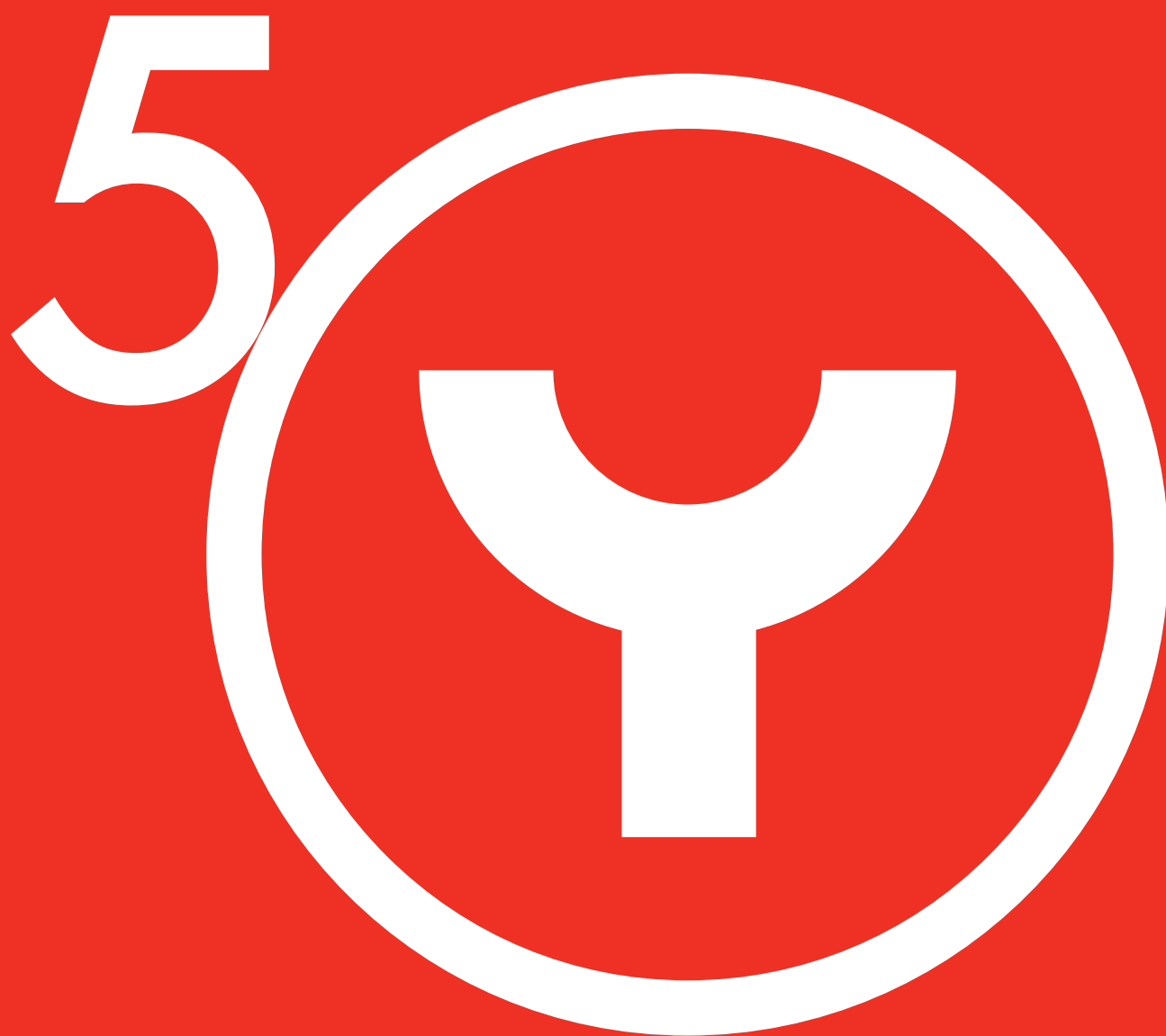
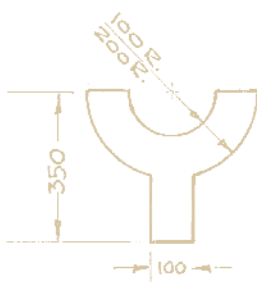


**INTERNATIONAL YNGLING**  
**1968 to 2018**



**A celebration of Yngling sailors and their friends worldwide**



WEIGHT OF CLOTH MINIMUM:

MAIN & JIB ~ 180 gsm (5½ oz UK OR 4¼ oz U.S.)

SPINNAKER ~ 38 gsm (1.1 oz U.K OR 0.9 oz U.S.)

## 50 Year Anniversary

*2018 is a very special year. It all started on the drawing board and prototypes in 1967 and in 1968 the first Ynglings were sailing and racing in Norway. Fleets quickly developed in Scandinavia, Europe and the World. Today thousands of boats exist around the Globe and around 500 boats are members of the class, sailing and racing actively. 2018 Marks the 50 year anniversary for the class and this will of course be celebrated during the World Championship in Italy.*

*The World Championship 2018 is hosted by Fraglia Vela Riva in the north part of Lake Garda. Although this is the first ever World Championship in Italy, Riva is known and liked by Yngling Sailors and holds a strong Yngling tradition. During the Olympic Years Riva hosted an Open European Championship with record participation and the regatta was such a success that it became an annual and later a bi-annual event. The famous Ora wind, the friendly club, the many restaurants in the beautiful town fits the Yngling Class perfectly.*

*This is a Championship you do not want to miss. I can not imagine a better place for old and new Yngling sailors to get together, enjoy wonderful sailing, have a good time and celebrate the first 50 years of our class.*

*Mattias Dahlstrom  
President, IYA*

**"YNGLING"**  
JUNIOR RACING KEELBOAT



LINGE 4/5 YACHT DES  
STORTINGSGET 14  
OSLO ~ NORWA

## THE YNGLING STORY



**THE** initial idea was to design and build a small keelboat for my son, Øyvind, who at that time was 14 years old. Hence the name Yngling, which means youngster! This was in 1967, shortly after the Soling had been through the IYRU trials in Keil and Travemünde. Therefore the same philosophy of design, although the Yngling is not a “scaled-down” version of the Soling as many people seem to believe.

The Yngling has quite different proportions with relatively more beam, higher freeboard with more sheer, fuller body-lines, etc, but she is a nice “little sister” of the Olympic class Soling.

By retaining most of the characteristics the intention was to create a smaller, lighter, and more easily handled boat, which could be a one-design keelboat for juniors as well as a suitable recruiting boat for the Soling.

The class rules right from the beginning were made very restrictive as regards equipment and sails. Furthermore, to enforce the one-design principle, all production moulds etc, were to be delivered from one single source of supply.

Plugs and moulds were built at Bringsværd's yard during the winter 67/68, and the first 7 boats sailed in the 1968 season. Five of these took part in our main national regatta, and they made such a good impression that orders started coming in at Bringsværd's yard.

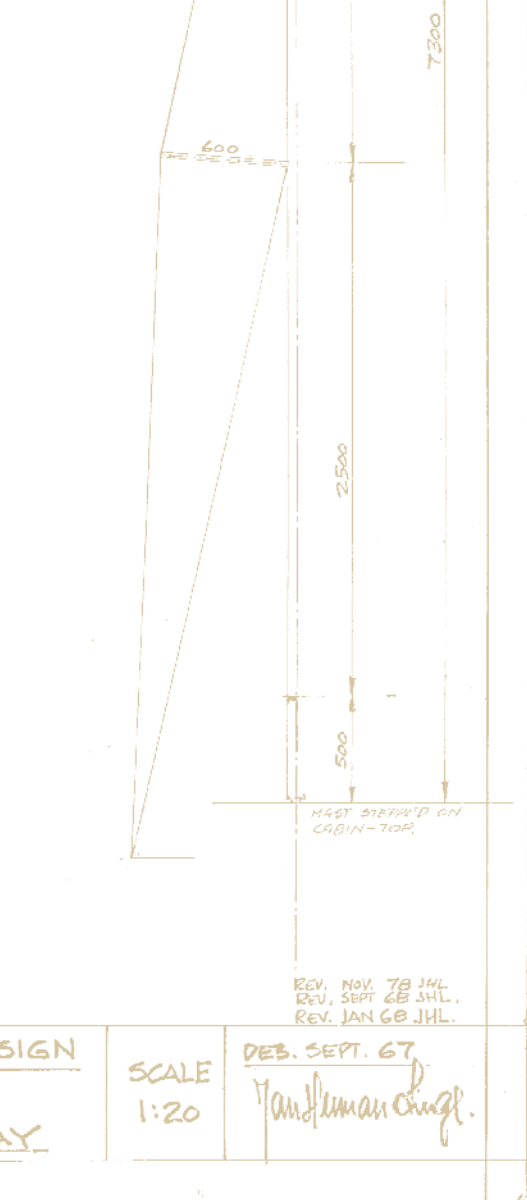
I lent our own Y-N to Paul Elvstrøm, who evaluated the boat during the autumn and winter, and he introduced the boat to Danish sailors.

Before the 1969 season 55 more Ynglings were built and the class was established in Norway.

In 1971 I was honored by receiving the Design Prize for the Yngling from the Norwegian Design Council. The International Yngling Association was founded in 1971 and the first World Cup Race was arranged in Holland the next year.

IYRU granted the Yngling International status in May 1979. IYRU status has given the Yngling class many positive things. The class rules are under constant surveyance and have improved to near perfection. The status of official World Championship makes those events more important, and we have seen an increase in entries and a higher standard of racing than ever before. I believe the Yngling class is attractive to good sailors, not only because it is a good boat, but also because they meet good competition and also the friendly atmosphere they find under the wings of IYA.

*Jan Herman Linge, 1987*





## YNGLING CHAMPIONSHIPS 1972-2017

Every Year the IYA grants by popular vote Championships to be held all over the world.

These can be Open, Womens, Youth or European.

For listing see [Wikipedia.org/wiki/Yngling\\_\(Keelboat\)](https://en.wikipedia.org/wiki/Yngling_(Keelboat))

Each Nation has it's own Championships too many to list here.

Championships are for all Yngling Friends who qualify under each Nations rules and decisions.

Quotas apply to keep fair competition.

Fun is the Yngling's Championship events secret.

The following lists the past World Champions and World Cup Champions.

Please note the three and two time winners.

### Yngling World Cups

Prior to ISAF International status 1979

1972 Holland. B Hansen, Fricke, Hansen

1973 Denmark. D Holm, Kampmann, Iversen

1974 Holland. Bøe, Odd Hverven

1975 Denmark. F Tang, Iversen, Bry

1976 Denmark. B Hansen

1977 Denmark. Thunbo Christensen

1978 Lac Lemman, Switzerland.

J Ring, Christensen, N Chr. Andersen

### Yngling World Championships

1979 Kristiansand, Norway.

N 333 Terje Wang, Marius Nissen Lie, Finn Hanssen

1980 Lake Attersee, Austria.

OE 171 Harald Fereberger, Herbert Spitzbart, Edwin Selder

1981 Hanko, Norway. N 333 Terje Wang

1982 Sarasota, USA. N 378 J Pettersen

1983 Sundby, Denmark.

D 4 J Ranlov, J Hemmingsen, P Rossing

1984 Versoix, Switzerland.

D 43 S Pehrsson, P Midtgaard, N Lassen

1985 Asker, Norway.

D 28 Theis Palm, Christian Loppenthin, Patrick Sebbelov

1986 Muiden, IJsselmeer Holland. D 136 Theis Palm

1987 Lake Attersee, Austria.

D 136 Soren Pehrsson, Patrick Sebbelov,  
Niels Christian Andersen

1988 Rungsted, Denmark.

D 136 M Hartvig Andersen, C Pedersen, C Loppenthin

1989 Tonsberg, Norway.

D 136 Niels Andersen, Patrick Sebbelov, Kihl Jakob

1990 Geneva, Lac Lemman, Switzerland.

N 389 E Torgersen, E Stokkeland, N C Jansen

1991 Medemblik, IJsselmeer, Holland.

D 152 Bo Seiko, Klaus Landsmann, Michael Empacher

1992 Traunsee, Gmunden, Austria.

D 149 Christian Rasmussen, M Reinhold, M Hartvig

1993 Hellerup, Denmark.

D 156 Jesper Bendix, Jacob Gronbech, Lars Christensen

1994 Moss, Norway.

DEN 68 Soren Ebdrup, Allan Dam, Marls Vilsbaek

1995 Versoix, Lac Lemman, Switzerland. Not Awarded

1996 Sydney, Australia.

AUS 38 Neville Wittey, David Edwards, Joshua Grace

1997 Stavoren, IJsselmeer, Holland.

DEN 177 Mads Christensen, S Hogild, A Fisker

1998 Wolfgangsee, St Gilgen, Austria.

DEN 177 Mads Christensen, S Hogild, A Fisker







1999 Borstahusen, Sweden.

DEN 177 Mads Christensen, Soren Hogild, Anders Fisker

2000 Kalovig, Denmark.

AUT 1 Rudi Mayr, C Mayr, N Pracher

2001 Newport, RI, USA.

AUT 201 Christoph Skolaut, George Skolaut, Wolfgang Riha

2002 Lake Lucerne, Brunnen, Switzerland.

DEN 189 Claus Hoj Jensen, Maria Holm, Marten Hamsen

2003 Warnemunde, Germany.

USA 339 Betsy Alison, Suzy Leech, Lee Icyda

2004 Sydney, Australia.

AUS 54 Neville Wittey, Jeanne-Claude Strong, Sam Newton

2005 Mondsee, Australia.

NED 322 Maarten Jamin, Gert Bakker, Lansje Hofstra

2006 La Rochelle, France.

USA 348 John Ingalls, Jamey Randall, Mikael Komar

2007 Medemblik, Holland.

NED 333 Hidde-Jan Haven, Don van Arem, Auke van der Werf

2008 Skovshoved, Denmark.

NED 328 Tom Otte, Mark Haven, Floortje de Vries

2009 Kalmar, Sweden.

NED 328 Tom Otte, Mark Haven, Floortje de Vries

2010 Lelystad, Holland.

USA 348 John Ingalls, Bruce Chafee, Torey Pellegrini

2011 Lake Attersee, Austria.

NED 355 Maarten Jamin, Menno Berens, Jaap Smolders

2012 Sydney, Australia.

NED 355 Maarten Jamin, Menno Berens, Jaap Smolders

2013 Brunnen, Switzerland.

NED 356 Hidde-Jan Haven, Don van Arem, Auke van der Werf

2014 Travemunde, Germany.

NED 333 Hidde-Jan Haven, Don van Arem, Auke van der Werf

2015 Askoy, Bergen, Norway.

DEN 195 Lucas Lier, Frederik Højgaard Berg, Konrad Floryan

2016 Wolfgangsee, St Gilgen, Austria.

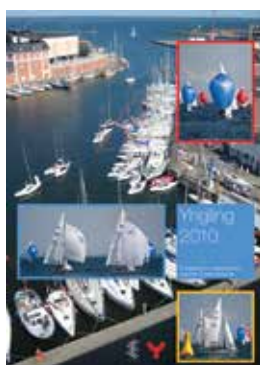
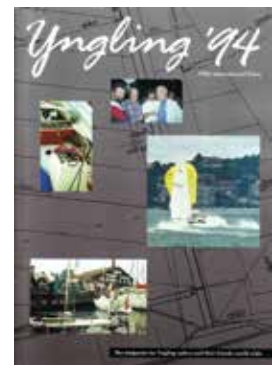
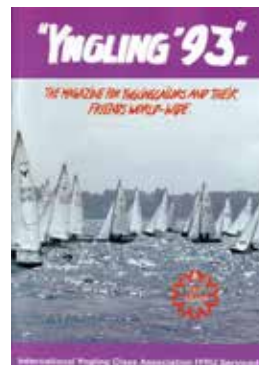
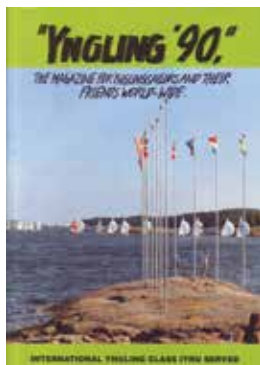
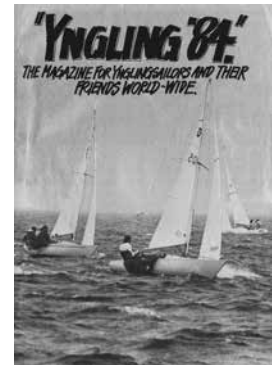
AUT 296 Rudi Mayr, Anna Boustani, Philippe Boustani

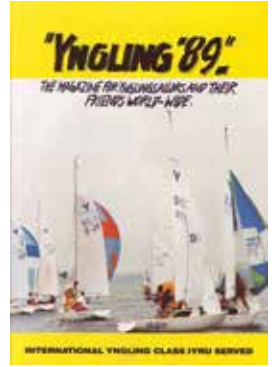
2017 Sneek, Holland. NED 328 Tom Otte, Jeldau van der Werf, Floortje Otte-de Vries





The International Yngling Magazine has been produced since 1980 and is recognised by ISAF as one of the best Class magazines of its type







## IYA PRESIDENTS

Odd Hverven 1973 to 1978  
Lars L Hafsmoe 1979 to 1983  
Niels Christian Andersen 1984 to 1987  
Gunther Schmidt-Ginzkey 1988 to 1992  
Ingemar Stromblad 1993 to 2004  
Henrik Gravesen 2005 to 2011  
Mattias Dahlstrom 2012 to 2018

### Vice Presidents

Peter Drugowitch 1979 to 1981  
Fred Shoaff III 1982 to 1983  
Corry de Ridder 1984 to 1986  
Hans H Gerth 1987 (1988)  
Claus Brask Thomsen 1989 to 1991  
Ingemar Stromblad 1992  
Niels Christian Andersen 1993  
Svein Andreassen 1994 to 1995  
Rudi Mayr 1996 to 1999  
Ellie Field 2000 to 2002  
Christoph Skolaut 2003  
Henrik Gravesen 2004  
Huub de Haer 2005 to 2009  
Mattias Dahlstrom 2010 to 2011  
Beer Van Arem 2012  
Maarten Jamin 2013 to 2018

### Secretaries

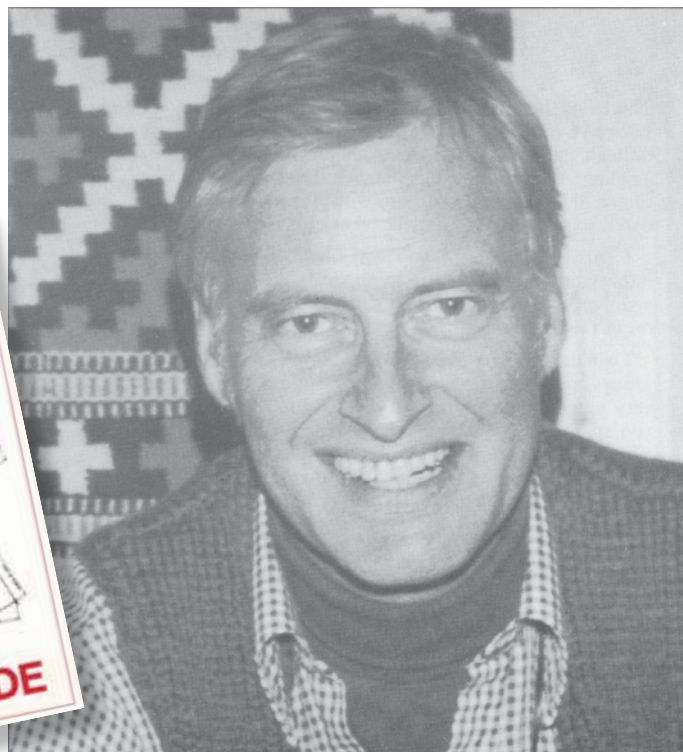
Gunther Schmidt-Ginzkey 1993  
Chris Harper 1994 to 2018  
Mattias Dahlstrom (Ex Sec) 2005 to 2011

### Treasurers

Gunther Schmidt-Ginzkey 1993 to 1996  
Rene Steimer 1997 to 2015  
Walter Baumgartner 2016 to 2018

### Honorary Life Members

Gunther Schmidt-Ginzky SUI (1996)  
Jörgen Ring DEN (1998)  
Pat & Joyce Warn AUS (2002)  
Ingemar Strömblad SWE (2005)  
Chris Harper AUS (2008)  
Peter Carter AUS (2018)  
Bruce Chafee USA (2018)  
Mattias Dahlstrom SWE (2018)  
Andreas Knittel AUT (2018)  
Rene Steimer SUI (2018)



### Captain Odd Hverven the true Father of the IYA.

Captain Odd Hverven, IYA President in 1977 applied to the IYRU (now ISAF) for International One Design Class classification.

There were many challenges to attain International status:

Agreements between the Designer, IYRU and the IYA.

Official drawings from which the class rules could be determined for measurement.

The Yngling Guide

International Class rules for the IYA and the NYA's

IYA Constitution

IYA Championship Rules

Building fees and Official builders

Conduct of racing, championships, selection criteria, NYA's and the IYA's roles

IYRU requirements for International participation across the nations and continents

Measurement and Officials.

Captain Odd Hverven was ably assisted by many fine sailors in the class and legally by His Honour Judge Des Ward from Australia.

He also worked tirelessly with the Designer Jan Herman Linge.

After heavy negotiations in London at the end of May 1979 the contract with IYRU was signed and hundreds of hours work was rewarded. The Yngling was accepted by the International Yacht Racing Union under group 1 as an International Class .

Sadly, just after this great achievement for us Odd passed away.



## Outstanding Presidents

We all know that Great Presidents successfully steer us and guide us through some of the most demanding times.

We are very fortunate to have had many great Presidents.

Ingemar Stromblad fell in love with the Yngling in 1985 and then started sailing with his two fine sons.

He managed our meetings in a way where we could leave with a sense of achievement (and usually very tired as well, he still holds the record for the longest meeting of all time).

Through his proper process our meetings became orderly and effective.

Ingemar was tireless in gaining the Olympic Status for our class, which includes agreements between ISAF, the IYA and Jan Linge, Olympic Championship Rules and keeping the class financial. He also attracted more builders eg Mader, Abbott, Børresens and Nautivela.

It took a lot of work, I know I helped him along the way.

Then again from the North Mattias Dahlstrom appeared.

Mattias was popularly elected by a forum of our Olympic womens teams in Brunnen to represent them.

I never wondered Y. Those who know him know Y.

Mattias took care of our Olympic sailors at ISAF, their qualifying regattas and all the things that only female sailors could dream of.

He then was elected as President and guided us through Post Olympic Depression in fine style.

ISAF also admired his style and knowledge as I know we all do.

And I might add we are still financial, just ask Rene Steimer and Walter Baumgartner!

I once said Ingemar was the greatest President of all time, but Mattias like cream had not risen to the top then.

Both have given us over 20 years of service and I think they share the Honour.

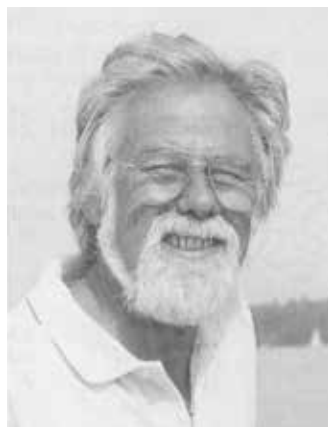
Your Yngling Friend  
Chris Harper  
Honorary Secretary  
For a long time



Lars L. Hafsmoe



Niels Christian Andersen



Gunther Schmidt-Ginzkey



Henrik Gravesen



Ingemar Stromblad



Mattias Dahlstrom







## IYA SECRETARY'S VIEW

Our friend Jan Linge first designed the Soling, when he designed the Yngling he got it right.







## IYA MEASURERS

We have class rules to protect the interests of the membership, builders and officials.

They provide the way for us to proceed as an association.

We have the right to make changes with the following procedures and rules of the association.

The conduct and observation of the class rules is what makes the class strong and effective.

Only the changes agreed by the class within its rules and constitution can be put forward to ISAF by the class.

We are very thankful to all the Chief Measurers, Measurers and their assistants and volunteers who have unselfishly given their time and efforts to our sailors over the last 50 years.

We would not be where we are today without them.

### Measurers

Tony Watts 1984 to 1985

Ralph Kinsbrunner 1987 to 1992

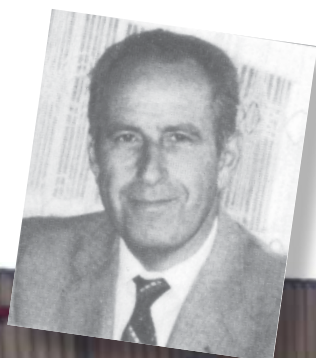
Chris Harper 1993 to 1994

Per Thorshøj 1994 to 2003

Francesco Ciccolo 2003 to 2004

Peter Hinrichsen 2005 to 2010

Peter Carter 2011 to 2018





## YNGLING WOMEN

In Norway the Yngling was very popular with women right from the beginning. Crown Princess Sonja chose the Yngling as her class. During a 10 year period she was very active and participated in many National Championships and one World Championship.

Denmark introduced the first Open Danish Ladies Championship in 1985 on the DYK Associations' 15th Anniversary.

The Yngling was chosen for the first IYRU Womens WSC in 1994 sailed at La Rochelle, France.

A great inspiration for women sailing in the Class were Joyce and Pat Warn from Australia participating in the class at home and overseas for over 40 years.

Australia created the AUSPAC Regatta in 2000 specially for women after the Yngling was chosen as Womens keelboat for the 2004 Olympics in Athens.

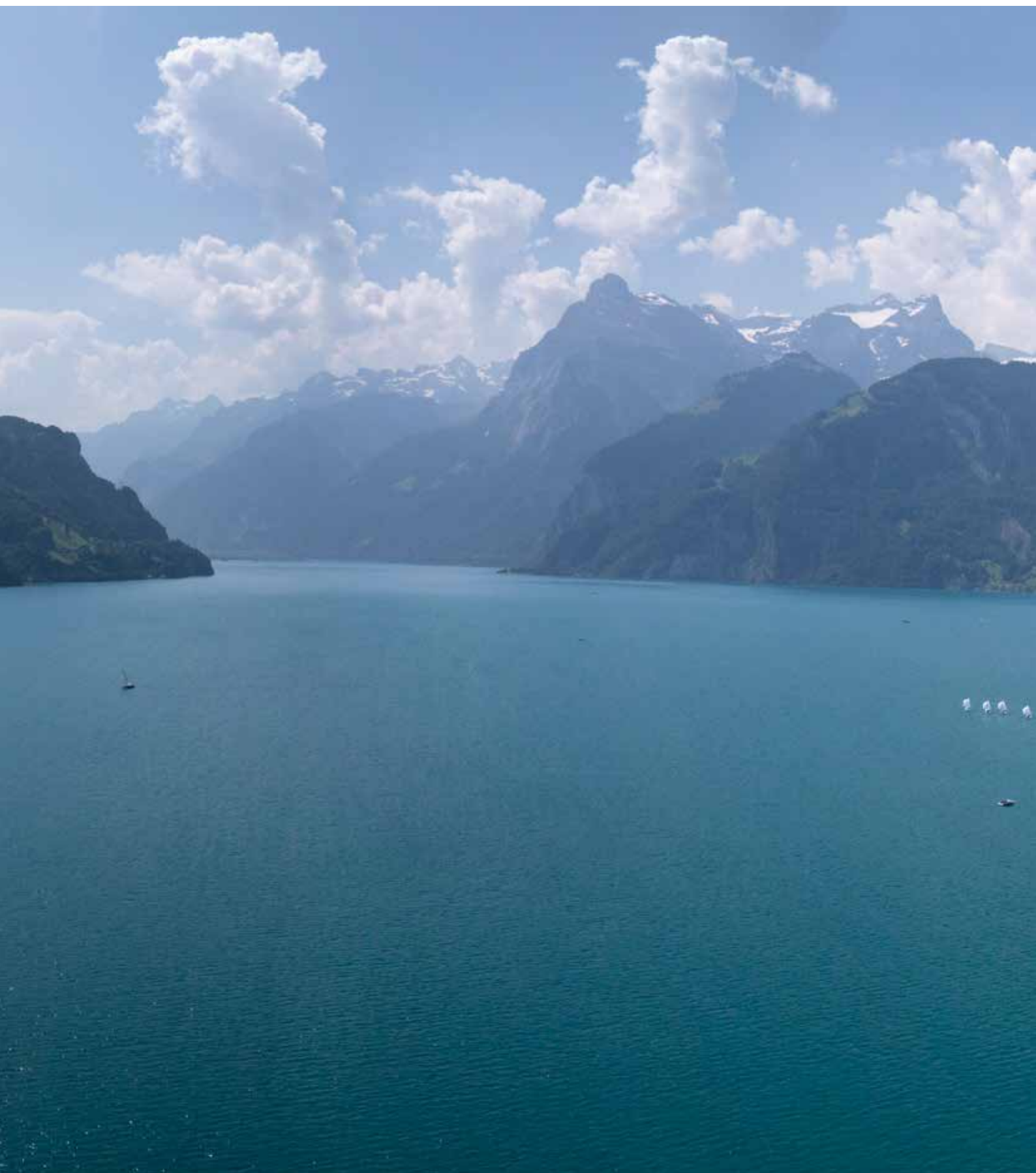
After the Yngling was chosen for the 2004 Olympic keelboat for Women the first separate Womens World Championship was held in Brunnen, Switzerland in 2003.

The 2006 Womens Yngling World Championship in La Rochelle, France was used as a selection series for the 2008 Olympics in Beijing.













## A YNGLING FROM BERLIN



After 34 years of ownership I regretfully sold my boat this year (with the kind assistance of the Class Association). Fortunately the new owner is a young and enthusiastic lady skipper.

During this rather long time of boat ownership I naturally experienced a number of beautiful, funny and sometimes difficult situations. Here are some episodes:

It all began on 1st May, 1981 when we (my sister-in-Law, nephew, brother and I) picked up the boat from the boatyard. We had chartered the boat in the past and were familiar with her. Unfortunately that day we were facing a stiff breeze – gusting 8 bft and only my nephew and I had prior sailing experience. The boat heeled permanently generating a bow wave with plenty of spray which soon drenched my crew who were dressed in rain-jackets only. Soon after the main sail tore. Since we had only covered a third of the distance we returned to the boatyard. Two days later on a sunny day with a light breeze we eventually sailed the boat home.

Sometime later on a fine Sunday we decided to try some spinnaker action. This had not been part of my Sailing License (Type “A”) curriculum but, well, there is always a first time. As usual, my nephew studied the rigging in detail while I concentrated on steering through the heavy weekend traffic (this was before the fall of the Berlin wall and the traffic was very dense accordingly). So I could not pay much attention to the spi-rigging (which I would find out later).

A few days later while I sailed with some friends on the river Havel in a light breeze, the only man in the crew wanted to fly the spi. Phew, how did that work again? Since the others had no prior sailing experience I stayed on the helm and gave the instructions. So far so good. All was ready to go. When the spi was hoisted we suddenly had a lovely little tent on the foreship. Something must be wrong, but what? The sailors around us were laughing loudly. I found it amusing too. While one of my lady crews felt embarrassed about it the other one sat quietly “in the tent”. Then it suddenly dawned on me: Of course, the spi-pole had to be fixed with one end to the mast and the other end to the spi and not with both ends to the spi. Well, this is called “learning by doing” and soon the spi ballooned presenting a pretty picture.



On other occasions my family and I have also hoisted the spi in the famous hourglass configuration and then dumped it into the water, much to the amusement of onlookers. So what?

Occasionally we spent some nights on our boats. I have to add that my brother and sister-in-law own a Canadian canoe. Normally one of them crewed for me while the other one steered the canoe which we towed to an island named “Pfauneninsel”. There my crew transferred to the canoe. It was very beautiful and serene. One night I was awakened by a soft bump on the hull. When I peeled myself out of the sleeping bag and peered out under the cockpit cover I saw the canoe with its kerosene lamp noiselessly disappearing across the waters to the opposite embankment. It was a mysterious and fabulous sight. Normally the channel between the two embankments is busy with tourist boats and other vessels but at 3am it was absolutely still, hence there was no danger for the canoe. I watched them land on the other side and then snuggled back into my sleeping bag. When my brother and sister-in-law woke up the next morning they thought that my boat had left them. They took some time to realise that in fact it was the other way around and soon paddled back to my boat. Even today we still remember this occasion with a smile.

Well, my sister-in-law and I also participated in two or three races because the Yngling sailors of “Segler-Vereinigung Unter-Havel e.V.” proposed to all other Yngling sailors in the Berlin area to get together for some racing. Actually, we had no idea about racing but really enjoyed ourselves, even when always ending up as last or second last finisher. After all, the participation matters.

One race had to be cancelled due to very strong winds which turned sailing into survival mode. Since that afternoon the wind was expected to gust up to 10bft the Race Committee cancelled the race, much to our relief.

During another cruise on a beautiful day we picked up two girls sitting on a surfboard and shivering. They did not have the strength to surf home. We gave them two towels and towed them home.

We too had been towed home on occasions when the wind died towards the evening. It is quite tiring to paddle the Yngling home, usually while loudly singing all sailor’s and hiker’s songs we could remember. Perhaps it was our singing that made boats stop for us but I don’t think so. People around here are just very friendly and helpful.

I could go on with more sailing episodes but do not want to write a book. I had a wonderful time which I will always remember fondly.

Helga Todtenhaupt GER 157





## MARCEL GUTTINGER TALKS ABOUT THE YNGLING

*Marcel, since when are you sailing?*

For 35 years, Yngling for 30 years. Margrit, my wife brought me to it, she sailed before me on Lake Hallwil (Lake Hallwil is a minor, but very active lake in central Switzerland). I was about 35 years old at the time.

*Why Yngling?*

A friend recommended it to me. It was built in a wharf on Lake Zurich and was a widespread boat there. It was also the size of a fishing boat, which improved the availability of suitable berths considerably. Boat berths were scarce then as now.

*So it was a rational decision, not love at first sight?*

(smiles) Well, we sailed a 470 before, had a dry berth. That meant standing in the water when launching the boat. In the spring the water was cold. We did not want that anymore and found the Yngling was the right boat.

*Of your many activities mentioned above stands out especially the "winter sailing".*

Winter sailing has been one of my last activities, which I had pursued and promoted very intensively. Winter sailing is virtual sailing, so on the computer. We wanted to continue the training even in the cold season. Theory alone is not enough. It only stays when experienced. We competed on the computer once a week. Rule violations were immediately investigated and discussed – not hours later. Winter sailing was a success and is continues today by the Zurich Sailing Club.

*What other sailing activities and ideas would you like to mention? What were highlights, what were low blows?*

(considers) A low point was to see that about 10 years ago, the class was losing its base.

*With base do you mean...*

...those on the ranks 5-25. The ones in front can only be in front if there are 20 more.

*Why did this development happen?*

(thoughtful) Maybe it got forgotten that the base is important – I do not know. We were going strong. But even earlier it was not always like that. I started when there were only class championships for years. At that time, we recognised the importance of the base and were soon able to sail Swiss championships again. Top people organise themselves, new people need support, that gives a wide base.

*Does the declining trend in sailing in general also play a role here?*

That's for sure. Young people have a different approach to sailing today. You have a great range of leisure and sports activities, accessible via smartphone and Internet. That one chooses a sport and then stays with it, that has changed. As a referee I had the opportunity to be close to other classes... they also have their challenges (smiles meaningfully).



*Now to the keyword, highlights...*

...there were many (gleams). At the beginning of our – Margrit's and my sailing time, we were not ready for a stormy regatta at the start, only one boat was on. When putting on the second, we were broaching and filled the boat with water. We sailed back to the harbour, emptied the boat – with the Yngling all this is no problem. Back to the start, we were second in the second race, in the third we even won. That was a sense of achievement from which we ate for a long time.

Later, another highlight was Lake Garda. That was one of the best experiences when the Austrians invited us to the "Dolce Vita" training (Dolce Vita preceded today's Springtime Europeans). Terrific, especially the community and international solidarity. Also at the Swiss lakes there were many beautiful moments.

*...a sum of beautiful memories and experiences. In 2018, the Yngling will be 50 years old. We celebrate its birthday in Riva on Lake Garda. What do you wish for the Yngling class?*

(long pause) That the success story that I have witnessed lasts. Just now when I hear Lake Garda, Riva, anniversary, World Championship – when I hear that you're celebrating down there, that's good, a good omen.

*That pleases me. Last but not least: what role did Margrit play?*

She convinced me to sail and she was always at the helm. Unfortunately, she had to stop sailing 10 years ago, I added 10 more years. Today we go dancing, driving campers and do some other things. Margrit has also shaped the ideas here.

*Marcel thank you and Margrit – all the best for your new activities.*

Also I wish you all the best and nice greetings to all I know.

*Interview with Walter Baumgartner and Patrick Haag, November 14, 2017.*

*Marcel is a longtime Yngling sailor, he has done a lot for sailing and especially for the Yngling. Marcel has now decided to stop all sail related activities. He was a regatta sailor, fleet captain, Lake Zurich coach, referee, surveyor, jury member and above all organiser and innovator. He did a lot and experienced a lot.*





## Yngling friends in action









## SAILOR'S YARN FROM SWITZERLAND

The council in Nyon, a medieval town at Lake Geneva, had done a thorough investigation. Active keelboat class, one-design, easy to trailer, tactically to sail, a crew of 2-3, unsinkable and family-boat. But really eye-catching was the name "Yngling". The youngling was interpreted as a young or young-minded class. This was of vital importance for the 2017 Swiss Championship in Nyon could go ahead.

A great success: 18 Swiss boats; challenging wind, demanding everything from sensitiveness and exact power of observation to trim and hiking skills. Thomas Beck and his crew became Swiss Champions. Besides sailing there was still some time – at the dinners – for sailor's yarn.

I wanted to understand what sticks Yngling sailors together. What is the nature of the class? Why a sailor decides on the Yngling?

Option A: The father purchases an Yngling and takes along his child for sailing. The child becomes infected and buys its own boat later. This is what happened to me. To this I liked the following story best:

*"Once again my mother was heaved up on a mountain by my father. Exhausted, she was standing on the summit and thought – this can't continue. I will stop hiking and do a sailing course. Thereupon my father, a former Star sailor, bought an Yngling. Soon we started racing – my father, my mother, my brother (then 9) and I (then 11). They always said, we two youngsters count only as one. So we considered ourselves altogether as three, and struggled in our first competitions against today's Swiss champion."*

Option B: You start a family and have no time left for excessive regatta training.

*"My father owned a first generation Yngling, imported directly from Norway. I sometimes sailed with him, and thus sat on an Yngling 50 years ago – though I had been an active dinghy sailor at that time. In 1980 we started a family and I decided to stop dinghy sailing, but could not help doing it. As I was short of money at that time, I had to find a low priced boat... An Yngling had fallen from its rack in a winter storage and had suffered some scratches – a bargain! Nevertheless I was winning and sailed over six years at various championships."*

Option C: You discover the Yngling-family and meet a group of ambitious and social sailors offering sailing opportunities, boat lending or rental (Sailcom\*), training offers, etc – straightforward, constant and well organised. To this the following story:

*"We found a small boat place, but did not own a boat yet. Based on our long-term experience with Sailcom and their Yngling boats, the regular Tuesday trainings on Lake Zurich and a perfect trial event, we opted for the Yngling. Since about one year we are now taking part, have still a lot to learn, but are fully motivated. If you show interest, the way gets paved. For example, we could gain first-hand international experience in Sneek, on a Dutch charter boat."*

It is not surprising, that *"an invisible tear is shed, if an Yngling sailor does not feel sufficiently young anymore to continue sailing and is leaving the class"*. Currently the boom-years are over. Some are questioning the continuity of the class. Less and less want to bind themselves with a hobby, invest time and maintain a boat regularly. Too many commitments, too intense is everyday life.

The Yngling, especially Suisse Yngling stands for:

1 boat, simple to maintain

10 well organised events every year

> 100 active Swiss sailors

and never-ending sailor's yarn

To that one final anecdote:

*"Until 2004 I had never sailed, but was a friend of two sailors. We were sitting in a ski lodge watching Team Alinghi on TV. I figured I should try something new... no sooner said than done. Shortly thereafter I was sitting on my friend's Yngling – in the winter storage. I tried hiking and hanging, secured with a pulley. My skills were satisfactory and I was booked for Holland. After having rolled up the sails at measurement, incidentally for the first time and alone, I was thrown – literally – into cold water. Just a little trial run, it was said. 10 minutes later I was wet like a drowned rat. But these are the stories that are moving and touching."*

What is it that makes Yngling sailors stick together? Is it the jump into the cold water?

After numerous entertaining conversations I conclude: the common denominator is the family – in a direct and a wider sense – held together by sailor's yarn, experiences with and on the Yngling.

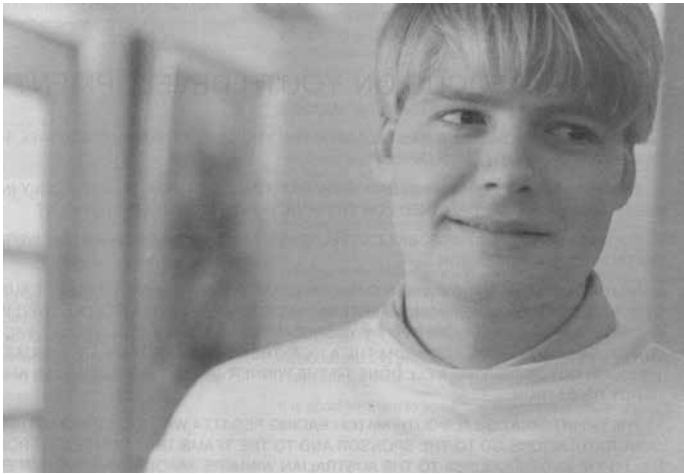
At the 2017 Swiss Championship in Nyon, I interviewed the following sailors for this article: Thomas Huber, Jan Wild, Sandra Schaer, Christoph Bichsel, Markus Jakob, Karin Nordström and Thomas Beck. Many thanks for your stories, which I tried to retell, partly simplified.

Karin Imoberdorf

*\*Sailcom is Swiss boat sharing organization*







## 2017 WORLD CHAMPIONSHIP SNEEK, HOLLAND

1	NED 328	Tom Otte, Jeldau van der Werf, Floor Otte-de Vries
2	DEN 263	Lucas Lier, Mikkel Nørrelykke, Frederik Zafiryadis
3	GER 1	Thorsten Schutt, Veit Bücken, Kai Morwinski
4	NED 355	Maarten Jamin, Jaap Smolders, Cristel Pessers
5	NED 320	Marcel de Jong, Lieske Wierenga, Jeroen van der Broek
6	NED 336	Jan Deen, Sander Oost, Reinier Tromp
7	AUS 59	Michael Nash, Sara Ladd, Alexia Biggs
8	NED 350	Reinier de Kler, Anna Bertling, Marlies Vasmel
9	AUT 296	Rudi Mayr, Philippe Boustani, Vinzenz Piso
10	NED 370	Erwin de Vries, Joost Hanselaar, Haike Mulder
11	NED 335	Kaj Moorman, Jasper Schuddeboom, Sam Peek
12	GER 277	Ralf Teichmann, Henning Rehe, Jos Vaes
13	NED 323	Matthijs Tak, Jochem Slikboer, Tessa Dadema
14	NED 307	Paul Wassink, Marije Willemsen, Lonneke van Es
15	NED 321	Florian van Dort, Jikke de Jong, Yldau van der Ende
16	DEN 111	Jørgen Ring, Cameron Larsen, Jens Zacho
17	GER 17	Heinz John, Evi John, Kathja Kuhn
18	DEN 155	Frederik Berg, Anders Nørrelykke, Niels Ibsen
19	SUI 455	Christoph Bichsel, Karin Nordström, Markus Jakob
20	NED 337	Max van het Hooft, Kees Arets, Dolf Rietberg
21	NED 74	Zita Divendal, Bruce Chafee, Marije Boonstra
22	NED 324	Christiaan Tromp, Roderik Rath, Huig-Jan Tak





23	SUI 454	Jürg Wenger, Peter Kupferschmied, Dominik Auer
24	SUI 398	Patrick Haag, Joseph d'Aujourd'hui, Gianni De Nardis
25	SUI 458	Matthias Farni, Thomas Beck, Michael Schoedon
26	NED 289	Jacques Verberne, Matthijs Brouwer, Milly Bon
27	NED 312	George van Liebergen, Renate Mittertreiner, Aukje van den Akker
28	NED 226	Lieke Vossen, Margreeth Duit, Nienke Vuurberg
29	NOR 404	Chris Skogen, Thorbjorn Halvorsen, Anna Raangs
30	NED 349	Jorrit Witters, Sjoerd Feith, Joost Brouwer
31	NED 334	Bauke de Vries, Ruurd van der Leij, Mike Hemmen
32	NED 347	Marnix van Dishoeck, Constant van Dishoeck, Bastian Lamers
33	DEN 147	Jeroen Burks, Hannah Feringa, Marloes Kraak
34	DEN 196	Jørgen Krogh, Frederik Løppenthin, Christian Faber
35	NED 329	Carlijne Sprik, Dieke Bos, Jorien van Dulken
36	NED 308	Britt Termes, Valerie Sars, Dilara Tuna
37	NED 90	Josien Poorting, Hylke Poorting, Sarah Poorting
38	NOR 251	Rimmert van der Kooij, Julian Straus, Marta Lall
39	NED 368	Herman Sijtsma, Rob Sommers, Dolf Sijtsma
40	NOR 411	Kenneth Buvik, Christoffer Buvik, Walter Caharaija
41	DEN 216	Mads Wivel, Magnus Fauenhøj, Arthur Vossen Mandahl
42	SUI 225	Walter Baumgartner, Eva Baumgartner, Oskar Erdin
43	NOR 344	Jan Rune Hopland, Linn Kirkeli, Mira Høstaker
44	SUI 320	Marc Bornand, Sandra Schaer, Marcel Graber











## AGM 20 JULY 2017 SNEEK, THE NETHERLANDS

### 1. Attendees

Peter Carter, AUS (IYA Chief Measurer)  
Walter Baumgartner, SUI (IYA Treasurer, NYA President)  
Frederik Loppenthin, DEN (NYA V President)  
Jörgen Ring, DEN (NYA President)  
Maarten Jamin, NED (IYA V President)  
Rudi Mayr, AUT (NYA Rep)  
Bruce Chafee, USA (NYA Rep)  
Christian Dylla, GER (NYA Rep)  
Chris Skogen, NOR (NYA Rep)  
Reinier Tromp, NED (NYA President)  
Mattias Dahlstrom, SWE (IYA President)

### Apologies

Chris Harper, AUS (IYA Honorary Secretary)  
Bostjan Antoncic, SLO (NYA President)  
Petra Schutt, GER (NYA President)

### 2. Mattias Dahlstrom declared the meeting opened.

### 3. Mattias Dahlstrom was elected Chairman of the meeting and Peter Carter Secretary.

### 4. The Notice of meeting and the Agenda was approved 5. The attached voting registry was approved.

### 6. No new Yngling Association was reported. Yngling sailors in Belgium sail regattas in the Netherlands.

### 7. The minutes of the 2016 AGM in Wolfgangsee AUT were approved .

### 8. The attached annual report was approved.

### 9. The attached financial statement and the report was approved. The auditors review was read and approved.

### 10. By unanimous decision the Executive Committee was discharged.

### 11. Proposals

- No proposals for Class Rules changes

- No proposals for Constitution changes
- No proposals for Championship Rule changes

### 12. Peter Carter reported from the Technical Committee meeting held previous day.

- The 2 or 3 crew rule is currently included in the regatta NOR. Would be good if this is included in class rules without changing practice. TC to pursue with advice from Mattias.

### 13. Review of IYA information

- The IYA Magazine 2017 has been distributed as on line version and as print ready pdf to all NYAs. A smaller number have been printed for use at regattas and meetings. Jan Harper was thanked and praised for yet another great issue of the Magazine.
- The website keeps its function as an archive and links to any news in the Yngling world. Lukas Hitz was thanked for his efforts with the website. The "marketplace" section has now been removed since there was practically no usage.
- The Facebook page is the place for instant news from regattas and Yngling happenings. Current fb editors are encouraged to post and recommend other editors.
- The Yngling for Future booklet is a collection of successful Yngling activities from around the world and should work as a source of ideas for all NYAs. Walter Baumgartner is in charge of this and welcomed further contributions.
- Any contribution to next years Yngling Magazine have to be sent to Jan Harper no later than May 2018.
- The use of drone footage at recent events was praised and any regatta organisers asked to send any clips to webmaster for publication.

### 14. Future Regattas

- The Youth Europeans will not be held until we have an organiser and the numbers to make it a good youth event.
- 2017 Springtime Europeans will not be held this year when having the worlds on the same location.







- 2018 Open WC, Riva del Garda, Italy, 8-14 July 2017, 4 days of racing + 1 spare day. More details and NOR to be worked in conjunction with the local club by Mattias, Martin, Maarten and Walter. Peter to follow up with measurement plan.
- 2019 Open WC decided for Lake Sheboygan, Lake Michigan, USA. Preliminary dates 26 July-2 August. 12-15 boats available for charter. Aim is to get 15-20 teams from overseas. Different solutions on IYA contributions for shipping was discussed. Maarten to make proposal to be approved by EC.

15. No builder reports were presented

16. The attached budget and unchanged IYA fees were approved. Changes may be made by EC on support for World Championship participation which was considered an important point.

17. Elections/Appointments

- Mattias Dahlstrom SWE was elected President for one year
- Maarten Jamin NED was elected Vice President for one year
- Chris Harper AUS is serving second year as Honorary Secretary
- Lukas Hitz SUI is serving second year as Webmaster
- Walter Baumgartner SUI was elected 2 years as Treasurer
- Peter Carter AUS was elected Chief Measurer for one year.

The TC members are: Christian Dylla GER, Felix Schneider SUI,



Jorgen Ring DEN and as observer Maarten Jamin NED

- Grant Thornton was appointed as Certified Auditor

18. For the World Sailing Annual Conference the IYA Executive Committee will decide the representative.

19. The attached outline for the Charter Boat program was approved. The summary being to support the Worlds Charter Boat Program with up to EUR 6'500 annually. Priorities in funding should be: 1st overseas youth teams, 2nd other youth teams, 3rd other overseas teams.

20. Other business

A need for a Measurement Manual was expressed and the TC agreed to make a suggestion based on the procedures used at Championships.

20. The next AGM to be held during the World Championship in Riva 8-14 July 2018. Exact time to be communicated in meeting notice and place to be posted on the event notice board.

21. MD closed the meeting and thanked all the participant for the hard work and dedication the Yngling Class.

Peter Carter Meeting Secretary

Mattias Dahlstrom Meeting Chairman









## INCOME & EXPENDITURE ACCOUNT, MAY 2017-APRIL 2018

CHF	Income	Accounts 2016/17		Budget 2017/18		Accounts 2017/18		Budget 2018/19	
		Expenditure	Income	Expenditure	Income	Expenditure	Income	Expenditure	Income
3210	Building fees								
3220	Boat sticker fees		10 769		10 500		10 199		9 600
3230	Sail label fees		2 461		4 000		6 387		3 360
3310	European C'ship				250		462		720
3320	Open World C'ship		3 573		3 000		2 614		2 400
3410	Bank interests		137		140		115		100
3420	Adjustment on securities		81				-192		
3430	Forex profit/loss		145				-1 605		
			17 165		17 890		17 979		16 180
<b>Expenses</b>									
5610	Yngling Magazine	4 156		4 000		3 071		2 500	
5620	Yngling website							500	
5710	Expenses measurer	586		400		366		400	
5720	Class Mgmt. Gen. Sec.	2 529		2 500		1 718		500	
5800	Open World C'ship	2 383		2 300		1 912		5 900	1 400
5810	European Championship	328				81		300	
5820	Worlds Charter Boat Progr.	2 521		7 150	5000	3 466		7 800	5 000
5860	Half models, medals, gifts	568		900		2 127		500	
5910	Conferences & meetings	1 277		2 000		1 175		1 000	
5920	World Sailing fees	261		300		273		300	
5930	Annual General Meeting	845		1 000		585		250	
6010	Admin	660		1 000		1 406		1 300	
6020	Auditor	779		800		778		800	
6030	Bank charges	260		270		270		300	
6040	Mailing fees					53		50	
6050	Other expenses			270		185		200	
		17 153		22 890		17 465		22 600	
<b>Operating Result</b>									
			12		0		514		-20
		17 153	17 153	22 890	22 890	17 465	17 465	22 600	22 600



## BALANCE SHEET AS PER, MAY 2017-APRIL 2018

Account	CHF	April 30, 2017	April 30, 2018	Notes
<b>Assets</b>				
1000 and 1010	Bank	63 386	65 970	1
1020	Bond fund	15 201	15 009	2
1050	Accounts receivables		126	3
		78 587	81 105	
<b>Liabilities</b>				
2000	Accounts payable	2 100		4
2090	Deferred income and accrued expenses	2 830	4 234	5
2100	Accruals	26 000	28 700	6
		30 930	32 934	
<b>Equity</b>				
2800	Accumulated funds	47 645	47 657	
	Result of the period	12	514	
		<b>47 657</b>	<b>48 171</b>	
		<b>78 587</b>	<b>81 105</b>	

1 Bank accounts according to bank statements as per April 30, 2018

2 Bond fund: 131.764 parts

3 Accounts receivables: invoice sail labels Kuhn Sails, Switzerland

4 Accounts payable: nil

5 Deferred income and accrued expenses: IYA medals and trophies, various allowances (invoice M Dahlström)

6 Accruals: various regattas (CHF 6'000), measurement equipment (CHF 5'000), seminars for race officials (CHF 5'000), plug cost (CHF 5'000), Worlds Charter Boat Program/Youth Support (CHF 5'000) and new Yngling Magazine (CHF 2'700), resulting in a total of CHF 28'700.

### Comments on income and expenditure accounts 2017/18

#### INCOME

3220 Boat sticker fees: 433 stickers sold (499 in 2016/17)

3230 Sail label fees: 144 labels sold (64 in 2016/17)

3310 Springtime Europeans: IYA fee for 14 boats

3320 Open World Championship: application fee for 49 boats plus entry fee for 44 boats 3410 Bank interests: net earnings on Corporate Bonds (value CHF 15.009)

3420 Adjustment on securities: stock market loss CHF 192

3430: Forex profit/loss: CHF devaluation vs. EUR: CHF 192 loss

**Total income of CHF 17.979** matches budget of CHF 17.890.

#### EXPENDITURES

5610 Yngling Magazine: "art work" cost, print cost plus allowances for administration

5620 Yngling website: nil

5710 Expenses measurer: mainly accommodation of chief measurer at OWC

5720 Class Management General Secretary: allowances for administration

5800 Open World Championship: allowances for administration

5810 Springtime Europeans: allowances for administration

5820 Worlds Charter Boat Program: support for 2 oversea boats and youth support; actual expenditures are CHF 3.466.

The budget had foreseen expenditures of CHF 7.150 (according to the AGM decision 2015), to be subsidized with CHF 5.000 from the accruals (2000). The CHF 5.000 were not used and remain in the accruals.

5860 Half models, medals, gifts: new IYA medals for coming 5 years; glass trophies

5910 Conferences and meetings: travel and accommodation World Sailing conference; additional Yngling Magazine copies

5920 World Sailing fees: Yngling class subscription

5930 Annual General Meeting: allowances for administration

6010 Admin: print of new sail labels and boat stickers for 2017

6020 Auditor: audit Grant Thornton

6030 Bank charges: various fees

6040 Mailing expenses: net mailing cost (sail label dispatch is charged, boat stickers dispatch is not charged)

6050 Other expenses: mainly office supply

**Total expenditures of CHF 17.465** are CHF 5.425 lower than budgeted, mainly due to

– underutilization of the Worlds Charter Boat Program and  
– lower expenses in several cost items

#### RESULT

Overall a small **profit of CHF 514** is achieved.















## PRESENTATION SPEECH



*Extract of presentation speech made by ISAF President, Paul Henderson.*

'Born in Oslo on 28 January 1922, Jan Herman Linge has dedicated much of his life to sailing.

The son of a naval Captain, he was a sailor in the merchant navy for 2 years, before working in a shipyard where, on a university apprenticeship, he had his first taste of naval architecture.

The war intervened with his studies for six years, from 1943 through until 1946, after which he resumed his naval architecture education in both Great Britain and America.

Some of his early drawings were first put into practice, when in 1943 he escaped from Norway to Sweden in a boat designed and built by himself.

During 1944 and 1945, Jan trod in the footsteps of his father as a member of the special independent unit 'Kompani Linge', a unit which was named after his father.

From 1946 until 1949, Jan completed his naval architect studies, and was then employed as a naval architect for Boatservice in Oslo and Mandal.

Seven years later, in 1956, he established his own design and consulting firm Jan H. Linge A/S. One of his first commissions was to design and supervise the building of a motor-torpedo-boat, named *NASTY*, a fast patrol boat used by several NATO-navies.

From those early years, Jan moved on and designed many sailing and power boats.

In the sailing world, Jan is known mainly for designing the Yngling, Soling and several 5.5 metre designs.

The Soling, designed in 1965 and popular as a national class, was selected for the Olympics in 1968, and first used at the

1972 Olympic Regatta in Kiel. The Crown Prince Harald of Norway competed in the Soling's inaugural regatta, placing 10th. The Soling remained in the Olympic Regatta until 1996, with over 2000 boats having been built.

It was in the Soling's final appearance in 2000 that Norway finally won a medal with Herman Horn Johannessen, Paul Davis and Espen Stokkeland. To this day, the Soling is raced in 41 countries on every continent.

The Yngling, designed in 1967 was inspired by the need 'to design and build a small keelboat for my son, Oyvin, who at that time was 14 years old. Hence the name 'Yngling', which means youngster.

The Yngling, which became an ISAF Class in 1979, was selected for the women's keelboat event in November 2000. The boat will see its first Olympic Regatta in 2004. To date more than 3000 Ynglings have been built .

Jan has followed his boats into Olympic competition, having participated as technical advisor and reserve crew for the Norwegian Olympic Sailing Team at the Olympic Games in 1952, 1960, 1964 and 1968.

Alongside these boats, Jan has designed many cruising and offshore boats for individual owners and also for production in GRP. On the motoring front, Jan has designed many fast powerboats for manufacturers such as Fjordplast, Draco, Windy and others. From an industry perspective, the building of Jan's designs have created many jobs around the world.

Jan's involvement with ISAF has spanned more than four decades, primarily as a member of the IYRU/ISAF Keelboat Committee, and is currently a consultant to the Keelboat Committee.

Jan's commitment to the sport has been recognised in a number of ways.

1966 – awarded prize of honour by the Norwegian Scientific Research Board for his contribution to Norwegian industry.

1971 – awarded the Norwegian Design Prize for the Yngling.

1988 – awarded the Jacob-prize in recognition of his many designs and in the same year the Knight of 1st Class Sankt Olavs Orden.

2000 – ISAF awarded Jan the ISAF Gold Medal in recognition of his outstanding voluntary contribution to the sport of sailing.

Jan is a remarkable man who from an early age has impacted the sport of sailing – his footprint is very firmly stamped on our sport.'

The ISAF Beppe Croce Trophy was presented by ISAF Presidents of Honour, His Majesty King Harald of Norway and His Majesty King Constantine.

The presentation took place just outside Jan Linge's family home.

Jan Linge died 25 June 2007.