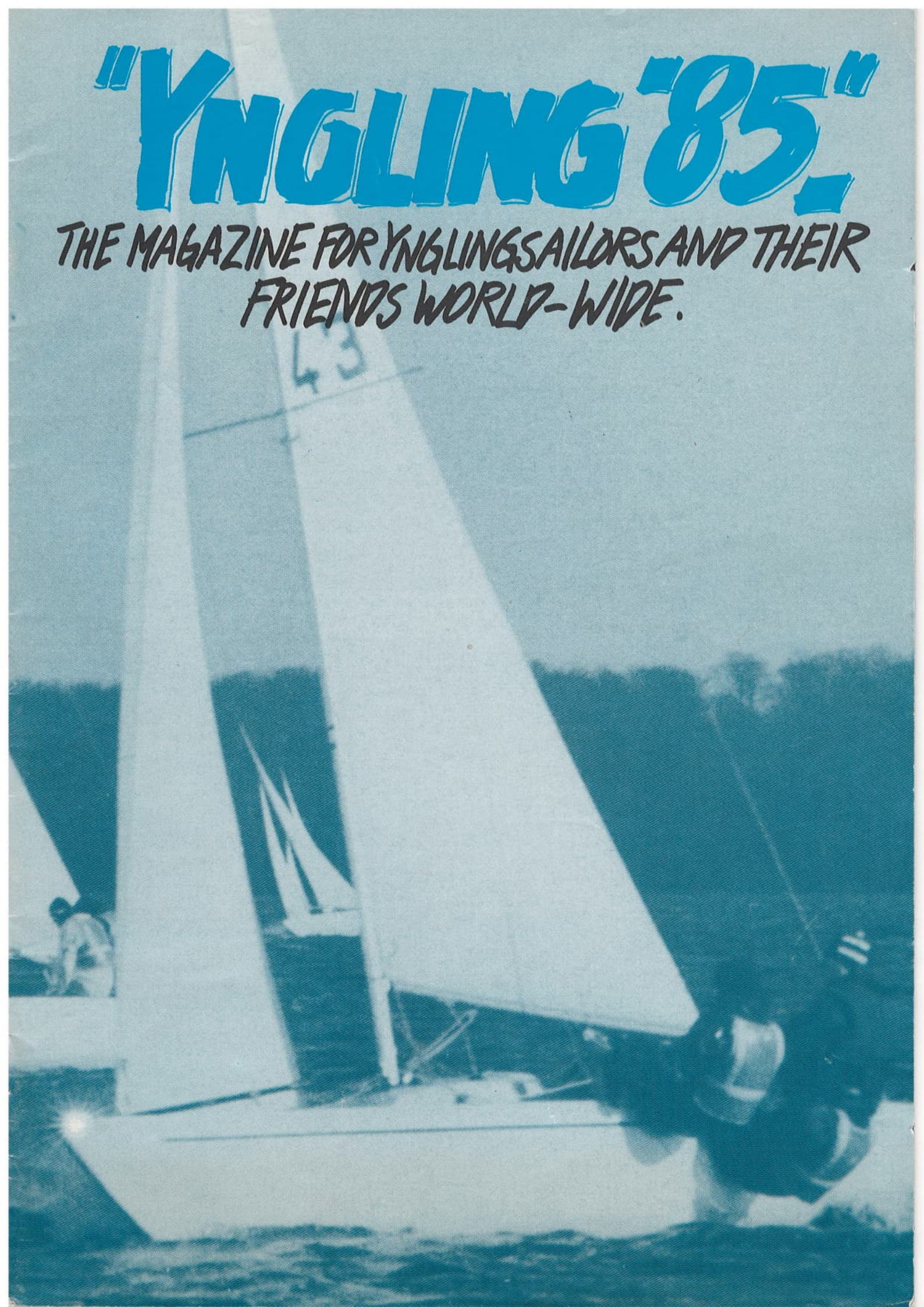


"YNGLING '85"

THE MAGAZINE FOR YNGLINGSAILORS AND THEIR
FRIENDS WORLD-WIDE.



Michael. Ulfeldt Copenhagen: 45-1-11 36 76.
New York: 1-212-532-7272.



STATUS - 200 DAYS!

200 days - and in many ways things are beginning to look up for International Yngling Association.

In my 100 day status I mentioned trying to start a dialogue with the NYAs. There is no doubt that it has succeeded, and I am now frequently in contact with the different representatives around the world. Particularly it warms my heart to have so much correspondance with the Americans and the Australiens, especially since they must feel slightly »outside« with Europe as the Yngling centre of power, with regards to numbers and activity.

The dialogue with London is also very fruitful, the Yngling class being well advised upon, and informed about, different important issues.

Here especially the production of new boats has been and still is the hot potatoe. The question of building boats in Denmark has been the subject of some controversy between the IYRU - Linge Yachts A/S - the Danish boatbuilder - the IYA, and that the idea has gone to ground again is primarily due to Linge Yachts' unrealistic demands, based on some absurd ideas about the current Yngling market, and to the fact that negotiating with Linge Yachts A/S is about as troublesome as reading a newspaper outdoor in a autumn storm. But at least it seems as though some of all this commotion has stirred up something, because I am told that production has started properly in Norway again, even with boats at an acceptable price. That means the Yngling class in Scandinavia now can deviate from its course to an imminent extermination, thank goodness!

The Canadian production by Scandia Plast is beginning to be more steady than ever before, and the American/Canadian market is looking extremely good. The builder Morten McConnel and NAYA president Jim Leslie are very optimistic, and expect a large number of fleets to be starting up in 1985, and I think it's fantastic if the class can get a really good foothold in North America. It is a wonderful thing we have energetic people like Morten and Jim over there doing such a great job - I am really impressed.

With regards to Europe, one must face the fact that building is not all what one could hope for. The Yngling class is expanding very slowly, and surely one must be able to boost the existing markets as well as trying to explore new ones. What about France, Germany, Italy etc. We also see the problem in the few nations participating in the Worlds each year. It is worth thinking a great deal about, because stagnation is the worst that can happen.

IYA economy is another main issue, which probably interests most of us. As everyone knows, it was rather »run down«, when I took over 200 days ago. The former president's philosophy of; little activity - little use of capital, or - raise the dues 200-300%, to get the IYA working again, was not exactly my idea of the right thing to do. Careful budgetting, careful spending and careful organizing were and still are my key words, and things are looking very much better already. And we have quarterly reports, a magazine, other increased activity and, I will wager, also a profit at the end of this fiscal year. BUT - I must stress the fact that saillabels and boatstickers are the backbone of IYA economy, and that the individual Yngling sailor as well as his/her NYA must respect this, and help by ensuring that Ynglings racing major regattas are sailing as bonafide Ynglings, according to the class rules. Otherwise all the IYA's work will be wasted, something which will fall back on the class in due time. So, moral support is good, but financial support is needed as well!



*See you all in 1985
Huschelud*

WORLD CHAMPIONSHIP '85

The host for this year's Yngling World Championship is *Asker Seilforening*, one of the country's largest yacht-clubs, with approx. 1100 members. The club is situated in the community of Asker, which is 25 km outside Oslo, and borders to the most attractive area of the Oslo Fjord, the so-called *Vestfjorden*. From the club's harbour, *Blakstadtangen*, there is only ten minutes of sailing to the regatta area.

Asker Seilforening was founded in 1932 by a group of twelve-year-old boys, who enjoyed sailing. From then on, the club has grown steadily, and has during the years produced a large number of top yachtsmen, who have participated in the Olympics as well as winning both European and World championships. Especially in boardsailing Asker has made a name for itself, represented by yachtsmen like Jan Wanggaard and Anders Føyen, names many might recognize.

When it comes to the Yngling class, its history is somewhat newer in the club, and the most well-known yachtsmen here are undoubtedly Hans and Erling Landsværk. Before they started in the Yngling class, they sailed an *Andunge*, a Norwegian National class, which is an important recruiting place for keelboat sailors in Norway. *Andungen* was designed by the same yachtsmen, who founded the club, and the class is still very active, with about 50 yachts participating in the National championship each year. A large number of them are situated in Asker, so those who come to the worlds won't help noticing them.

Seven years ago Asker Seilforening inaugurated its new 240 square metre clubhouse, and it is the centre of the activities at *Blakstadtangen*, with its assembly room, offices, kitchen and toilet/shower facilities. Last year a modern harbour was added, with berthing space for 250 boats. In connection with the Worlds, space will be made available in order to moor all participating boats alongside each other. Special stern moorings will be laid out for the occasion.

The harbour has a hoist, which will be manned 24 hours a day up to the start of the races. More information on details like that will be forwarded to all participators in good time. Details on procedures regarding measurement, parking etc. will be forwarded as soon as possible.

The regatta area is just off *Blakstadtangen*, and it is regarded as one of the best and most stable in the Oslo Fjord, not least because it lies in the widest part of the Fjord, and therefore is not bothered in any degree by commercial traffic.

What the weather will be like in the middle of July is hard to tell. If we're lucky, we will have a week with sea breeze, which means 6-10 m/s of wind from the South. The Regatta area is very sheltered, so the waves shouldn't grow so large - only up to approx. 1 metre. If we have these conditions, we can promise the participators a week of stable wind, increasing throughout the day. But in July everything can happen! If a high pressure stabilizes over Southern Norway, we will experience a week of very light northerly winds. We will just have to cross our fingers and hope that the Oslo Fjord shows itself from its best side.

There is very little current in the area. Half a knot is considered a lot, and generally one can say it follows the tide and runs strongest with the shore on its right. That means

that the ingoing current is strongest along the east bank of the fjord, and the outgoing along the west bank.

The accomodation possibilities Asker can offer the participators are a camping site and *Vettre* Conference Center. The camping ground has been borrowed from a local hospital and is only five minutes walk from the harbour. The very modern conference center will, besides accomodation, be used for the opening ceremony, the prizegiving and the final dinner party.

We expect that about 65-70 boats will be participating in the Championship. Naturally, the Norwegian quota will be booked up, but we hope that other nations will be strongly represented. In the capacity of the first World Championship arranged by Asker Seilforening, the whole town, with the Mayor leading the way, supports the regatta 100%. Together with an experienced regattastaff, Asker Seilforening expects to create an event which combines expert racing and fair competition with lots of sociable getting together.

We look forward to seeing you in Asker.

All additional information can be obtained from:

Asker Seilforening, att. Lise Føyen, Konglungsvei 34,
N-1392 Vettle, Norway. Tel.: 02 - 78 70 81.

IYA Inform.



Hans Landsværk (President of the Norwegian Yngling Ass.), Eyvind Wang (Mayor of Asker), and Kjell Ruud, (Chairman of Asker Seilforening) bids you welcome to the Worlds '85 in Asker.



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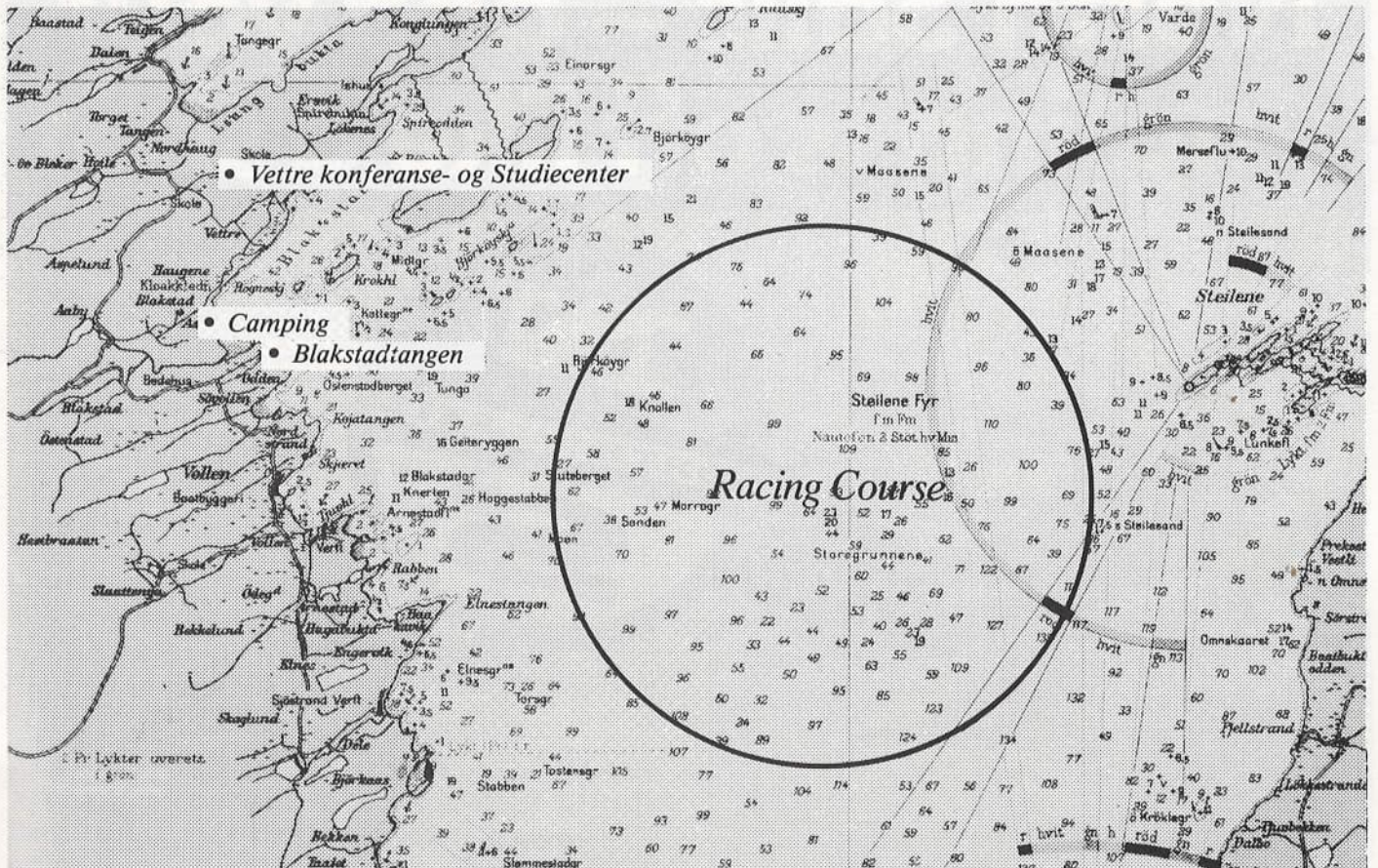
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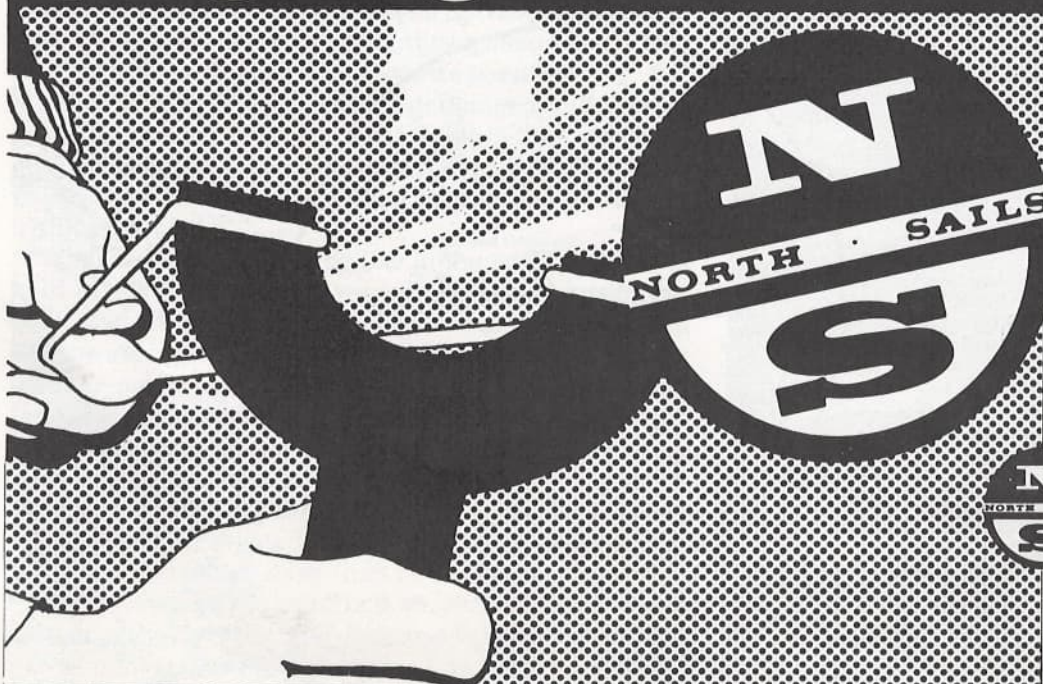
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7TH AUSTRALIAN CHAMPIONSHIP, 27-31 DECEMBER 1984

Heat 1:

With a 7 year repeat forecast for the worlds famous Sidney/Hobart Yacht race of gales, Sidney harbour took a nice, steady 30-40 knot battering Thursday 27th of December 1984 for the 1st heat of AIYA's 7th National Championship. Four yachts, KA 7, KA 3, KA 2 and KA 11 were tightly bunched on the first work. KA 7 was round the first mark ahead of KA 11 and KA 2. KA 2 seemed to get the best of the vicious squirts and headed off to the wing mark well clear. The wind had not lightened and the position remained basically the same for the next work. KA 2 decided against spinnakers for the straight downwind, but KA 11 gallantly put one up and sailed into a handy lead, which he held to the finish. As a last effort KA 7 set a spinnaker for the last square run and did a good broach. Unfortunately she filled and sank, her watertight bulkheads with foam not doing the job they were designed for. A slight easing of the wind strength on the final beat allowed KA 2 to close in on KA 11, but sailing superbly KA 11 crossed the finishing line 26 secs ahead of KA 2. Another 51 secs away in 3rd place was KA 3.

Day 2 dawned, looking ominously like the low pressure area had moved little overnight, and at midmorning it howled in again. All classes approached the Race Committee to abandon. Yes, we dry sail her in Sidney. At approx. 12.30 N was hoisted for heat 2.

AIYA brought forward their AGM to 2 pm, after which most crews departed after having checked out their Ynglings for damage to prepare for 3 days of racing 2 heats a day.

Heat 2:

10.30 on the dot, and the Ynglings only class racing this am. KA 2 got the best of a wind veer to the east and held a very narrow lead from KA 3 all the way the first round. Nearing the finish KA 2 tacked to starboard and was just to weather of KA 3 and could tack to port to cross a mere 6 secs ahead. KA 11 took 3rd place.

Heat 3:

KA 3 took a port tack start off the line for this pm race to take a runaway win, and sailed a good race in the shifting wind patterns. After the gales of the previous two days the 8 knot ESE breeze gusting to about 10 knots made for superb keelboat racing. KA 23 sailed a consistent race in 2nd place to KA 2 lying 3rd and trying all sorts of tacks to break her cover. However, a bad round of the last leeward mark allowed KA 2 slip by and secure a 2nd place. KA 14 just edged out KA 12 for forth place and both Ynglings had a good battle.

Heat 4:

Again course no 4 was hoisted, and a good moderate SE breeze was in early, as KA 2 got the start and held a slight lead. KA 3 came out on top again during the second work and held a good lead with superior speed and skill to take a larger lead and hold it comfortably to the finish line. KA 2 made 2nd place.

Heat 5:

Heat 6 saw slightly stronger SE breeze in the afternoon. Again KA 3 got the best of shifty wind and took the lead at the first mark and was never headed, although KA 11 got quite close on the last downwind. KA 3 with two convin-

cing wins that day put a stranglehold on the series, now showing 3 pts to KA 2's 9 pts. KA 11 tried very hard to the pm race to get KA 3, but could not and took a handy 2nd to place 3rd overall in the series.

Heat 6:

Day 5 dawned with the wandering low active again. One look at the clouds told all. Another heavy air race with KA 3 leading the way, finishing first with KA 11 second and KA 2 third. This heat win effectively gave KA 3 the championship and put the second place up for grabs between KA 11 and KA 2.

Heat 7:

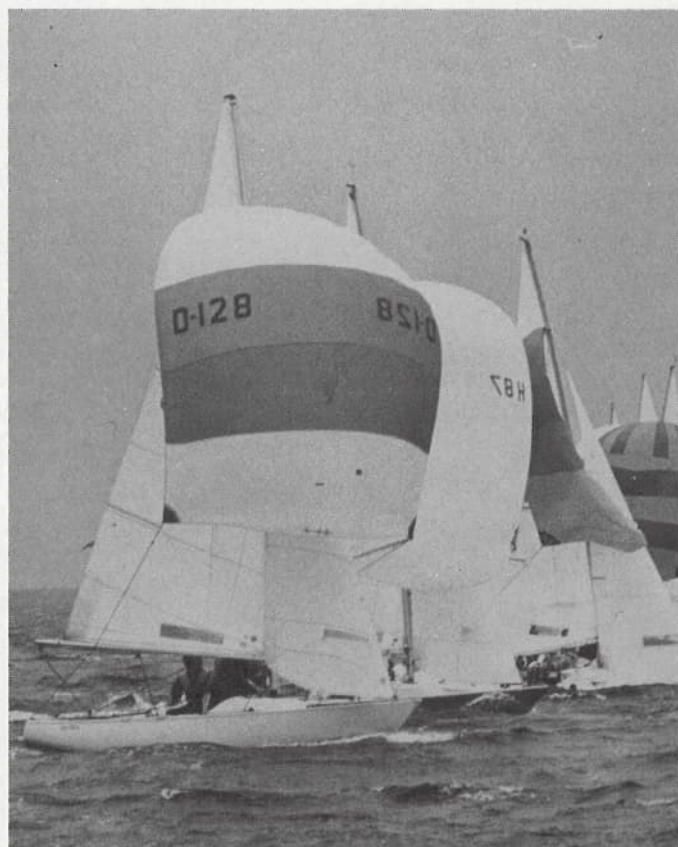
Heat seven got away on schedule, with other classes racing and the wind unrelenting. Again an almost one tack leg to the windward mark, which was drifting ever so slowly towards the shoreline. KA 11 surprised everyone with a good start and a good windward sailing to round first and hold that lead for a full round. But then KA 3 pulled into the lead, and KA 2 had the job ahead to keep her 2nd position. There was no let up in the wind or short sea conditions, and a bad tack by KA 3 saw skipper Roger Wingett with a nasty knock on the head. KA 2 was close enough now, after a thrilling downwind plane, to see KA 3 pull off the course, and KA 2 struggled on the secure the overall 2nd place with KA 11 securing 3rd place.

A very heavy air series, sailed superbly by KA 3, Roger Wingett.

Final result:

1. KA 3, The Hobbit, Wingett/Wingett/Murray 8.7 pts
2. KA 2, Missy, Warn/Warn/Primrose 14.7 pts
3. KA 11, Yinklink, Melia/Melia/Karayanis 20.4 pts.

IYA Inform.



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PROFILE:

Frank Verhagen

They trained, trained and again trained; and during this period they completely rearranged their boat and they tested self-invented systems. Their results improved enormously. A third place at the Open Dutch Championship, but, alas a few disqualifications during the European Championship overshadowed the remaining good results. At the Danish National Championship in 1982 they gained a seventh place and in Florida at the World Championship the team was fifth.

In 1984 Frank Verhagen (H147) became Dutch Champion. Among the International regatta sailors the yellow Foton is a well known boat. In the following profile we want to give all of you the opportunity to meet the Dutch National Champion.

Frank Verhagen, 26 years old, was married last year and has been a scientific employee of an electricity company for over a year now. About ten years ago Frank began sailing. He started his sailing career in the Yngling, which is rather rare in Holland, because most people start in a centerboard dinghy. He chose the Yngling for the large number of activities of the class near Roermond, his place of residence at that time.

From 1978 he has been sailing the major national regattas, with a continuously changing crew. The results at that time were rather moderate. In 1980 Bob Smolders became the regular crew of the H147 and in today's crew was completed with Dick van der Vaart.

To Frank it was clear, that he wanted to be champion someday and therefore the enthusiastic team trained hard, aiming at the European Championship.

At the Easter Regatta in Copenhagen in 1982 the team became third. At the same time they made agreements for training abroad. This led to a training in Norway for two weeks with the Norwegian Dag Usterud, who became European Champion later that year.

In 1983 they were present at every important regatta, National, on the Dutch lakes, as well as International. That year they became Dutch Champion for the first time and achieved a seventh place at the Worlds in Copenhagen.

At the end of 1983 Frank finished his studies and found a job. This implied that very little spare time was left, and he had to move to the eastern part of Holland, further away from the Dutch lakes, which made it impossible to train frequently.

For these reasons Frank only sailed the major events in 1984, for instance the Eastern Regatta in Copenhagen, the Kieler Woche in West Germany and the Danish Championship. But they obtained good results and at home they prolonged their title as Dutch National Champion, in spite of the strong competition from Denmark and Norway. This showed that the team of the H147 has gained a lot of knowledge and insight during the preceding years and furthermore it shows that a good attuned team is a very solid and essential basis for success.

The program for 1985 is still rather vague. The team members have very little spare time. At first they wanted to step over the Soling, but they have rejected this idea for the time being. Now they are thinking about the World Championship 1986, which will be held in Holland. So we will see Frank and his team a lot at Yngling regattas.

CHAMPIONSHIPS - REGATTAS - MAGAZINES, A REAL YNGLING YEAR IN DENMARK

1984 has been both a good and a bad year for the Yngling class in Denmark. The racing activity on the national level has been very high, and the international racing results have been excellent. On the other hand the situation on the Yngling market is very frustrating. The interest for buying second hand Ynglings is very large in Denmark, but they are very hard to find. There is also a growing interest for new Ynglings, and we had hoped at lot that a Danish Yngling production could have started early in 1985. Unfortunately this seems to have failed and it is impossible to purchase a new Yngling from Norway. All we can do is to hope that it in the future will be possible to buy Ynglings from Switzerland or Austria at a fair price.

As mentioned before, the race activity was very high in the spring of 1984, especially in the Sound. We had 4 WC selection races with more than 30 boats in each. The best teams were the later WC runner-up D-129, Jakob Thoma-

sen, and the later World Champion D-43, Søren Pehrsson. The World Champion '83 D-4 Jens Ranløv also did very well and ended up as no 3. In Kiel-week he was also going strong and finished second followed by another well-known Dane, D-111 Jørgen Ring.

45 Ynglings including 7 foreigners from Holland, Germany and Norway fought against nature's whims in the traditional International Easter Race in Copenhagen. They all had a good time during the races, especially those at night. The winner was D-129, Theis Palm, in his only visit in the Yngling class in 1984. Now he has sold his Yngling, but maybe we shall see him in a new Yngling this year. By the way, we hope to see many more foreigners in our *New International Easter Race 1985*.

In connection with the Easter Race '84 DYK issued an Yngling magazine in English/Danish, »Yngling '84«. This was done both to promote the Easter Race and to ensure some international co-operation, since we could not expect much from the former IYA President.

As usual DYK exhibited an Yngling at the annual Copenhagen Boat Show. Because of the problems in purchasing new Ynglings we had to display an old boat this time. The stand was not expensive, since we had no commercial interest in selling Ynglings, but it gave us a good opportunity to show the flag to non Yngling sailors.

In 1984 DYK arranged a training camp for unexperienced Yngling sailors. This kind of arrangement is, as we believe, very important in achieving width in the Yngling class. Here we have the opportunity to let the best and most skilful sailors teach the less experienced sailors, and we have therefore planned two such camps in 1985.

The Open Danish Championship was sailed in August. It was a little disappointing that only one Norwegian team (N-217 Ole Schøyen) and one Dutch team (H-147 Frank Verhagen) were amongst the 40 participating Ynglings. The Royal Danish Yachtclub managed a very fine arrangement even though the weather was strange. Only two teams fully understood the wind and current. They were Ole Schøyen and his team, who won the regatta, and the »Grand Old Man« Jørgen Ring, who was awarded the Danish Championship 1984.

In 1985 the Open Danish Championship will be sailed at Roskilde Fjord (Inlet) 30 kilometres west of Copenhagen from August 22nd to 25th. Foreign teams are as usual very welcome at this event.

In 1984 we received a new set of official IYRU Yngling templates. Until now we have made a complete measurement on 10-12 old Ynglings, and all new Ynglings will be measured completely in the future. A problem concerning the keels on Poitier built Ynglings arose during the measurements. As good as none of them were accepted at this first measurement. It seems the keels are too thick at the upper keel template and too thin at the lower keel template. This problem will probably arise in other countries too when the Poitier built yachts are measured there. Let's hope this problem can be solved during 1985, perhaps with the aid of the designer Jan Linge, and the IYRU.

Best regards - See You in '85.

IYA Inform.

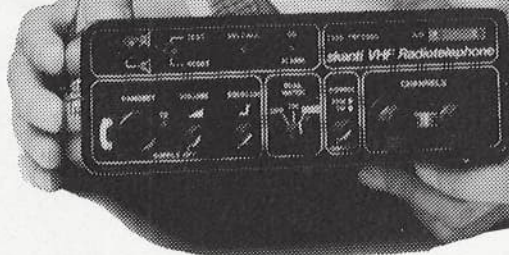


DU KENDER ANSIGTET...

Efter mange år i bådudstyrbranchen er jeg blevet selvstændig. I februar har jeg åbnet en stor forretning, og her har jeg alt hvad hjertet begærer af udstyr.

Servicen bliver absolut ikke ringere end du er vant til, da erfaren mand altid er go' at gæste.

JH



HANDBERG BÅDUDSTYR, STRANDBOULEVARDEN 63, 2100 KBH. Ø. TLF.: 01 - 26 44 45

GERMANS ON THE MOVE

President of DYK-V, Hans Heinrich Gerth (G-161).

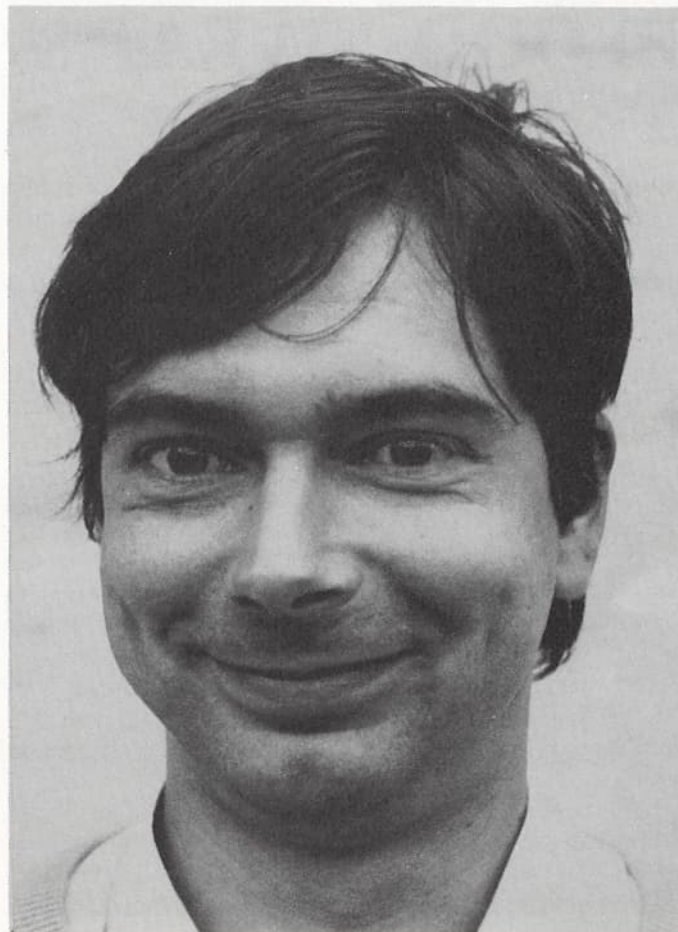
1984 was the year in which the members of *Deutsche Yngling Klassen-Vereinigung* really began to try to move up amongst the world's top-line Yngling sailors.

Apart from the large national activity, we saw German participation in all of the major '84 regattas, and here especially two teams gained distinction. Hans Heinrich Gerth (G-161) and Reinhard Hobe (G-169) showed skill and boat-speed enough to be able to manage some fine results. Gerth finished 17th at the Easter Regatta in Copenhagen (50 boat fleet), and 13th at Kieler Woche, where Hobe finished 26th (32 boat fleet). But the major breakthrough was at the '84 Worlds in Switzerland, where Gerth and Hobe managed to finish as 5th and 14th in the 60 boat fleet. Fine results, especially when the extremely difficult racing conditions - light, shifting winds - are taken into account.

We hope that a couple of good teams like G-161 and G-169 will be able to lead the way, so that a better width is reached among the German Yngling sailors. The solid work done by the DYK-V in getting the Yngling into the Kieler Woche is sure to help, and it is realistic to expect the class to thrive and grow, enabling the achievement of a World Championship in Germany in a few years time.

- Well, see you all at Kiel!

IYA Inform.





Michael Ulfeldt, Per Thorshøj, Nicolai Lassen, Lars Hauschultz og Peter Faurhøj.

BLOOD, SWEAT & TEARS

Never before have so few people been seen to consume such an amount of the, beer, Coca Cola, burgers, sandwiches, cake, Danish pastry and cookies.

- But they did it - the first IYA magazine, produced by a Danish working committee, totally financed by advertisements, is a reality.

But the production introduces one to the fact that it must be done in an other way in the future. Firstly, production time was too long - this magazine has been under way for 4½ months, owing to the fact that it was necessary to finance the magazine completely by advertisements and, naturally, it takes time to collect all of the contracts. Secondly, it takes too much work to collect the ads - 80% of the production time was used for that purpose and the rest on writing, collecting articles, editing, preparing the lay-out etc.

Now with IYA economy growing better each day the concept for the future will probably be as follows: a yearly magazine, partly financed by a small group of advertisers who we can depend on every year, and partly by IYA capital. In that way production time will be kept at an acceptable level. Besides the yearly magazine, quarterly newsletters will be forwarded to all Yngling sailors world-wide, in order to ensure that important issues are delivered into

thier hands as quickly as possible. This new concept naturally demands a regular flow of news etc. from the NYAs, but in the President's view that will not prove to be the main problem, but more likely the time used for editing etc., enabling the IYA to meet certain deadlines. However, with support from all Yngling sailors the IYA will fairly quickly be able to implement a publication system, which will enable a quick distribution of news as well as a promotion of the class.

IYA inform

YNGLING SAILING ON THE MID-EUROPEAN LAKES:

During 1984 Yngling activity has been strong as usual in Austria, but even so only three teams found their way to the Worlds '84 in Versoix, Switzerland. The best result was Frauscher in *Lisling* (OE 185), finishing as 31 out of a fleet of 62. The traditionally steady sailing Heinz Drack (OE 200) was very unlucky in breaking his mast during a thunderstorm in the 5th race, and had to withdraw from the series. Tough luck! But at home he took revenge by winning the National Championship and most everything else worth winning, and ended up topping the Austrian ranking list.

IYA Inform.

EXPANSION IN NORTH AMERICA:

Yngling enthusiasm continues to grow each year in the U.S. and Canada with the prospects for new fleets in 1985 and 1986 looking quite bright. The Minnetonka fleet, near Minneapolis, Minnesota, is the NAYA's largest and most active. It's expected to register near 40 boats in 1985 and already puts 20 to 30 Ynglings on the starting line 3 times a week during the summer months.

We now have an active Yngling dealer in the Minnetonka area, Gary Eklof, who is promoting the boat in local boat shows and hopes to see the Yngling started at other inland lakes. Three new Scandia plast boats have already been sold for the 1985 season and more sales are expected. Our NAYA goal is to see one or two more lakes take on the Yngling and then we may see the ILYA recognize the Yngling as its first official keel boat - a move which would establish the Yngling in the Midwest and provide interlake competition now limited primarily to scows.

On the East Coast, the Sakonnet, Rhode Island fleet remains strong and active, and there are Yngling enthusiasts scattered from Florida to Maine. Scandia Plast has been promoting the Yngling effectively in the San Francisco area this past year and sold several new boats. There is now a good possibility of an active fleet there, and in Vancouver as well. Another fleet at the University of Wisconsin - Milwaukee is very active on Lake Michigan under student leadership. And our new fleet at Okoboji, Iowa is off to a good start.

The 1984 NAYA Championships were held at Minnetonka in September with 37 teams in the 3 day, 7 race series. Teams came from Sakonnet, Connecticut and Milwaukee, with the long distance award going to Ian MacDonald who trailed his boat over 2,400 miles round trip from Rhode

Island. Kristian Nergaard of Norway, and now a University of Rhode Island student, with a Minnetonka crew of the Sigel brothers, ran away with the MacDonald trophy and the Championship, winning all but one race. Jim Leslie, who won one race and led momentarily in two others, captured second place for Minnetonka. Pete Ankeny, Tom Maple, Walter Pratt and David Pratt, all of Minnetonka, rounded out the top finishers.

Our 1985 championships will be held in Sakonnet, Rhode Island in July or August, and then return to Minnetonka in 1986. By then we expect to have a much expanded Yngling fleet composition and hopefully a greater challenge to visitors from abroad!

NAYA



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JOTTER

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Pencil 0,5 mm

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med Parker*

WORLD-WIDE YINGLING

AUSTRALIA

Dec. : 27-31 Nationals Sydney

AUSTRIA

May : 3-5	Alpencup	UYC Traunsee
June : 6-9	Frühjahrsregatta	SC Ebensee
July : 27-28	O Ö Landesmeisterschaft	UYC Mondsee
August : 13-17	Staatsmeisterschaft	UYC Attersee
Aug.-Sep.: 31-1	Sbg. Landesmeisterschaft	UYC Wolfgangsee
October : 13-16	Schweizer Meisterschaft	Nenburger See
October : 28-29	Herbstregatta	UYC Mattsee

NORWAY

April : 27-28	Cort Adler Cup	Brevik Seilforening
May : 11-12	Keelboat Race	Asker Seilforening
May : 18-19	Team Race	Sandefjord Seilforening
May : 25-26	Spring Race	Oslo Seilforening
June : 1-2	Spring Race	Tønsberg Seilforening
June : 26-30	Norwegian Championship	Slevikkilen (Only Norwegians)
July : 1-4	Cup Races	Kongelig Norsk Seilklub, Hanke
July : 6-13	World Championship	Asker Seilforening
Aug.-Sep. : 31-1	Autumn Race	Kongelig Norsk Seilklub, Oslo
September: 14-15	Pokalseilas	Bundefjorden Seilforening, Oslo

HOLLAND

April : 6-8	International Easter-regatta	Loosrechtse Plassen
April : 27-30	Spring Regatta	Heegermeer
May : 4-5	Yngling Regatta	Sneek
May : 11-12	Yngling Regatta	Westinder
May : 11-12	Yngling Regatta	Roermond
May : 16-19	Yngling Regatta	Sneek
May : 18-19	Yngling Regatta	WZW-Westinder
May : 25-27	Whitsun-event	Medemblik, IJsselmeer
May : 25-27	Yngling Regatta	Roermond
June : 8-9	Scheveningen-event	Scheveningen, North Sea
June : 22-23	Yngling Regatta	WZW-Braassem
June : 29-30	Yngling Regatta	WZW-Braassem
July : 6-11	Kaagweek	Kaag
July : 19-23	Holland Week I	Loosrechtse Plassen
August : 3-8	Sneekweek	Sneek
August : 24-25	Yngling Regatta	Roermond
Aug.-Sep. : 29-1	Open Dutch Championship	Staveren, IJsselmeer
September: 14-15	Class event	Brouwershaven, Grevelingen
September: 21-23	Yngling Regatta	Na-Braassem
September: 21-23	Yngling Regatta	Seek
October : 5-6	Fall Regatta	Roermond
December : 6-7	Pastry-letter Regatta	Kralingse Plassen

G RACING EVENTS '85

GERMANY

April	: 5-7	Oberweser	Bremen
April	: 20-21	Frühjahrsverbandsregatten	Alster Hamburg
May	: 18-19	Ederseepokal	Wettsegelmeinschaft Edersee
June	: 8-9	Niederrhein-Pokal	WSVRh-Lohheider See
June	: 22-30	Kieler Woche	Kieler Yacht Club
July	: 27-28	Roseninselregatta	FSV Starnberger See
September	: 7-8	Herbstregatta	Sipplingen, Bodensee
September	: 21-22	Herbstverbandsregatten	Alster Hamburg

DENMARK

April	: 4-7	NEW Int. Easter Regatta '85	Hellerup Sejlklub
April	: 20-21	Monkey Cup	Sejlklubben Sundet
April	: 27-28	DYK Jubilee Race	Sundby Sejl-Forening
May	: 4-5	Training Weekend	Taarbæk Sejlklub
May	: 11-12	Yngling Regatta	Rungsted Kyst Sejlklub
May	: 18-19	KAS Open	Kjøbenhavns Amatør Sejlklub
June	: 1-2	Sølv Ynglingen	Øresunds Sejlklub Frem
June	: 8-9	Huggert Pokalen (Junior)	Taarbæk Sejlklub
June-July	: 30-3	Landsjuniorstævne (Junior)	Kaløvig Sejlklub
August	: 17-18	Training Weekend	Kjøbenhavns Amatør Sejlklub
August	: 22-25	Open Danish Championship	Roskilde Sejlklub
Aug.-Sep.	: 31-1	Ladies Open Keelboat Championship	Kongelig Dansk Yachtklub
September	: 7-8	Match Racing	Sundby Sejl-Forening
September	: 14-15	Øresundsmesterskabet	Øresunds Sejlklub Frem
September	: 21-22	Pirat Pokalen (Junior)	Kongelig Dansk Yachtklub

SWITZERLAND

April	: 20-21	Overture	CN - Versoix
April	: 27-28	Regional regatta	CV - Estavayer
May	: 4-5	Regional regatta	YC & SC - Zürich
May	: 11-12	Regional regatta	CVSN - Geneve
May	: 26-27	Regional regatta	YC - Rapperswil
June	: 1-2	Regional regatta	SC - Hallwil
June	: 24-28	Semaine du soir	CN - Versoix
July	: 13-14	Regional regatta	YC - Thun
September	: 7-8	Regional regatta	CN - Versoix
September	: 13-14	Swiss National Championship	CV - Estavayer
September	: 21-22	Regional regatta	RC - Oberhofen
October	: 5-6	Zürcher Herbst-Preis	YC - Zürich
October	: 12-13	Regional regatta	CV - Chevroux
October	: 19-20	Cloture	CN - Versoix

USA

The dates of the Mid Winter Regatta and the North American Championship will be forwarded later.

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THE NEW YNGLING EVENT

The Kiel Week 1984 was the first ever to include Ynglings. Our class was represented by some 30 yachts coming from Austria, Denmark, Germany (of course!), Holland, Norway and Switzerland. To most of the participating Yngling crews this was the first acquaintance with the world famous regatta. It is our belief that all had their wishes fulfilled regarding racing and socializing.

The races were very well-planned except for one »minor flaw« in the programme causing one of the Soling races to be completely screwed up. We shared a course with Dyas, Kielzugvogel and Folkboats, and it was laid out two hours sailing from Olympiahafen Schilksee. Since every morning brought light winds we were all towed to the outer part of the Kieler Förde and some days back to the harbour again. We were met with moderate winds the first couple of days, then very light winds, and the last two races were completed in 10-15 m/s winds and tall waves. Each one of the races lasted two hours or more, so we were all very tired when we reached the harbour late in the afternoon (even once at 11 pm). But this did not affect our performance in the

Kieler nightlife. The Germans really know their way when it comes to serving cool beer, fish or cheese sandwiches, and the sailors knew how to use the facilities. The Olympiahafen is a large complex containing everything from taps on the piers over sandwich stands, Bierstuben and giant frying pans to indoor swimming pools, fashion shops, supermarkets, pubs, restaurants and hotels, and we all had a hell of a time exploring them.

The accommodation (tents for our part) left distinct marks on the neatly cut lawn since the camping site was more like a local version of a swamp, but this was nearly the only drawback in a great experience which, we hope, you will attend this year and next year and next year and...

The German Yngling Club did a good job arranging beer and snacks on the pier one day and a nice dinner in a nearby restaurant another day. To help them promote the Yngling in Germany and to help yourselves having a good time we propose you all pull your Ynglings out of the water and move them to Kiel in the time from 22nd to 29th of June 1985.

IYA Inform.

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Kieler Yacht Club
Hindenburgufer 70
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Fed. Rep. of Germany

THE **NEW** EASTER REGATTA '85

Once again Yngling sailors will have a grand chance to start the sailing season in Wonderful Copenhagen - with an exciting combination of tough racing in the day, and relaxing getting together at night.

Hellerup Yachtclub is as usual the host of the traditional Easter Regatta, and the Danish Yngling Assoc. (DYK) is helping along with the social events.

The NEW Easter Regatta concept is a result of a desire

to brake the decreasing participation. The Easter Regatta has the past few years been the victim of bad weather, which clearly distinguishes itself in the decreasing number of foreign teams coming to race in Copenhagen. Therefore, to ensure better racing conditions, especially in view of the early Easter this year, the following will be attempted:

- to shorten the races considerably and, if it is possible, to sail a few more than normal,
- to race on the Olympic course, system B,
- to shorten the general recall procedures,
- to set a definite time limit for arrival back at Hellerup harbour.

In this way one can hope to eliminate long, cold, tedious races, which finish very late in the afternoon.

As for the social events, everything starts Thursday with a big welcome at Hellerup Yachtclub.

On the Friday DYK will as usual be host at the traditional night race at *New Daddy's*. Here the sailors will get a chance to meet other, relax, chat, dance and taste some of the superb Danish Easter Brew.

Saturday evening Hellerup Yachtclub will be arranging a dinner party in their clubhouse by the harbour. At very reasonable prices there will be a chance of getting a bite to eat and a good start to another enjoyable evening in Copenhagen.

Sunday evening International Yngling Association will be having a special arrangement for those foreign crews, who will be staying until Monday.

Accommodation will be available, either at Hellerup Yachtclub, or privately through DYK. The DYK contact is Claus Brask Thomsen, Søvang Allé 15, 2770 Kastrup. Tel. 01 - 52 09 73.

The renting of boats is also possible. Kindly contact DYK.

PROGRAMME:

Thursday, 4th of April:

- 2 pm - Tune-up race.
- 8 pm - Opening ceremony and skippers meeting.

Friday, 5th of April:

- 10 am - 1st race, immediately followed by the 2nd and 3rd.
- 8 pm - Party at *New Daddy's*

Saturday, 6th of April:

- 10 am - 4th race, immediately followed by the 5th and 6th.
- 7 pm - Dinner party at Hellerup Yachtclub.

Sunday, 7th of April:

- 10 am - 7th race, immediately followed by the 8th.
- ?? pm - Prizegiving.
- 8 pm - IYA reception for the foreign teams.

IYA Inform.

Meldeschuß:

Sonnabend, 25. Mai 1985

Entryclose:

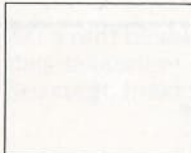
Saturday, May 25th 1985

Geschäftsstelle/ Office

Kieler Yacht Club
Hindenburgufer 70
D - 2300 Kiel 1
Tel.: 04 31 / 8 50 21 - 22
Tx.: 2 92 869

Die Zusendung einer Ausschreibung erfolgt nur nach Vorliegen dieser Rückantwortkarte.

A Notice of Race form will be forwarded only upon receipt of this reply card.



Kieler Yacht Club
Hindenburgufer 70
D 2300 Kiel 1
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Absender:

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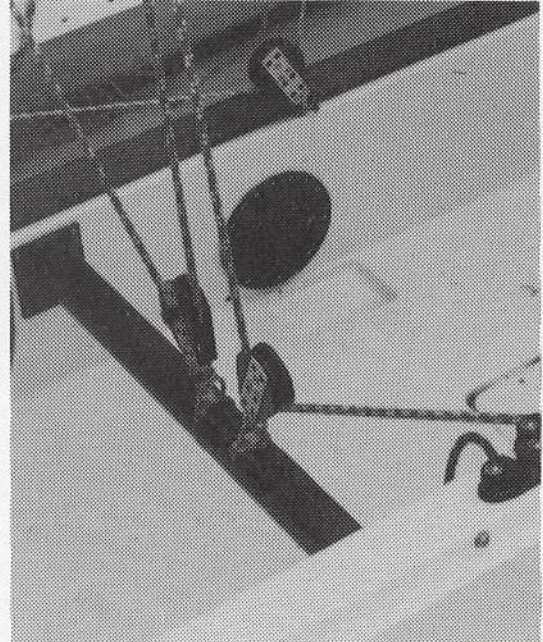
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LINGE-DESIGN
NORWAY

METHUSELAH OF THE YNGLING - BUT STILL GOING STRONG

On the IYA's behalf, mr Hans Hofstede sought out mr Theo Tellegen for an exclusive interview. He is one of the world's oldest active Yngling Sailors, and to finish all rumours about his age, he says that he will reach the age of 70 years in 1985.

Hans: »When did you start regatta sailing«

Theo: »In 1958 I started in the Hornet class. Before that time I was a hockeyplayer, but trouble with my knees forced me to stop. I had some friends then, who wanted to launch regatta sailing in the Hornet class in Holland. I joined them because I wanted to teach my son some discipline, and I thought regatta-sailing was the perfect sport in which to teach him obey, to keep his sense of humour during hardship and to cooperate with other people. When my son stopped I had several other crew-members, but most of them were scared of capsizing, which frequently happened in heavy weather. In 1974 I had a crew-member aboard, who nearly drowned because of panic during a capsize. He was saved by a friend of mine. After that I decided to stop Hornet sailing. I was looking for a safe keel-boat, and the Yngling turned out to be the best choice. So in 1974 I bought H-23 and named her »Kliejet II«.

Hans: »Have you noticed any changes in yachtsmen's mentality since 1958«.

Theo: »Oh yes, in 1958 15 boats started in an important race, nowadays the number is about 40. Because waters are so crowded now, people sail with the race as first priority, instead of their safety. This causes chainreactions, especially under light wind conditions. Sailors of today have a »Butcher-mentality«, compared with 1958. This is enforced by the fact that the Yngling is a strong boat, so light collisions don't damage the boat too much. This makes people more reckless«.

Hans: »What made you decide to continue sailing so long, and what can make you stop«.

Theo: »I am fond of sailing, so I want to continue as long as my health permits, and as long as I can keep a crew together. The crew is a problem. Because of a generation-gap the crew and I can have big differences in politics, ethics, national defence etc. When sailing to the startline, emotions can get screwed up so much, that regatta sailing is impossible for the moment. At the time I when accept that my opinions are really outdated I will stop, or perhaps if somebody will pay me a good price for my boat«.

Hans: »Which international race do you have the best memories from«.

Theo: »The World Cup in Tårnbæk, Denmark in 1976. Perfect organization, a cosy harbour for the Ynglings, beautiful camping and a great welcome by Tuborg Breweries, with a fine barbeque and the best beer I ever sampled«.

Hans: »Are you satisfied with the Yngling design?«

Theo: »Yes, but I think everybody should have a double bottom in the boat, for safety reasons. And a bigger rudder

should give the sailor more control over the boat. Finally, one last thing. I am not sure I am the oldest Yngling sailor, because it looks to me as if Strauss (H-4) from Roermond in Holland is older«.

Well, the IYA wonders whether the final comment was a compliment or not? Anyway, for once a focus on the opinion of a yachtsman from the older generation, and perhaps some points which one should offer a little thought.

IYA Inform.





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Canada, V8W-2N8

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I - 16167 Genoa Nervi
Italy

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c/o Sarasota Sailing Squadron
P.O. Box 1927, Sarasota
Florida 33577
U.S.A.

* - The address has been confirmed by the organization
in question.

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Canada: Scandia Plast Boatworks,
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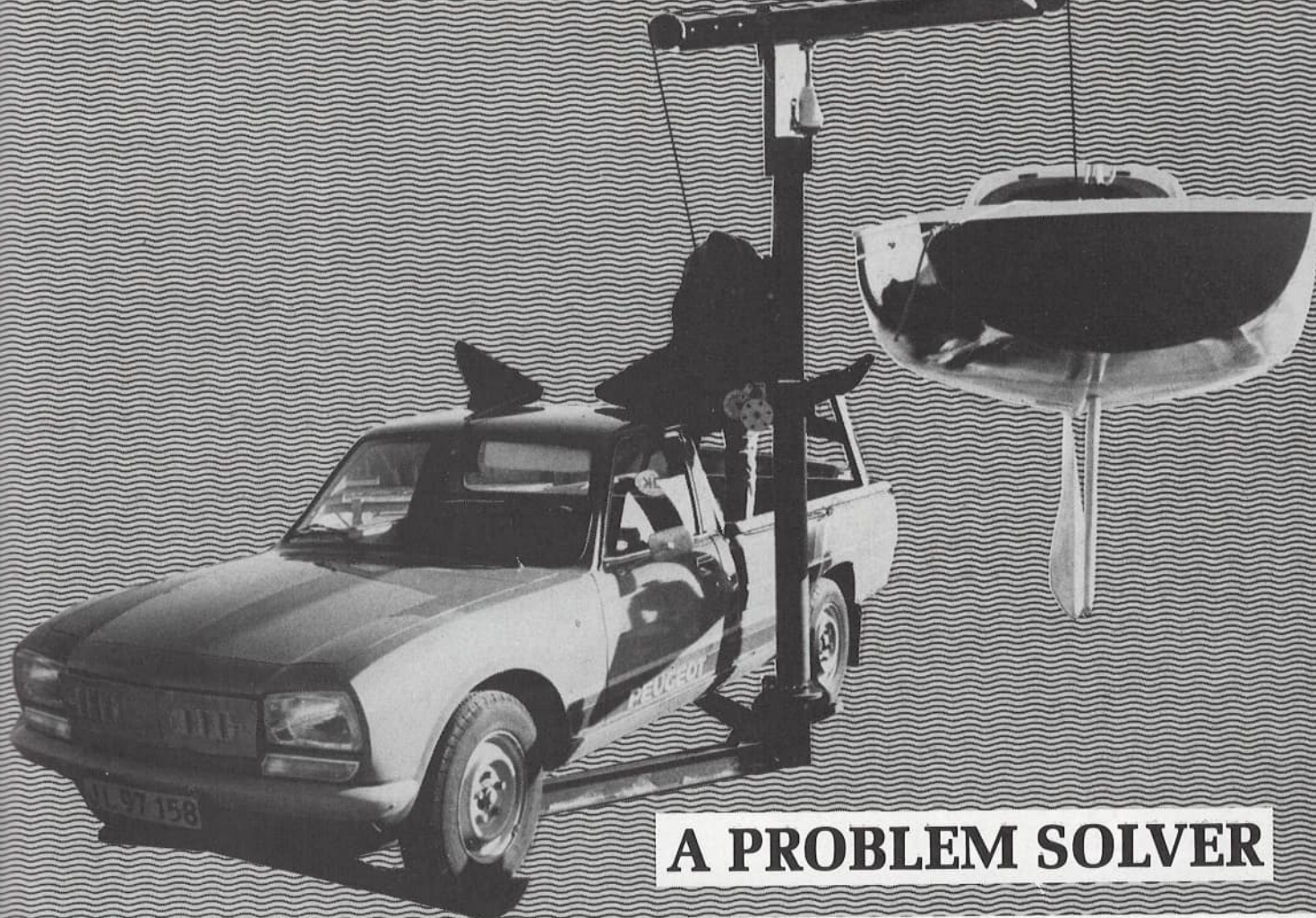
Southern Europe: Yachtwerft Poitier AG
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A PROBLEM SOLVER

The IYA was present at the annual X-mas Cup, which traditionally is sailed on the day after Christmas day on the Sound near Copenhagen. Here we were introduced to an Yngling novelty.

The racing had been an extremely cold experience, so team Yeti (D-111) decided not to return to their own harbour. Instead, they hoisted the Yngling up onto their pick-up truck with, believe it or not, their own portable crane. After that they dismantled the crane and stowed it on the car.

We approached skipper Jørgen Ring, who is the technical adviser for DYK.

IYA: »Jørgen, it is a well-known fact, that there is a bit of an inventor hidden in you, but how did you dream up the idea of your own personal crane?«.

Jørgen: »Well, probably most Yngling sailors, who have a car or trailer, have dreamt of not having to depend on a crane in the harbour where one is to sail from. Often is there a long queue, or the crane is locked up. And since I have been employed as an engineer for 13 years by one of the world's leading companies in crane construction, I thought it was about time I built a crane that suited my purpose. I made the following demands to it:

- 1) It should be able to hoist an Yngling out of the water and on to my pick-up.
- 2) One should be able to transport it on the pick-up at the same time as the boat.
- 3) It should of course meet the different technical specifications for cranes.
- 4) It was to be able to be assembled and dismantled by 1-2 persons«.

IYA: »How long have you been working on the project?«.

Jørgen: »I drew the first lines about 1½ years ago, but the

crane has changed a lot since then. It was first after a summer holiday in the Swedish archipelago last year, that I managed to really get started on the project«.

IYA: »Did you make it yourself?«.

Jørgen: »Oh yes, all the calculation work has been done by me, and also partly the construction work, even though I had to have assistance from some blacksmiths with the welding«.

IYA: »Have you thought of starting a production of the crane?«.

Jørgen: »Well, I have thought of it, but it depends on being able to sell enough of them to start up a batch production. I expect the price will be about 8.000 Dkr., so if any of the readers are interested, they are very welcome to get in touch with me«.

IYA: »You are using the crane to hoist your boat up onto your pick-up, but is it possible to place an Yngling in a trailer with it?«.

Jørgen: »Well, that is no problem at all, only one part of the crane has to be slightly different, and it is already constructed. One just has to have a fairly large car as a contra-weight, but most do, since one has to be able to trail the boat«.

IYA: »How large is the crane?«.

Jørgen: »It is 3.3 metres tall, and weighs approx. 170 kg. It consists of seven parts and is operated by a hand winch. It can lift 700 kg at a distance of 1.2 metres from its rotation axis«.

IYA: »We understood that you were a bit nervous during its first appearance at the X-mas Cup?«.

Jørgen: »Quite right, one is naturally a bit nervous. It would have been embarrassing if I had made a decimal mistake in the calculations. But everything went perfect, thank goodness«.

IYA Inform.

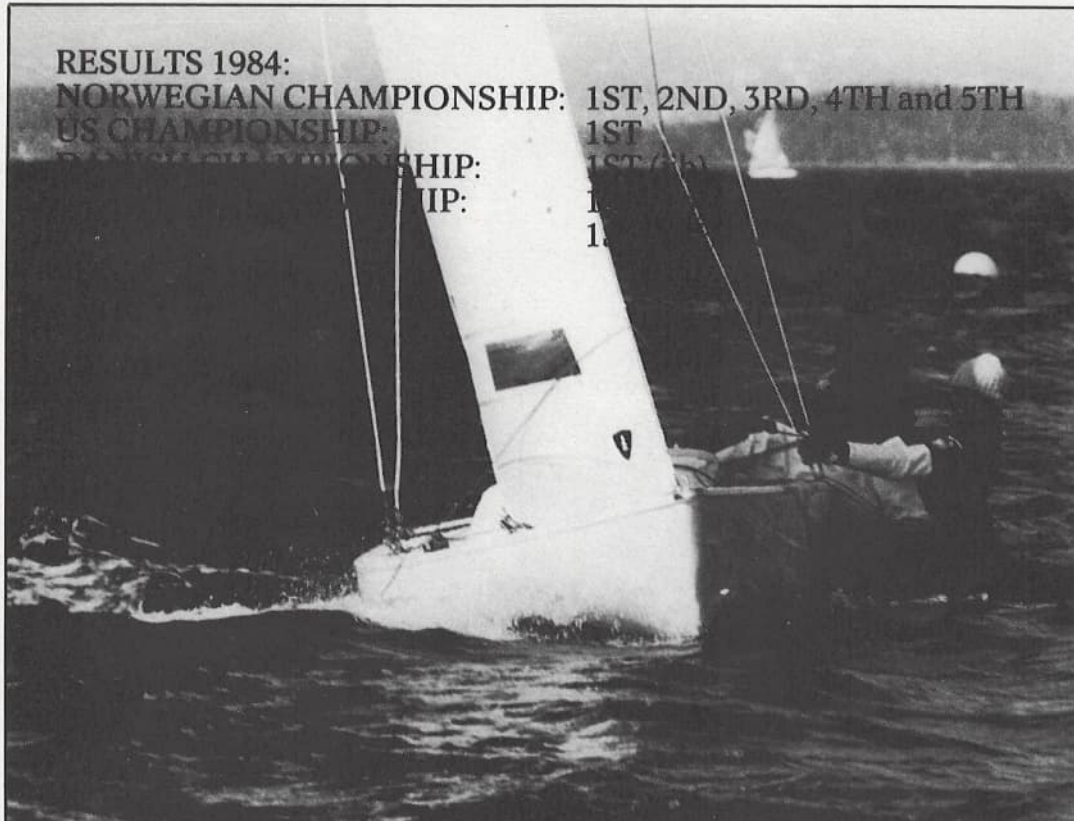
RESULTS 1984:

NORWEGIAN CHAMPIONSHIP: 1ST, 2ND, 3RD, 4TH and 5TH

US CHAMPIONSHIP: 1ST

DANISH CHAMPIONSHIP: 1ST

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TECHNICAL COLUMN

Amendment -

At the annual meeting of the International Yacht Racing Union in London in Nov.-84, the amendment for the Yngling Class Rules put forward by the Australians was accepted. Therefore Rule 3.8.6 now reads as followed:

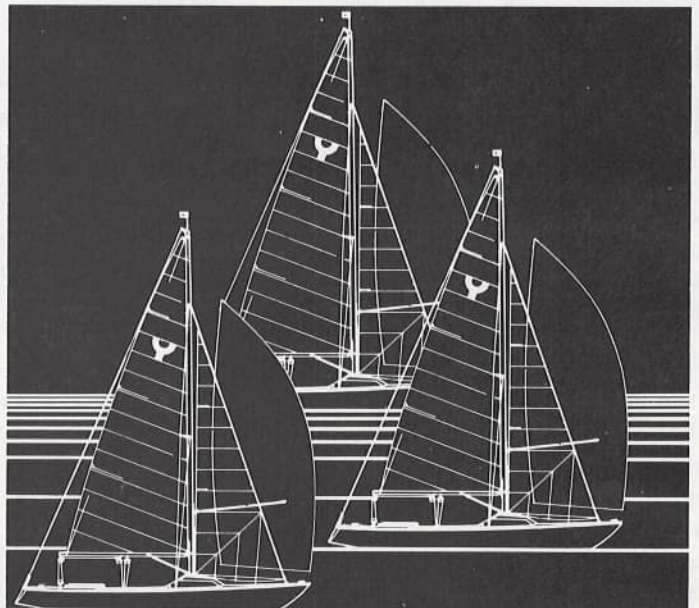
Mainsheet: The sheeting of the mainsail *shall* include the use of a track and traveller, *or similar device*, fitted to the deck aft of the rudder post. The fixing of the block(s) in the cockpit shall not be above the level of the seats.

Measuring seminar

Because of the problems different countries have had with the technical measurement of the Yngling, the IYA, in cooperation with Asker Seilforening, has decided to arrange a seminar at the '85 Worlds. Here J. H. Linge will assist in trying to rid us of the doubt as to measuring procedures etc. Measurement with templates will also be on the programme.

In connection with the seminar, each country is requested to send the names and addresses of two or more persons, who will attend, to the IYA. The addresses are necessary in case of any material has to be sent to the participants in advance.

IYA Inform.



Yngling

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NOW YOU HAVE BEEN THROUGH »YINGLING '85«

Did you like it? - I hope so,

because it was only possible to create it through your international organization, which naturally was assisted by a number of active sailors all over the world.

Without *International Yngling Association* there would be several vital issues which would not necessarily be taken care of in the right manner. For instance:

- * The promotion of and the information about the International Yngling, in order to secure growth and activity world-wide.
- * The dialog with International Yacht Racing Union in London, which secures the Yngling optimal international conditions.
- * The adjustment of the class rules, to ensure that they at all times are in accordance with the trends in international yachting.
- * The dialog between the different National Yngling Associations and between them and the IYA.
- * The advisory assistance at major regattas, such as World and European Championships.

But the main question is still - did you like the magazine - or would you have preferred it in another way. You see, a project like this is a sign of activity, which directly or indirectly influences the above mentioned points. That is why I need your: ideas, opinions, articles, criticism etc. - a regular stream of information. So, either write or give me a personal call, and help your organization grow larger and stronger.

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