

November 2008

## **Sarah AYTON (GBR) two time Olympic Gold medallist comments on the Yngling to be selected as the women Match Race Equipment.**

Yngling For Match Racing:

Match race training has been a major part of our training over the last two years as the chances of a, who beats who race situation was very likely. We've had various top UK Match racers come along and train with us making some brilliant racing. The Yngling is easy to manoeuvre, light and responsive on the helm meaning you can get yourself in real tight situations. The boats are of a size and weight that each member of team plays a vital role in getting the boat in and out of situations, which strongly promotes teamwork and it not just a sport that recognizes the helm!

Yngling racing is tight, over the last four years we've had some of the most exciting medal races in the Olympic classes. Teams setting the boats up wildly different, sailing them with different techniques but yet still all arriving at the same place at the same time. This has to be a major consideration when sailing with supplied equipment.

If you've not had the chance to sail a Yngling, you'll be pleased to know it handles like a dingy, the more you put in, the more you get out. Like any boat, crew weight and teamwork is vital. The boat is small enough that each person's movement in the boat counts and I personally don't think this should be lost from Olympic sailing.

One of the issues I can foresee with match racing is battling against the weather, main problems being to little or too much wind. The Yngling can be competitively raced in pretty much anything. We have three jibs the light taking us from 0 – 12 knots, the Medium heavy 13 – 25knots and the heavy if conditions are extreme. I appreciated that money and time are important so a medium jib in 240 cloth would be fine to take the boat through the entire wind range.

The same applies to the rig set up, there is an optimal mast foot position, spreader deflection/length, Mast rake and sailing tensions that will get the boats from 0 – 25 knots, with such powerful controls like the backstay, vang, cunningham and traveller you can fake any gear change meaning no time lost in a tight racing environment. (I'd be happy to advise once decisions are final)

As you know we have the weight limit of 205 Kg which I think is a good sailing weight and gives you a good mix of builds, if we loose this kind of weight limit then I think we'll loose a lot of women from Olympic sailing.

Getting started: As you know Petticrow's are building Yngling's, out of the Olympic fleet 5 were new Petticrow's with some teams having two meaning there are 8 new Petticrows out there, with the additional Yngling's being abbots, all built in the same year, you'd have your fleet, ready to go, with the option of buying more Petticrows if required.

Teams have made massive investments over the last eight years buying Yngling's. I understand that as time goes on sailors want change, here we are in a situation where a percentage of women want to go match racing which is great but you shouldn't forget the teams that have outlaid huge amounts of money in boat's they had to sail to win Olympic medals, especially as there is a chance to use these boats for match racing.

Making sailing fair for all nations is a big issue, bringing in a new boat, supplied or not, will totally go against this. All that'll happen is the countries with money will buy a fleet, be better at sailing/manoeuvring the boats and before long others will not be able to compete against them. The market is flooded with boats to buy, as I mentioned earlier I think you'd find the entire Olympic fleet for sale, with a little help from currant Yngling sailors you'd have a match racing fleet up and running by Christmas.

Kind Regards

Sarah Ayton