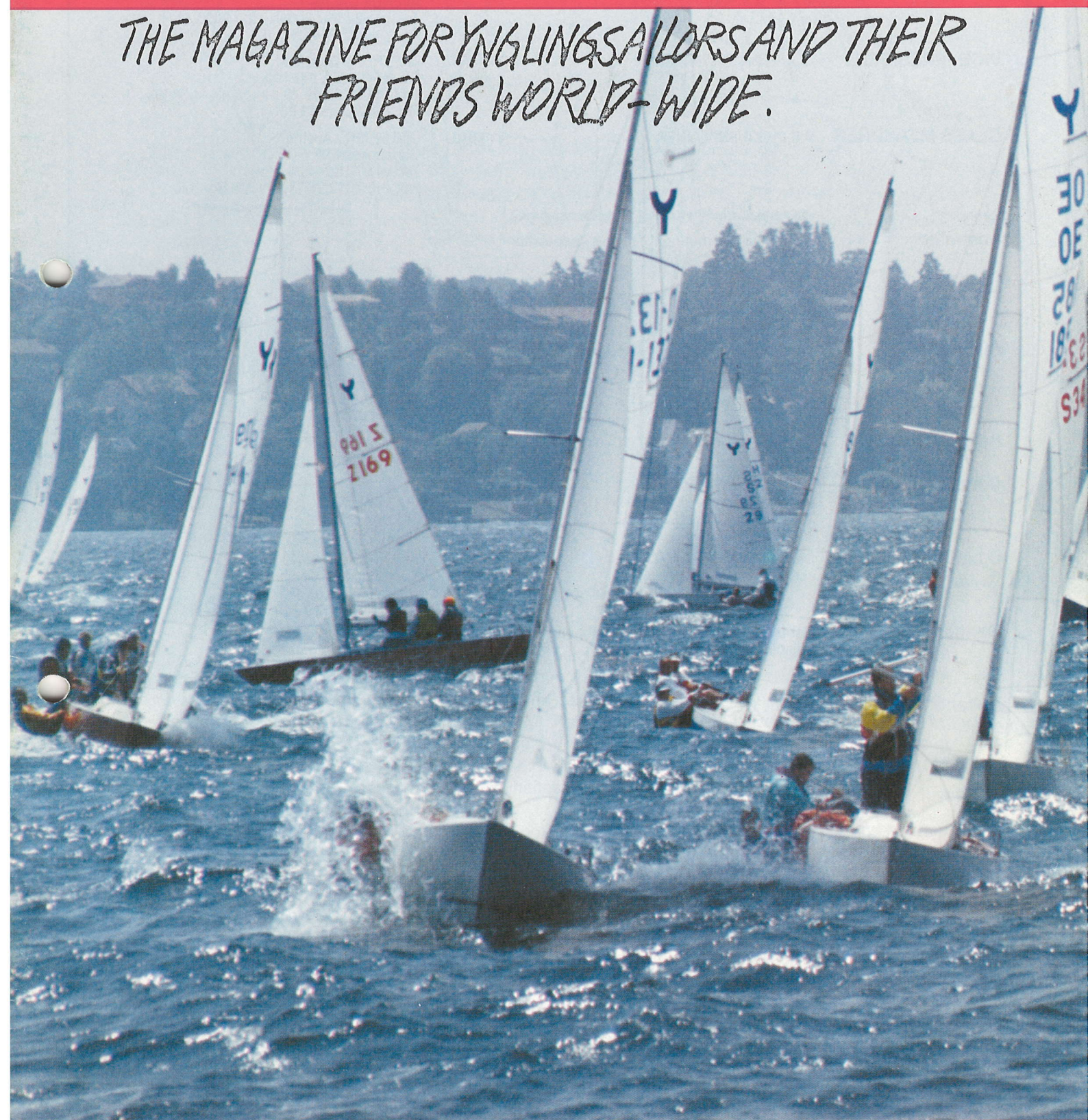


# "YNGLING '91."

THE MAGAZINE FOR YNGLING SAILORS AND THEIR  
FRIENDS WORLD-WIDE.



INTERNATIONAL YNGLING CLASS ASSOCIATION IYRU SERVICED



# I. Y. A. International Yngling Association

## Who is who in 1991

### INTERNATIONAL YACHT RACING UNION

### I.Y.R.U.

GB - LONDON SWIX 7JX / UNITED KINGDOM  
60 KNIGHTSBRIDGE  
Tel. + 44.1 / 235.6221 · Fax +44.1 / 245.9861

**PRESIDENT I.Y.A.** GÜNTHER SCHMIDT-GINZKEY

CH - 1206 GENEVE / Switzerland  
AVENUE CALAS 7  
Tel. +41/22/297.900 W - 22/46.30.70 H  
Fax + 41/22/214.097

**VICE -PRESIDENT** CLAUD BRASK THOMSEN

DK - 2770 KASTRUP / Denmark  
GL. KIRKEVEJ 130/101  
Tel. +45/32.52.09.73 H - 43/48.44.38 W  
Fax + 45/43.48.41.28

**CLASS MEASURER** RALPH KINSBRUNNER

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Gartengasse 10  
Tel. +43/7612/44.24  
Fax +43/7612/28.71.51 · Att. Box 170

and the contacts of the National Yngling Associations

### Australia

#### Australian International Yngling Association

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Miss Joyce Warn – Secretary

Manly NSW 2095 / Australia  
27/1 Addison Road  
Tel. + 61/2/977.5708 H - 2/413.1399 W  
Fax + 61/2/413.1132

### Austria

#### Yngling Klassenorganisation von Österreich

Dr. Dipl. Ing. Gert Gsell

A - 4020 Linz / Austria  
Kufsteinerstraße 1  
Tel. + 43/732/671.294 H - 732/279. 811-211 W  
Fax + 43/732 /27.98.11-334

### Belgium

Ch. Van Cauwelaert

B - 3680 Maaseik / Belgium  
Venlosesteenweg 24 B

### Canada

Scandia Plast Boatwork LTD  
c/Morten Sorensen McConnell LTD

Victoria BC, V8W 2N8 / Canada  
P.O.Box 515 Station E  
Tel. + 1/604/652.0544 W

### Denmark

#### Dansk Yngling Klub „DYK“

Jorgen Ring

DK-2930 Klampenborg/Denmark  
Lorentzensvej 7,2  
Tel. + 45/31.63.21.43 H · Fax 45/45.82.19.42

### Germany

#### Deutsche Yngling Klassenvereinigung "DYKV e.V."

Reinhard Hobe

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Reinhornweg 7  
Tel. + 49/5148/1005 · Fax + 49/5148/1006

### Holland

#### Yngling Club Holland

C.F. Lieve

NL-2451 XD Leimuiden / Holland  
Meerenwijk 42  
Tel. + 31/1721/8243 H - 20/476.111 W  
Fax + 31/20/47.56.50

### Norway

#### Norsk Yngling Klubb

Truls-Haakon Tvette

N - 1266 Oslo 12 / Norway  
Hauketoveien 16 A  
Tel. + 47/2/62.12.91 H · Fax + 47/9/31.65.32

### Sweden

#### Svenska Yngling Förbundet

Ingemar Strömblad

S - 723 48 Västerås / Sweden  
Murtegelvägen 1  
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Fax + 46/16/12.05.39

### Switzerland

#### "Aspro-Y"

Peter Zoss

CH - 3604 Thun / Switzerland  
Meisenweg 6  
Tel. + 41/33/36.34.56 H - 33/55.21.96 W

### U.S.A.

#### North American Yngling Association

William J. Tomlinson

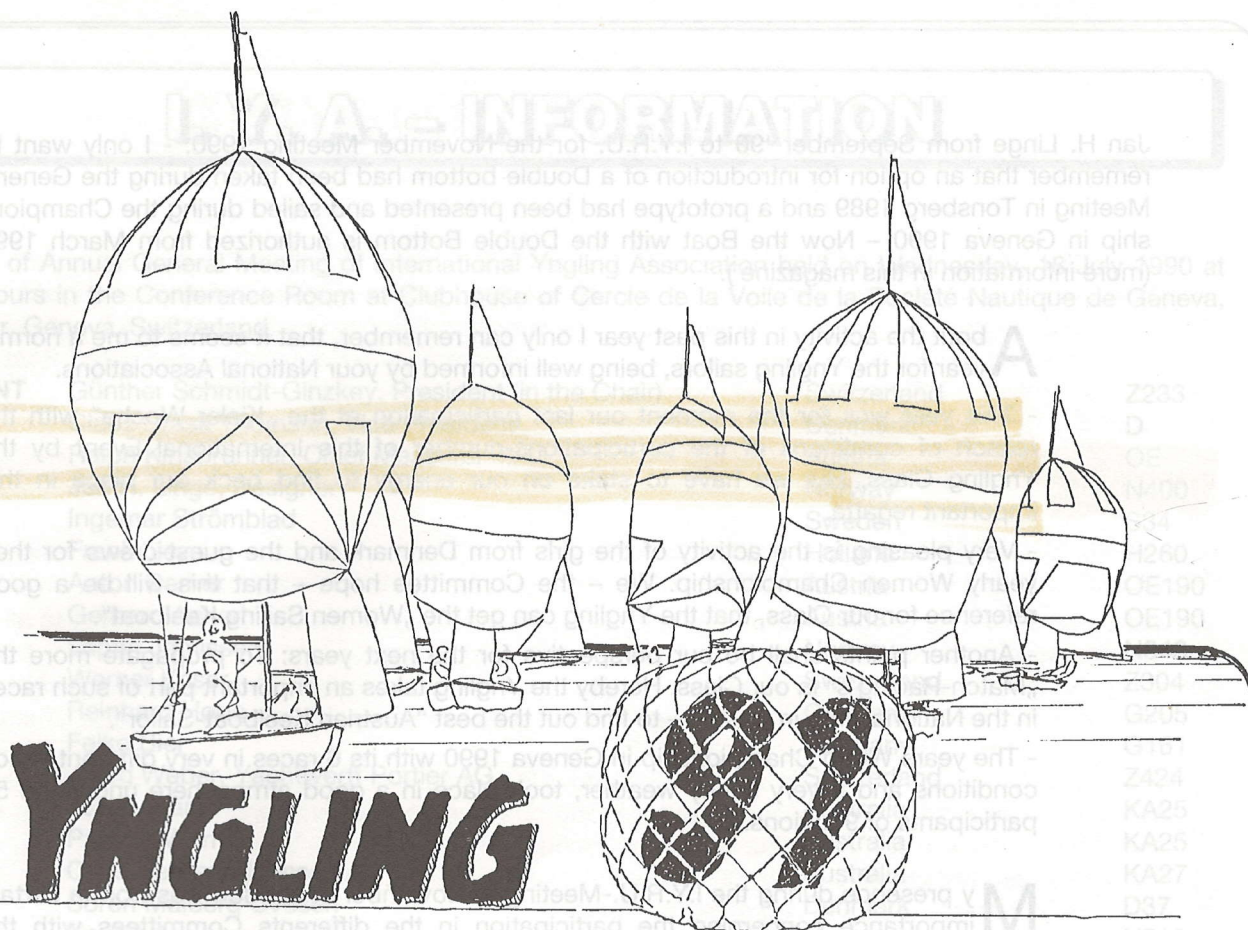
Excelsior MN 55331 / USA  
440 Union Place  
Tel. + 1/612/474.1138 W-Fax + 1/612/474/1544

### Yngling Designer

Jan H. Linge

N - 1392 Vetre, Asker / Norway  
„Munkesletten“, P.B. 93  
Tel. + 47/2/90.15.10 · Fax + 47/2/90.15.65





## MESSAGE FROM THE PRESIDENT

Dear Yngling Sailors and Yngling Friends world-wide !

I am pleased to be elected for a third term as President of the International Yngling Association. As President, I am as well enthusiastic as confident that we can achieve continuing growth world-wide, this time of splitting in so many new classes of sailing-boats. The introduction of the variant with the „Raised floor watertight Double Bottom“ will be useful in the opinion of Your Committee. Since the Yngling has been designed by Jan H. Linge in 1967 and introduced since 1968 for sailing and with the International Status by the I.Y.R.U., the fleet of boats grown up quickly and it seems necessary to modernize the boat by a variance.

Only in the last years a lessen is noticeable – but all together we enjoyed the number of more than 2500 built boats. The concept of an outstanding One-Design keelboat raced world-wide by friends is still an ideal worth to pursue. Therefore I asked all of You, it's a challenge we meet if we all do our share that the Yngling can keep his International Status in the I.Y.R.U. The strenght of the Rules of YNGLING has always been the quality of the Class. We all need to ensure that this continues or we have no base on which we can grow up and this also with the camaraderie in and with all National Associations.

I still want to excuse myself for the only little work I did during my last term conditioned by my state of health, but I think the most importants things had been acquired with the members of the Committee. - The most important renovation in our Class since the General Meeting in Geneva had been the decision by Your Yngling Committee, to introduce the „DOUBLE BOTTOM“ as variation of the present construction. On the basis of the postal ballot from October 1990 this decision had been taken by Your Committe to support the amendment of



Jan H. Linge from September '90 to I.Y.R.U. for the November Meeting 1990. - I only want to remember that an option for introduction of a Double bottom had been taken during the General Meeting in Tonsberg 1989 and a prototype had been presented and sailed during the Championship in Geneva 1990 - Now the Boat with the Double Bottom is authorized from March 1991 (more information in this magazine ).

**A**bout the activity in this past year I only can remember, that it seems to me a normal year for the Yngling sailors, being well informed by your National Associations.

- This year was for the moment our last participation at the „Kieler Woche“ with the reason of conditions of the participations-number of this International Event by the Yngling Class. But we have to stake on our energy to find back our place in this important regatta.

- Very pleasing is the activity of the girls from Denmark and the guest-crews for their yearly Women Championship. We - the Committee hope - that this will be a good reference for our Class, that the Yngling can get the „Women Sailing Keelboat“.

- Another points shall be our perspective for the next years: To propagate more the „Match-Racing's“ in our Class. Hereby the Yngling takes an important part of such races in the National area in Austria - to find out the best „Austrian Keelboat-Sailor“.

- The years World Championship in Geneva 1990 with its 6 races in very different winds conditions and a very sunny weather, took place in a good atmosphere under the 57 participants of 9 nations.

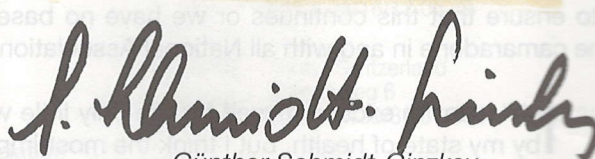
**M**y presence during the I.Y.R.U.-Meeting in November in London was from a certain importance concerning the participation in the different Committees with the contacts to the other Class-Members. I tried to contact the different news Committees-Members for the next 4 years, specially the „Womens Sailing Committee“ with the reference of the approaching choice of the Keelboat for the Women-Sailing. I think that the Yngling has a real chance.

**B**ut also our cooperation in all Committees - specially in the Class Committee - is inconceivable, because of the problems of the International Status of our Class. Therefore soon changements are in preparation for a reorganisation of the Status of the International Classes. For this reason I wish your collaboration in short time, in order to be able to answer to London.

I still feel, that it is so important for our Class, to take our place in this International Union of Sailing and to take an important part in the developping of our favourite sport.

I'm anxious to give for the Class all I am able to give, but I need your help in all kinds of questions and National problems, to find out the best way in coordination of all these lines up elements by a dialogue with all NYAs. - But some of our friends are not able to follow this way of contacts and therefore it's difficult to convenue all informations worldwide. - The possibilities are basically endless in order that the Class may give us such enjoyment.

**A**t this occasion I thank gratefully Claus Brask and Ralph for their assistance in the committee and hope to see many of You at the World's in Medemblik.



Günther Schmidt-Ginzkey  
PRESIDENT I. Y. A.

GENEVA  
FEBRUARY '91



# I. Y. A. - INFORMATION

Minutes of Annual General Meeting of International Yngling Association held on Wednesday, 18 July 1990 at 20.00 hours in the Conference Room at Clubhouse of Cercle de la Voile de la Société Nautique de Geneva, Port Noir, Geneva, Switzerland.

<b>PRESENT</b>	Günther Schmidt-Ginzkey, President (in the Chair)	Switzerland	Z233
	Claus Brask Thomsen, Vice President	Denmark	D
	Ralph Kinsbrunner, Chief Measurer	Austria	OE
	Jan H. Linge, Designer	Norway	N400
	Ingemar Strömblad	Sweden	S34
	Frank Lieve	Holland	H260
	Anton Berner	Austria	OE190
	Gerhard Ackerl	Austria	OE190
	Espen Jamissen	Norway	N348
	Werner Kaser	Switzerland	Z304
	Reinhard Hobe	Germany	G205
	Falko Bier	Germany	G161
	Juerg Weber, Yachtwerft Portier AG	Switzerland	Z424
	Joyce Warn	Australia	KA25
	Patricia Warn	Australia	KA25
	Chris Harper, Licensee A.I.Y.A.	Australia	KA27
	Sören Malberg Ovesen	Denmark	D37
	Knut Asle	Norway	N215

## OPENING

The President declared the meeting open and requested the assembly proceed forthwith to view an actual demonstration performed by K. Spone helmsman of the inclination of N400 „YNDLING“ at dockside before the sun set.

## WELCOME

Reassembled at 20.40 hours, the President welcomed all National Associations and delegates to Geneva, including our friends from Rostock, East Germany.

## AGENDA

RESOLVED the Agenda and all supporting documents as circulated be approved.

### 1. PRESIDENT'S ANNUAL REPORT

**RESOLVED** to approve the President's Report, major items being N400; costs of Yngling News and circulation numbers to be advised from member nations who are bound to each subscribe for their share of advertising, i.e. 1 page per country; Women's Keelboat Class: Kiel Week.

### 2. FINANCIAL

**RESOLVED** to approve and adopt the audited financial statement for the period 1 May 1989 to 30 April 1990 showing a shortfall of CHF 16,251.91. It was noted that this amount included a cost of CHF 13,880.00 for Yngling News 89 as noted in last year's minutes, but did not include some building fees which IYRU had paid to Erik Halbmeyer of Holland.

Further **RESOLVED** to approve and receive the 1990 - 1991 budget showing income CHF 22,000, expenditure CHF 20,000 giving an estimated profit for the year of CHF 2,000.

### 3. ELECTION

Unanimously **RESOLVED** to re-elect the International Yngling Association Committee:

<b>President</b>	<b>Gunther Schmidt-Ginzkey</b>	<b>Switzerland</b>
<b>Vice President</b>	<b>Claus Brask Thomsen</b>	<b>Denmark</b>
<b>Chief Measurer</b>	<b>Ralph Kinsbrunner</b>	<b>Austria</b>

The position of a Secretary on this Committee was discussed but it was felt such a position was not actually warranted.



# I. Y. A. - INFORMATION

## 4. SAIL LABELS AND BOAT STICKERS

**RESOLVED** to receive the President's report on the outcome of the questionnaire on these items from the National Associations. Concern was expressed on the shrinking numbers purchased of Sail Labels, as USA had not ordered for a number of years now (their last order was quite substantial). It was noted Boat Stickers had been budgeted at 700 for 90/91 year, down from the previous year by 25.

Further **RESOLVED** the cost of a Sail Label and a Boat Sticker remain at CHF 15,50 each.

All National Authorities were urged to ensure that sales of both Sail Labels and Boat Stickers be increased to support I.Y.A.

## 5. TECHNICAL REPORT

**RESOLVED** to receive the Chief Measurer's report on progress with the following items:

- (a) easier way of making check measurements for sails; his proposals to be sent per postal vote to all National Yngling Associations after experience/experiments this current season.
- (b) number of sails to be presented at a major regatta – refer to Rule 4.3.2. of I.Y.A. Class Rules which had not been complied with by CVSNG in the Notice of Race this year; Rule 7 Measuring of World Championship Rules should be updated to overcome this anomaly.

**RESOLVED** I.Y.A. Committee, as empowered under Rule 15.1 of the World Championship Rules, include an additional new rule on "Sail Limitation for World and European Championships" – "not more than one mainsail, two jibs and one spinnaker shall be presented for measurement".

- (c) The weighing of wet clothing – a problem for all classes.
- (d) New IYRU requirement for spacing of sail numbers.
- (e) Swing tests for hulls – practice dropped from Soling Class.

It was noted there were no formal amendments from any National Authority for any changes to Class Rules.

## 6. OTHER BUSINESS

*World Championship 1991* – Holland reported their National Authority intended to use IYRU Rule 54,3 (c) to allow modification to Rule 54.3 (b) for pumping as per Soling Class rules for the shallow waters of the IJsselmeer for WC91 at Medemblik 19 – 27 July 1991 – 600 Advance Notices were distributed to all National Authorities. It was noted Dutch National Championship dates would be advised to I.Y.A. and all National Authorities when programmed – expected to be the week before the W.C. and an "open" event.

*World Championship 1992* – After long discussion **RESOLVED** this 14th event be organised by Traunsee Yacht Club Austria, being the only written submission received. I.Y.A. to advise exact date. It was noted that Sweden was particularly anxious to host a W.C. but would be unable to secure a written submission until some time during September 1990 from either of the two clubs located at Lysekil on the West coast because of their proposed merging.

*World Championship 1993* – **RESOLVED** this 15th event be left on the table for Sweden to continue negotiations with their West coast yacht clubs for 2nd or 3rd week of July and/or for Denmark to host should Sweden be unable in lieu of Denmark's proposal on the table for 1994.

*Future World Championships* – Australia reported on their preliminary proposals to host a W.C. on Botany Bay at Sydney around 1995 or later.

*Promotion in Japan* – **RESOLVED** to receive report from Australia, a licenced builder on Yngling exposure in the March 90 No. 38 edition of YACHTING the Japanese major yachting magazine under a Section "Down Under Go Go" – beautiful keelboats – a colour copy of which was circulated to the meeting. April 1990 edition has Y/KA6 on the cover. It was noted Japan has 75 yacht clubs.

*Eastern Europe* – **RESOLVED** I.Y.A. encourage participation in all future events from this area and afford all possible assistance to promote the class.

*Kiel Week* – **RESOLVED** all National Yngling Associations promote this prestigious regatta the dates of which are:

Saturday 22 – Saturday 29 June 1991

Saturday 20 – Saturday 27 June 1992

N.B.: Canceled/October 1990 – I.Y.A. Information



## I. Y. A. - INFORMATION

*Open Danish Ladies Championship* 30 August – 2 September 1990 –

Notice of Race as issued by Sundby Sejl-Forening was circulated to all National Yngling Associations.

*Double Bottom Floor* – following the demonstration of inclination of N400 earlier in the evening, after a long detailed discussion RESOLVED

- (a) Designer Jan Linge produce a detailed analysis of the whole concept and how it would/could alter the existing class rules.
- (b) I.Y.A. grants a further one year dispensation for N400 to participate/compete in W.C. 91 at Medemblik, Holland.
- (c) I.Y.A. Technical Committee produce a resume on the exercise so that a postal vote and review can be given by each National Yngling Associations on the whole project.

### CLOSURE

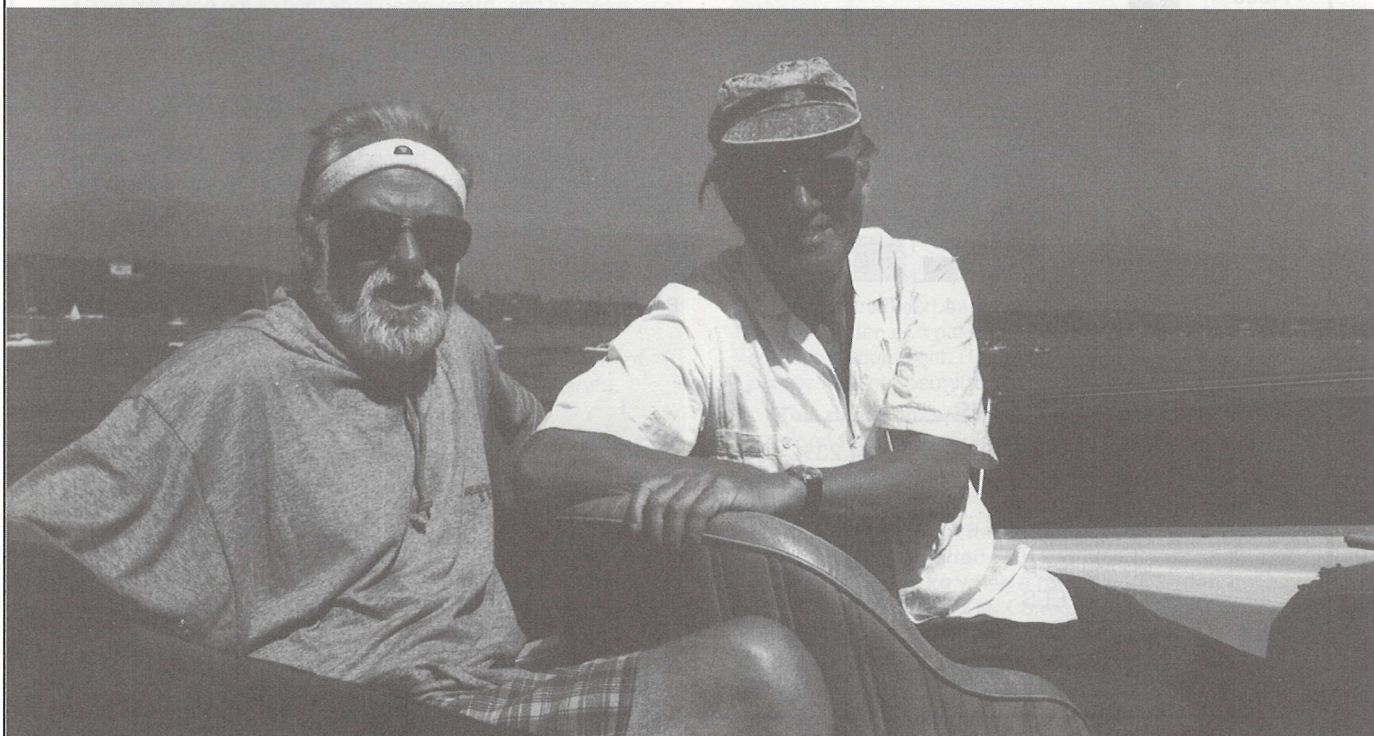
There being no further business brought before the meeting the President thanked all member nations for their attendance and declared the meeting closed at 23.40 hours.

Secretary

JOYCE WARN

CONFIRMED President

*J. Schmidt. Lindy*



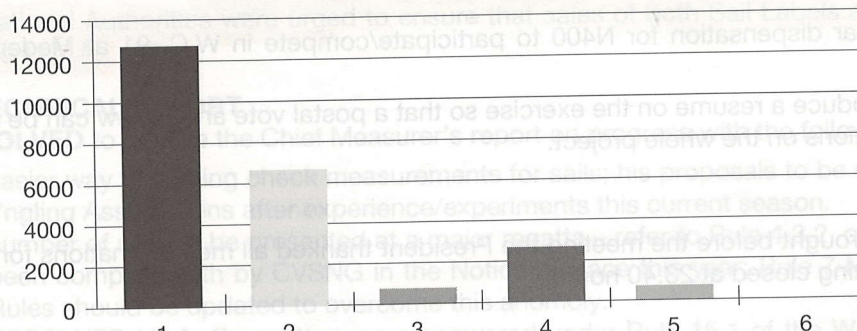
Jan H. Linge – the architecte – with the President of I. Y. A.: in discation during the towing of the fleet





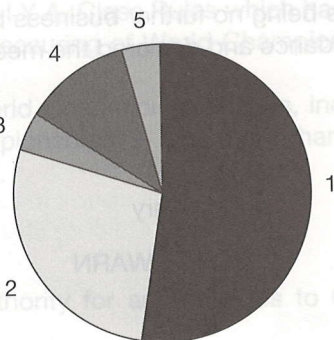
# INTERNATIONAL YNGLING ASSOCIATION

## GRAPHIC ANALYSIS OF INCOMES AND EXPENDITURES

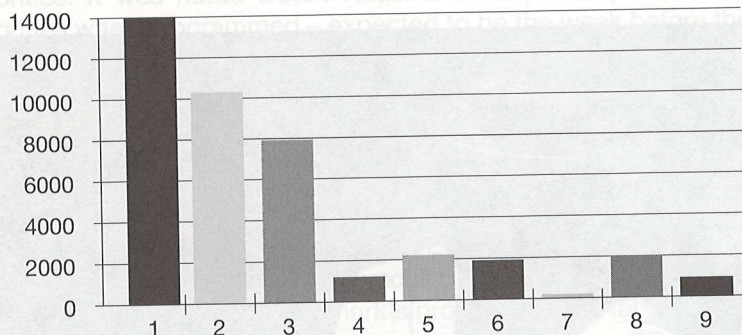


### INCOME

IYA BOAT STICKERS	52,62%
IYA SAIL-LABELS	27,50%
WC FEES	4,24%
IYRU FEES	0,00%
ADVERTISING	11,65%
INTERESTS	3,99%

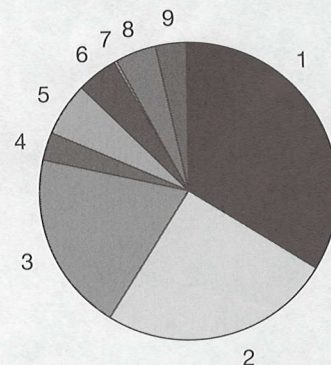


## FINANCIAL STATEMENT FROM THE PERIOD 01.05.1989 TO 30.04.1990

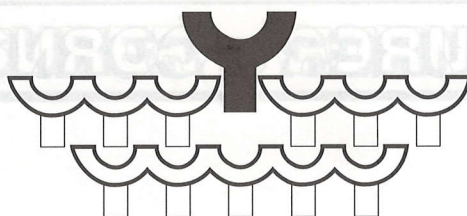


### EXPENDITURES

1. Y-MAGAZINE '89	34,23%
2. Y-MAGAZINE '90	25,26%
3. Y-GUIDE '89	19,60%
4. COMMITTEE	3,14%
5. MEASURER	5,70%
6. PRINT.FEES	4,68%
7. VARIOUS	0,18%







## INTERNATIONAL YNGLING ASSOCIATION

# YNGLING GUIDE '89

NEW AMENDMENTS FROM 1991

2

## INTERNATIONAL YNGLING CLASS RULES

### RULE 3.6.1.3

The Class Emblem, national letter (s) and the yacht's sail number shall be placed as laid down in the International Yacht Racing Rule 25. Letters and numbers shall be of the following minimum dimensions:

Height	300 mm
Width (excluding number one and letter i)	200 mm
Thickness	40 mm

Space between adjacent letters and numbers	60 mm
--	-------

The Class Emblem shall be in accordance with the plan and shall be of the following minimum dimension:

Height	350 mm
Width	400 mm - overall
Thickness	100 mm

### RULE 4.2 EQUIPMENT

The following equipment shall be on board, and in the cockpit when not in use:

Not less than one lifejacket or other personal buoyancy for each person.

Not less than one paddle, not less than 1200 mm long.

**Not less than one handpump and an adequate number of hand bailers according to the number of persons on board. The capacity of each hand bailer shall not be less than 4 litres. The total weight of the handpump(s) and the hand bailers shall not exceed 4 kg. The handpump(s) and the hand bailers shall be attached to the boat and stored in the cockpit.**

One anchor of weight 7 kg +/- 1 kg and not less than 30 m of 10 mm minimum diameter rope securely attached thereto.

concerning: **DOUBLE BOTTOM:**

### RULE 3.2.8

The watertight bulkheads shall be located 1130 mm +/- 250 mm forward of the breakwater measurement point and 100 mm +/- 50 mm aft of the aft edge of the cockpit.

### RULE 3.2.12

Blocks of buoyant rigid foam or expanded polystyrene with a total minimum volume of 0,4 m<sup>3</sup>, shall be placed in the forward and aft buoyancy compartments. Additional buoyancy

material may also be placed in the cockpit area. Buoyancy materials shall not be glued or otherwise fixed to the hull or deck. This requirement shall apply to all yachts in the class.

### RULE 3.2.13

A low-type cockpitsole fitted direct on the floormembers, shall be of plywood or hardwood not less than 10 mm thick. The shape of the floorboards and the method of fixing them is optional. The floorboards may have non-slip material added to the top surfaces.

Alternatively, a raised floor watertight double bottom may be built in. Such raised floor system shall be made in accordance with official plans and with mouldings from a licensed builder. The height at centre shall be 350 +/- 25 mm above the inner surface of the hull above the keel flange. The centre section shall be of waterproof plywood not less than 14 mm thick, with a removable sealed section/watertight hatch for access to the keelbolts.

### RULE 3.2.14

Shelves not less than 10 mm thick as shown on the plans, of GRP or of plywood or hardwood shall be fitted, unless otherwise indicated on the plans.

(This rule is not applicable for yachts with built in raised floor watertight double bottom ).

### RULE 3.2.15

Holes in the floorboards and the shelves are permitted for the installation and passage of hiking straps, mast support and other equipment. Holes for weight reduction or other purpose are not permitted.

(This rule is not applicable for yachts with built in raised floor watertight double bottom ).

### RULE 3.7.1

The total weight of the complete yacht shall not be less than 630 kg when fitted with low type floorboards, and not less than 645 kg when a raised floor watertight double bottom is built in. Corrector weights, if any, shall be laminated to the lower surface of the deck, with approximately two-thirds of their total weight forward and one-third aft of the cockpit.

\* **BOLD-TYPE** signify

„NEW WORDING“ of the AMENDMENTS 1991



# MEASURER'S CORNER

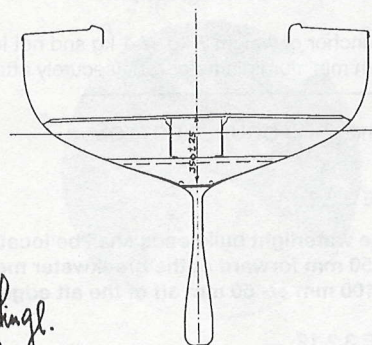
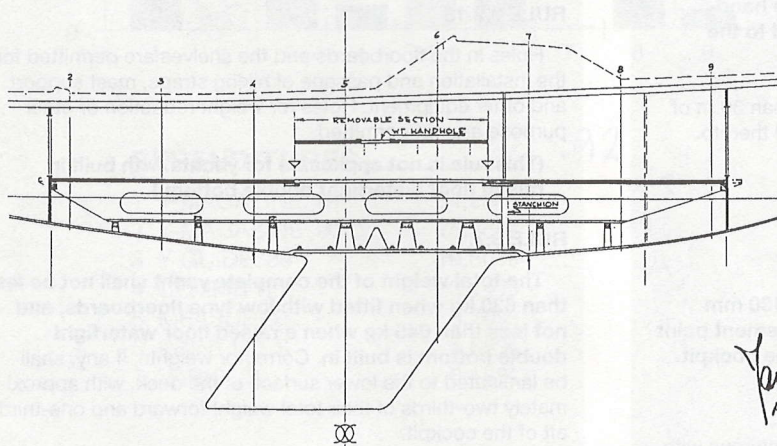
Dear friends,

There is no doubt about it, there are hot discussions about the new RISED FLOOR DOUBLE BOTTOM SELF BAILING YNGLING VERSION and a kind of anxiety seems to take place in our YNGLING WORLD. Is it a storke against the one designe character of the International Yngling? Will it be a desaster if I don't spend money for buying a new Yngling or to order a coversion kit? Is my low floor Yngling out of date now? Do I loose money if I don't change to the RFDBSVB-Version and sell my common Yngling now? All these questions may rotate in your head now if you are thinking about the new amendments decided by a rotation of all NYA and approved by the IYRU to go into effect in March 1991.

Please dont madden yourself. There is no need to be alarmed. I personally believe no one of the above mentioned fictitiouse questions can be answered with yes! The decision of the IYA Committe in October last year, based on the majority of the votation in favor for a vodernized Yngling model, will open a certain chance to close up a new market with the hope of an increase in new built Ynglings in future. This may bring us new owners probably mor eregatta activities and a positiv effect on the second hand market. From the measurer's view there is no dissimilarity between the first and the new Yngling version in speed potential. With the decision to allow self-bailers in the cockpit some years ago a developement in the mentioned direction was anticipated'. The RFDBSB Yngling is in pricipal an improved type of the present used low floor self bailing version with a much higher grade of safety, and it is till now a matter of fact that the former Yngling version without self bailers, mostly sailed in central Europe, has alot of disadvantages in events at coastal areas. This is - I believe much more heterogeneity compared with both self bailer types.

So I would say it is up to the owners to decide what they want probably under the aspects in which areas they will prefere to sail:

**BUT WHAT EVER YOU WILL DECIDE IT IS VERY IMPORTANT TO TAKE CARE**



*Jan H. Dingl.*  
AUG. 90.

~ YNGLING CLASS ~ ILLUSTRATION OF:  
RAISED FLOOR WATERTIGHT DOUBLE BOTTOM-VERSUS LOW FLOOR ARRANGEMENTS.



## MEASURER'S CORNER

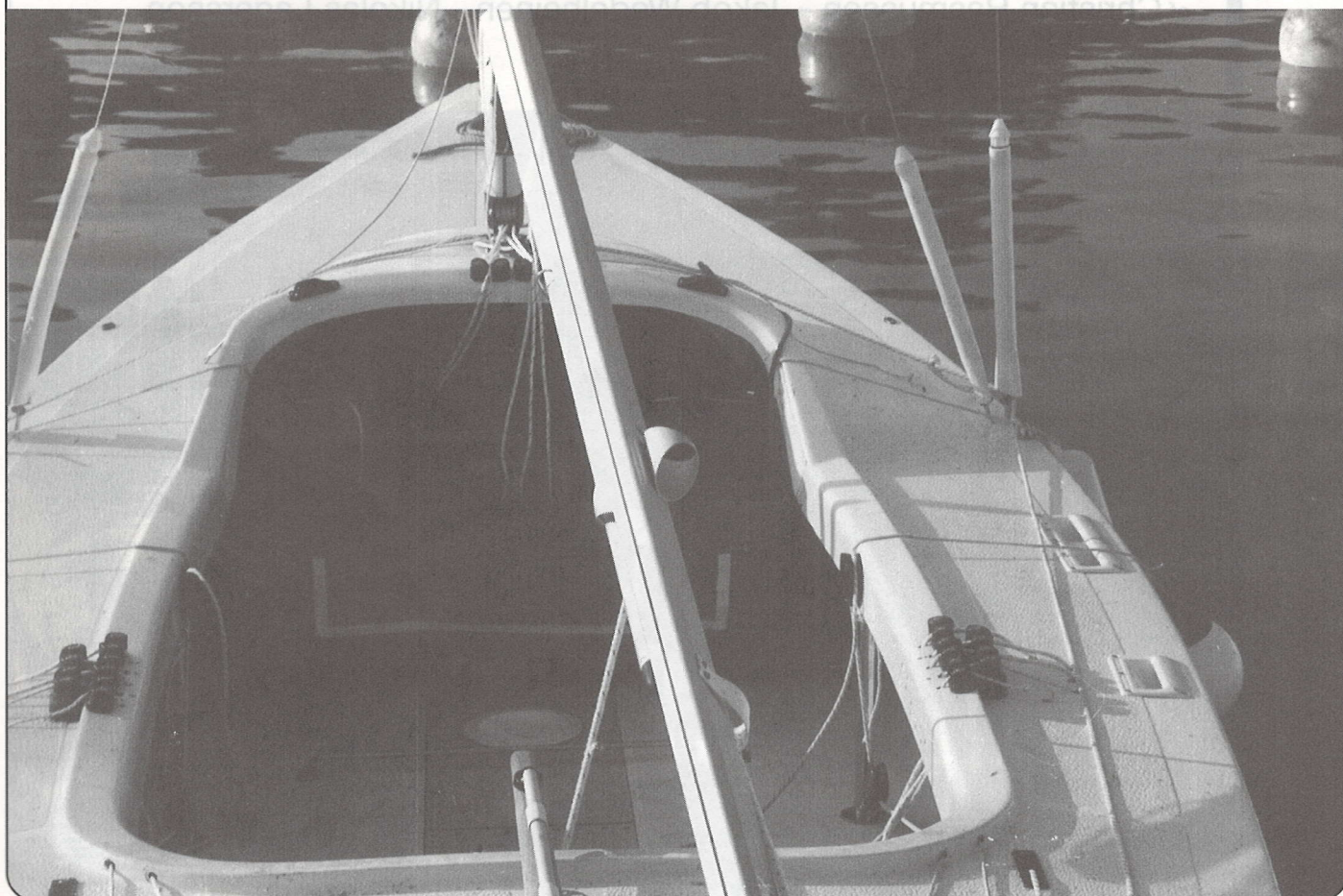
1. It is the principle of the one Design status of the Yngling that all parts of the Hull and of course the new parts of the rised floor version shall be built by a licensed builder According IYC-Rule 2.2 and shall be from the source of the official master mould According IYC-Rule 3.1. So it is not allowed to built the parts by doing it yourself.
2. The new RFDBSB-Yngling has to have an appropriate builders confirmation in the official measurement form approved by an official measurer (see IYC-Rule 2.4.1 to 2.4.3).
3. A chage of the common Yngling version to the new one needs a remeasurement according IYC-Rule 2.4.6. poease ask for a builder's confirmation approved by an official measurer. This document shall be enclosed to the former measurement form and handled after the correction of the total weight according IYC-Rule 3.7.

It seems to be a lot, but it is now all from your CLASS MEARUER for the new 1991 Yngling season.

Have a good start and trust in the One Design Character of your Yngling. As more as you will do so the better you will sail, which Yngling version you may helm.

With kind regards

*R. Kiustmann*





## The YNGLING's radiated in Geneva/Switzerland

### WORLD CHAMPIONSHIP 1990

One week of regattas on the Lake of Geneva - LAC LEMAN - under a hard burning sun, six races had been run by the Organizing Committee of the Cercle de la Voile de la Société Nautique de Geneve.

After a timorous beginning, this Championship of the International Yngling Class, finished by a good note with the participation of 57 competitors from 9 nations. All the different winds of the Lac Lemman escorted these races - as well as the BISE with 20-25 knots - and on one of these days all boats had been about 12 hours in competition.

Apart the australian boat „YNGALINGALONGALOT“, these events had been dominated by the crews of the northern part of Europe. By chance of EOLUS, though the last race, 6 crews always had the chance to win this World-Championship 1990.

**The Pricewinner of this Championship '90 was the norwegian boat**

#### **N - 389 AZUR**

EspenTorgersen - Espen Stokkeland - Nils Kristian Jansen

before the danish

#### **D - 129 KYLLING**

of Christian Rasmussen - Jakob Wedelheinen - Nikolas Lagersson

and the Champion of '89

#### **D -18 JOKER**

with Niels Christian Andersen - Jakob Kihl - Brian Frisendahl

WORLD CHAMPIONSHIP





# CHAMPIONNAT DU MONDE - YINGLING - 13 AU 21 JUILLET 1990 WORLD CHAMPIONSHIP - YINGLING - 13 TO 21 JULY 1990



The winners of the JAN H. LINGE - PRICE for the best no scandinavian crew  
**KA 8 YNGLINGALONGALOT N. Wittey, J. Mayo, M. Anderson**  
in the World's '90



CHRIS HARPER from Australia and INGEMAR STRÖMBLAD from Sweden in discussion with  
the Class Measurer RALPH KINSBRUNNER - about the introduction of the „double bottom“.



# CHAMPIONNAT DU MONDE – YNGLING – 13 AU 21 JUILLET 1990

## WORLD CHAMPIONSHIP – YNGLING – 13 TO 21 JULY 1990

NO NO	VOILE SAILS	NOM DU BATEAU NAME OF THE BOAT	BARREUR SKIPPER	EQUIPIER CREW MAN	EQUIPIER CREW MAN	CLUB CLUB	POINTS POINTS
1. N	389	AZUR	E. TORGERSEN	E. STOKKELAND	N. C. JANSEN	FS	41.4
2. D	129	KYLLING	C. RASMUSSEN	J. WEDELHEINEN	N. LAGERSSON	RKS	42.0
3. D	18	JOKER	N.C. ANDERSEN	J. KIHIL	B. FRISENDAHL	KDY	56.0
4. D	149	GURLI H.	S.P. MOHR	B. R. ANDERSEN	K. MÖLLGAARD	KDY	60.0
5. D	111	YETI	J. RING	R. FREDSTED	C. HOTHER	KDY	60.7
6. D	12	OLSEN BANDEN	T. GULLACKSEN	T. OLSEN	N. SIGGARD-ANDERSEN	KDY	73.7
7. KA	8	YNGALINGALONGALOT	N. WITTEY	J. MAYO	M. ANDERSON	RPE-YC	73.7
8. D	87	ALBERTS BADEDYR	P. HANSEN	S. HÖGILD	A. FISKE	HAS	76.0
9. D	132	RECOVERY	C.T. JACOBSEN	M.-L. ANDERSEN	C. STÄRMOSE	KDY	82.7
10. N	215	SWEET RHUBARB	K. ASLE	S. ANDREASSEN	N. ANDREASSEN	SFSS	84.4
11. D	133	TOTTEN III	M. MÖLLGAARD	J. SORENSEN	C.G. JESPERSEN	YF	96.0
12. DDR	161	LA BELLE NORVEGIENNE	M.HEDTKE	G. VOIGT	F. BIER	ASK ROSTOCK	98.0
13. D	22	BAROK	L.J. JÖRGENSEN	M. VILSBAEK	A. DAM	RKS	101.7
14. D	37	UMIAK	S. OVESEN	J. JENSEN	T.FRANCK	HS	108.0
15. H	109	MEYERS	E. BLOC	P. VAN ERP	C. WIERINGA	WVA	112.7
16. D	61	RÖD	K. FRANDSEN	P.K. JACOBSEN	T. DUPONT	HS	114.0
17. D	136	HOLGER	C.HÖJ. JENSEN	T. TAATÖ	H. S. HANSEN	JSK	116.0
18. Z	169	LUSER	B. SIGNER	E. P. GUHL	H. KREBS	SVB	117.0
19. OE	185	LISLING	S. FRAUSCHER	P. FARBOWSKI	A. MUNNINGER	UYCTs	121.0
20. G	205	HOBELING	R. HOBE	K. HOBE	B. HOBE	YCS	122.7
21. H	51	CAVOK	M. GIJSWIJT	M. GIJSWIJT	D. DEN DUYF	KAAG	123.7
22. S	29	INSPECTOR CLOUSEAU	R. ANDERSSON	P. DRAKENSTEN	M. ERIKSSON	BSS	129.0
23. N	400		K. SPONE	E. KONGSHAUG	H. ANDREAS	TS	129.0
24. OE	246	FREYJA	H. FEREBERGER	E.FEREBERGER	E. ZELDER	UYCTs	129.0
25. D	124	STUDIELAANET	F. ANDERSEN	J. QVIST	K. LARSEN	KS	138.0
26. Z	360	RUGEL	N. UNTERWEGER	K. UNTERWEGER	M. HAUSER	SCE	157.0
27. D	144		P. LAMBÄK	S. LAMBÄK	M. RANDLÖV	HS	161.0
28. S	5	RELAX II	P. STROEMBLAD	B. RASK	C. FUNCIA	BSS	162.0
29. H	220		B. SMOLDERS	F. VON AREM	D. VAN DER VOORT	KWV DE KAAG	162.0
30. OE	190	CHRISTINA	A. BERNER	O. HARTL	G. ACKERL	UYCTs	165.0
31. H	9	BLUE LADY	E. ROOT	J. J. HOEKSTRA	H. ROOT	WSW	174.0
32. D	38	VIKTORIA	P. OTTESEN	A. JENSEN	C. JORGENSEN	HAS	178.0
33. S	34	COOL	C. STROEMBLAD	L. HENDRIKSEN	N. HOLM	IKV	180.0
34. H	118	LYNX	L. CHARMANT	A. BRAND	S. BRAND	WVW	182.0
35. S	31	ASTERIX	G. FUNK	T. EKSTRAND	M. KNUTSSON	BSS	183.0
36. KA	25	BUDDY	P. WARN	J. WARN	J. MICKLEWRIGHT	RSYS	184.0
37. Z	100	VAZ-Y	T. SOENDERGAARD	P. RABAR	V. DORE	CNBC	193.0
38. KA	5		S. SMITH	M. GORDON	S. CLARKE	DSC	197.0
39. Z	424	PASADOBLE	J. WEBER	H. WEBER	F. GISLER	YCR-SNG	198.0
40. D	147	CASTOR	N. GRAMKOV	M. THORUP	L. NORDBJAERG	SS	209.0
41. Z	304	JOLIE BRISE	W. KAESER	C. KAESER	A. BRANDENBERGER	YCAu	211.0
42. Z	413	FANTOMAX	H. DESSIEX	R. PILLOUD	E. MULLER	CVE	212.0
43. H	182	TWINS	L. PLOKKER	M. BIJVOETS	D. ULJEE	WSW E	214.0
44. OE	170	THOMGERD	G. HIMMER	W. SCHABEL	U. SCHABLE	UYCM	215.0
45. KA	27	KOALA FIRE	C. HARPER	N. BRUNDIN	D. EDWARDS	RSYS	215.0
46. G	191	FLOHZIRKUS	T. STORK	E. STORK	D. SCHULZE	PSV	216.0
47. H	90	BRENT AND THE GANG	L. BRENT	J. ROG	G. BIESOT	KWV DE KAAG	220.0
48. Z	114	SEEBAR	W. SCHOENENBERGER	M. WYMAN	F. HERZ	ZSC	223.0
49. Z	233	JONATHAN	A. SCHMIDT-GINZKEY	O. ORTH	G. SCHMIDT-GINZKEY	SNG-CNV	237.0
50. Z	370	SERGEANT PEPPER	J. MEYER	A. LAUBLI	R. WEBER	YCS	242.0
51. Z	283	FLORENCE	J. WENGER	I. VON FLIEDNER	R. HUTZLI	CVC	247.0
52. Z	246	PITCH-PAT	J. TRACHSEL	T. BIRCHLER	R. BIRCHLER	CVSNG	249.0
53. OE	237	CHIKUITA	E. WURZ	P. WURZ	M. LINHARD	UYCTs	260.0
54. OE	120		W. SCHMIDT	R. STRAUSS	W. ZELLER	SKS	264.0
55. N	348		V. ANDREASSEN	E. JAMISSEN	O. A. ENGBRETSSEN	SARPS-BORG	264.0
56. H	235	ANTARES	P. POST	R. POST	A. PASMAN	HYC	268.0
57. Z	146	NAVETTE	W. CHRISTEN	G. WARTMANN	P. AELLIG	SMCZ	289.0





You know **WHO is WHO** from Australia ?





CHAMPION  
WORLD

# VIEW TO MEDEMBLIK

JUILLET 1990  
JULY 1990

NO	VO	ER	C	POINTS
NO	SA	MAN	C	POINTS
1.	N	38		41.4
2.	D	12		42.0
3.	D	10		50.0
4.	D	14		50.0
5.	D	11		60.7
6.	D	12		73.7
7.	KA	5		73.7
8.	D	5		76.0
9.	D	13		82.7
10.	N	21		84.4
11.	D	13		90.0
12.	DOR	18		98.0
13.	D	23		101.7
14.	D	3		103.0
15.	H	10		112.7
16.	D	8		114.0
17.	D	13		116.0
18.	Z	10		117.0
19.	OE	16		121.0
20.	G	20		122.7
21.	H	51		123.7
22.	S	28		129.0
23.	N	40		129.0
24.	OE	24		129.0
25.	D	12		135.0
26.	Z	36		157.0
27.	D	14		161.0
28.	S	5	RELAX II	162.0
29.	H	22		162.0
30.	OE	18	CHRISTIAN	165.0
31.	H	9	BLUES	174.0
32.	D	35		178.0
33.	S	34		180.0
34.	H	11		182.0
35.	S	31		183.0
36.	KA	24		184.0
37.	Z	10		188.0
38.	KA	3		197.0
39.	Z	42		198.0
40.	D	14		203.0
41.	Z	30		211.0
42.	Z	41		212.0
43.	H	18		214.0
44.	OE	17		215.0
45.	KA	24		215.0
46.	G	19		216.0
47.	H	8		220.0
48.	Z	11		220.0
49.	Z	22		237.0
50.				242.0
51.	Z	24		247.0
52.	Z	24		248.0
53.	OE	23		260.0
54.	OE	12		294.0
55.				304.0
56.				306.0
57.	Z	14	NAVETTE	389.0

YOURS  
"MASCOT"  
OF THE  
YINGLING WORLD CHAMPIONSHIP 1991



# VIEW TO MEDEMBLIK

## THE WORLD CHAMPIONSHIP 1991



Medemblik, about 50 km from Amsterdam, is a small town over 700 years old. It has the imposing Radboud Castle (built in the 13th century by Count Floris V).

There is much more though, that reminds one of the ages past. Boniface Church which looks out over the Wieringermeer, the new country which was twice reclaimed from the sea.

But Medemblik is also an international centre of watersports. The annual SPA REGATTA event for Olympic Classes has become an indispensable feature on the international Yacht Racing Calendar. Medemblik has got also brand new harbour facilities, so we choose this location for the 13th International Yngling Class World Championship 1991.

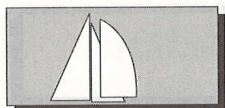
The IJsselmeer has fresh water and is free of tidal streams and currents. In summertime continental high pressure areas bringing beautiful weather and stabel easterly winds that offer the most outstanding sailing conditions.



The Royal Yacht Club Hollandia and the Yngling Club Holland are proud to announce that the International Yngling Class World Championship 1991 will take place at the IJsselmeer, Medemblik Holland, 19th – 27th of July.

You are kindly invited for this 13th World Championship event of the forthcoming year.





## Dutch Dol Drums

The climax of the Dutch racing season 1991 was the Open Dutch Championship during the week of August 25th – 28th.

The Royal Netherlands Yacht Club at Muiden had the honour of organizing this event. A fleet of 37 boats including one Danish competitor contested the Open Dutch on the IJsselmeer under beautiful conditions with very light winds from every direction.

The Open Dutch became very difficult for the Yacht Club and the competitors because of the light and changing winds during the four days. Only four races were held and Adse Jelles (H 87) proves that he is the absolute best.

The Danish (D 136) became second and Max Visser (H 201) third. This event was not only a Open Dutch Championship but also one of the four selection events for the Worlds at Medemblik in 1991.

Now only two racing events for Medemblik must be sailed before we know the definite Dutch team for the Worlds.

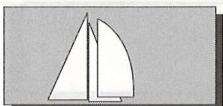
### Ranking Year price 1990

Nr.		Name	Total finishes	Average	Total points
1.	H 87	Adse Jelles	30	11.0	368.9
2.	H 109	Eelco Blok	43	10.0	362.6
3.	H 220	Bob Smolders	35	8.8	289.8
4.	H 51	Marc Gijswijt	38	7.1	261.8
5.	H 191	Theo van Gorkum	42	6.1	210.4
6.	H 268	Frank Lieve	38	5.4	183.7
7.	H 215	Maarten Jansen	24	7.0	151.7
8.	H 90	Brent Lucas	27	5.8	148.2
9.	H 118	Lion Charmant	36	4.8	138.4
10.	H 57	Jeroen van der Broek	36	5.5	133.8

### Most important Dutch regatta's 1991 till the Worlds at Medemblik

30 – 31 March / 1 April	Easter Regatta	Loosdrecht
27 – 28 April	Selection Regatta	Heeg
18 – 20 May	Open Dutch	Hoorn
29 – 30 June	Tune-up Regatta	Enkhuizen





## JAN H. LINGE TROPHY – DECEMBER 27-31 1990

Moderate to fresh winds for 5 heats with light winds for heats 1 and 6 gave this series on Sydney Harbour during the **RSYS Xmas Regatta** a good test for all skippers and crews including the RSYS Intermediates on **YOUNG ACHIEVER KA 28** (Richard Mathews) and **SCALLYWAG KA 30** (Danae Carpenter). Fine, warm to hot weather prevailed with day 2 cooled by fresh and at times even strong southerly winds which tested all teams, including **YNGIGO KA 1** (David Carpenter) another RSYS Intermediate team.

**YNGALINGALONGALOT KA 8** Nev Wittey retained his title with 6 wins supported by brothers Rory and Joshua Grace, but did not helm final heat 7 due to chairing the Nor-Tel Sydney Hobart Race Jury on 31 December at Hobart, Tasmania. John Maclurcan helmed heat 7 placing 4th.

**OBI CANOBIE KA 19** (Paul Melia/Macgregor Raymond/Struan Robertson) were second on 17.7 pts placing 3, 2, 2, 2, 2, 7, 1 sailed consistently pushing KA 8 at all times with margins of 6, 1, 12, 29 seconds in heats 2, 3, 4, 5.

**MERRY KA 26** placed 3rd overall with 4, 4, 6, 3, 3, 10, 3 = 44.8 pts and skipper Bob Marshall was pleased to return to higher placings with his regular Saturday crews of Michael Sexton and Rupert McCurrich.

Class President, Chris Harper steered **KOALA FIRE KA 27** to 4th place with 8, 3, 5, 5, 6, 6, 2 = 52.1 pts with RSYS Intermediates Christian Brook and David Edwards. A fine performance in heat 7 secured his qualification for the World Championship.

Joyce and Pat Warn elected to recruit their former crews to each assist per day placed 2, 10, 9, 10, 5, 2, 5 = 57 pts for 5th overall.

**THE HOBBIT KA 3** (Christine Ingate Marriott/Gordon Ingate/Amanda Brown) suffered spinnaker halyard problems in final heat 7 placing 6th overall on 58.8 pts – 5, 6, 3, 9, 8, 3, 6 – and were only 0.1 pts behind KA 25 going into the last heat.

Mitchell Gordon (mainsheet on KA 5 at Geneva 90) helmed **MISSY KA 2** for 7, 7, 4, 7, 4, 5, 10 = 65 pts for 7th place.

Former crewmen Campbell Davidson and James Mayo in their first Yngling Regatta skippered **POLLY KA 23** and **PAN KA 14** placing 10 and 8 respectively Current Spring Season Pointscore Winner, Seathan Smith **TAWMII KA 5** finished 9th.

The fleet of 17 Ynglings was most impressive with close racing throughout the fleet with positions changing after each heat in the 5th to 10th spots. A great sight for the spectators both on the water and ashore.





# LADIES CHAMPIONSHIP

## The Open Danish Ladies' Championship 1990

21 all women teams, including one Norwegian team, participated in the 1990 Open Danish Ladies' Championship in the International YNGLING Class. They got 6 very fair races at Øresund, arranged by Sundby Sejl-Forening (Copenhagen) and the Danish Yngling Association.

There is a tradition for very strong wind in the Danish Ladies' Championship, and 1990 was no exception, but the Yngling, original designed as a youth keelboat, is ideal for woman sailing. Even the wind speed was up to 15 m/s, there were only very few problems regarding boathandling of the Ynglings.

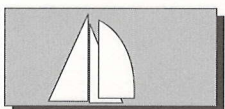
In the Scandinavian countries today, the Yngling Class is the most popular keelboat-class for female sailors, both in all women teams and in mixed teams. Because the ideal crew weight for an Yngling is not very high, it seems to be a good choice for a woman keelboat, and this is recognized in more and more countries.

The 1989 Danish Ladies' Champions Susanne Madsen, Mette Carlsen and the new crew Lotte Madsen were in 1990 quit sovereign. After 1st places in the first 5 races, they didn't have to start in the last race. Between the next three places, in the final result, there was a very close fight, and nothing was given before the last race. At the end Annette Salskov-Iversen, Lotte Severinsen and Elsebeth Lindegaard took the second place in front of Marie Plum, Eva Plum and Sara Wright who ended third.

The Open Danish Ladies' Championship 1991 will take place near Copenhagen from Thursday August 29th to Sunday September 1st.







# DENMARK *NEW's*



The real season starts with the Easter regatta at the end of March. Most of the sailors consider these races as a warm-up exercise as there are so many evening- and night-arrangements so that it is a little hard to be 100% on both day- and night-courses. The regatta is an open one where Norwegian, Dutch, Germany and Swedish Yngling sailors use to participate.

In Dansk Yngling Klub we use 6 different regattas to select the teams which will be representing Denmark at the annual WC. Also here the season ends with the beginning as the 2 first races for selection of WC teams take place in September and the other 4 races in April and May the following season. In this period there are further 2 arrangements in which you can participate, viz. the races for Silver Yngling, a Team Racing Cup as well as our brothers on the other side of the Sound arrange the Open Swedish Championship.

The month of June is rather "quiet" as only 2 races take place which are for youth only, viz. the Huggert Cup the Open Danish Youth Championship.

Anyway, it is quite all right that there are not so many races in June, as the WC takes place in July and, therefore, there is plenty of time to check the equipment until the next races start.

Contrary to previous years, there are 2 regattas in July this year because the Open Danish will take place at the beginning of the month, preliminary to the WC and the WC will take place in Holland at the end of the month.

After the Summer holidays the hectic activities decrease. In August and September there are 4 races only, i. e. the Ladies' Championship, the Pirate Cup for youth and finally the 2 WC selection races we started with.

There is one more race for the very eager sailors which does not count at all. It takes place in the middle of October and then there are only 14 days approx. until the Winter training begins and the circle is closed. 1990 was another good season for the Danish Yngling sailors, even though we for the first time since 1983 didn't win the World Championship. Christian Rasmussen, Jakob Wedelheinen and Niklas Lagersson was only 0,6 points from the gold medals, but with 5 Danish teams between the first 6, we still think it was a very good result. For the Yngling Class it was very good with none-danes as champions, and we congratulate Team Azur very much with their victory.

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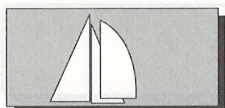
## YOUTH SAILING

The youth racing in Yngling (age 19 or younger) did really explode in Denmark in 1990. At the Danish Youth Championship '90 more than 50 teams participated. They had a very good event even it was almost stormy weather. It is now very close to 100 Danish Yngling's, which are owned by the yacht clubs for youth sailing (training, cruising and racing).

## WOMAN RACING IS STILL INCREASING

The Open Danish Ladies' Championship 1990 was the 6th woman championship in a row. There was 22 Ynglings, all with female crew. It seems that the Yngling is very suitable for woman racing, even if the crew is not normally sailing in the Yngling. This is reason for that the Scandinavian yachting associations and also the IYA are working for, that the Yngling will be recognised, by the IYRU, as one of the woman racing keelboat classes. In 1990 there was only one foreign team, participating (from Norway), but it is the hope of Dansk Yngling Klub (DYK) that many more foreign teams will compete in 1991. At least we expect teams from Norway, Sweden and Holland. The championship will be held in Copenhagen by Kjøbenhavns Amatør Sejlklub and DYK, and the organizers will of course supply foreign teams with an Yngling, if they cannot bring their own.





## RANKING LIST 1990

The spring season 1990 in Denmark was dominated by team "Gurli H." D-149, Sten Peter Mohr, Bo Reker Andersen and Kim Møllgaard.

Sten bought the boat in Norway just before Easter. It was the old N-50, which was too slow for the Norwegian owners. The first time Sten and his crew sailed their Yngling was in the Easter Regatta tune up. They won the Easter Regatta and with 2 first places and 1 second place in the next 4 W.C. selection races they also won the Danish W.C. '90 selection series.

Sten did not achieve his big goals, the W.C. and the D.M. gold medals, but with one more first place in an autumn W.C. '91 selection race, he won the Danish Ranking List 1990. No. two at the Ranking List became Claus Høj Jensen in the four time world champion winner boat: D-136 "HOLGER". The 1990 showed that it is possible to beat "HOLGER", but anyway Claus did it very well with for instance a second place in both the Kiel Week and in the Open Dutch Championship.

## NEW PRESIDENT OF DYK

At the annual general meeting in the Dansk Yngling Klub in November 1990, DYK changed "Captain". After 6 years as president Claus Brask Thomsen retired to his job as Vice President of the IYA among other things. The Yngling Class grand old man Jørgen Ring was elected as new president of DYK. He has richly deserved it after more than 15 years hard work at the board of DYK.

## NEW DOUBLE BOTTOM

There have been a lot of discussions about the new raised double bottom. Many sailors are interested, but they will wait a little to see how it goes before they build it in their own boat. Until now has only one Dane ordered a new boat with the raised floor board. It is Michael Empacher, who will make a come back in the Yngling Class together with Bo Selko. If they do it well, many others will probably build in the new double bottom.

## INTERNATIONAL EVENTS IN DENMARK 1991

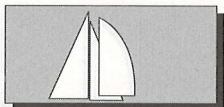
All foreign sailors are most welcome in the Yngling regattas in Denmark. Especially we will invite you to following:

- **International Easter Regatta,**  
Hellerup Sejlklub (Copenhagen)  
March 28th – 31st
- **Open Danish Championship,**  
Kerteminde Sejlklub (Fyn) July 6th – 9th
- **Open Danish Ladies' Championship,**  
Kjøbenhavns Amatør Sejlklub (Copenhagen)  
August 29th – September 1st

Remark that the Open Danish Championship is placed less than 2 weeks before the World Championship in Holland, so it is a very good opportunity to get in shape for the Worlds. Kerteminde is almost on the way from Norway/Sveden to Holland and it is not far away from Germany.

You can get entry forms to these or other Yngling events in Denmark from your national Yngling association or directly from Dansk Yngling Klub. The Dansk Yngling Klub wishes you all the best for a good season in 1991. That's how the Danes do it!





## THAT'S HOW THE DANES DO IT!

Denmark has 133 registered active Ynglings. 35 of them are private and the remaining 98 belong to 32 different yacht clubs spread all over Denmark. The Ynglings owned by clubs are used for training, tours and racing.

Most of the yacht clubs have their own yachting school where the club members can learn to sail. This training lasts 2 seasons approx. and terminates with a theoretical and a practical test. This education gives the sailor right to use the Ynglings of the club on his own as well as for races.

The new sailors (12 – 19 years old) get hereby a good all-round knowledge of navigation in a lively, small keelboat where all decisions have to be taken fast and without hesitation.

With this knowledge and a little experience as crew in other yachts, most make their debut on the real racing courses.

A lot of experience is needed to become a good racer i. e. you have to participate in many races where you learn from your own faults as well as from the success of others.

There is plenty to do in the Yngling class if you are crazy with races. There are many activities during the year (if the weather allows it). For a Danish Yngling sailor the season ends with the beginning of the next. Maybe this sounds a little strange but here is the explanation: The last regatta ends in the middle of October and already 14 days later the winter training at Hellerup Yacht Club begins.

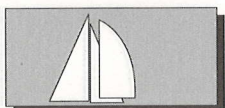
Apart from this, Hellerup Yacht Club arranges a Christmas regatta taking place 2 days after Christmas. The winter training consists of 5 – 6 short races every Saturday from the first weekend in November till the end of April.

This form of training is very important if new equipment, trim or working techniques have to be tested. Many members use this period to train new crews.

Dansk Yngling Klub arrange 2 training meetings between March and April at the training center in Hellerup where teaching in yacht racing rules, physical training, nutrition or psychology takes place at 2 weekends. If the weather is reasonable, test-races are arranged where the instructor takes videofilms of the mistakes made by the sailors. Ashore after the races, the films taken are discussed at the training center.







## RESULTS FROM DENMARK 1990:

The spring season 1990 in Denmark was dominated by team "Gull H." D-149, Sten Peter Mohr.

### INTERNATIONAL EASTER REGATTA (in Hellerup Sejlklub):

1. D-149 Sten Peter Mohr RDYC (Royal Danish Yacht Club)

### WC'90 SELECTION SERIES (6 events):

1. D-149 Sten Peter Mohr RDYC (Royal Danish Yacht Club)

### OPEN DANISH CHAMPIONSHIP (in Sejlklubben Lynäs):

1. H-109 Eelco Blok Holland
2. and thereby **DANISH CHAMPION:**  
D-129 Christian Rasmussen Jr., Torjus Gylstorff,  
Karsten Løvig; Rungsted Kyst Sejlklub
3. D-18 Niels Christian Andersen, Jacob Kihl,  
Brian Frisendahl; RDYC (Royal Danish Yacht Club)

### DANISH YOUTH CHAMPIONSHIP (in Helsingør Amatør Sejlklub):

1. D-61 Kasper Frandsen, Peter Rasmussen,  
Jakob Reinhold; Hellerup Sejlklub
2. D-145 Jesper Tjellesen, Thomas Bro, Mikkel Bro; Taarbæk Sejlklub
3. D-22 Lars Juul Jørgensen, Mads Vilsbæk,  
Allan Dam; Rungsted Kyst Sejlklub

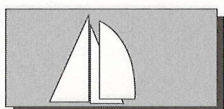
### OPEN DANISH LADIES' CHAMPIONSHIP (in Sundby Sejl-Forening):

1. D-112 Susanne Madsen, Mette Carlsen, Lotte Madsen;  
Taarbæk Sejlklub
2. D-133 Annette Salskov-Iversen, Lotte Severinsen,  
Elsebeth Lindegaard; Yachtklubben Furesøen
3. D-13 Marie Plum, Eva Plum, Sara Wright; Helsingør Amatør Sejlklub

### DANISH RANKING LIST 1990:

1. D-149 Sten Peter Mohr, RDYC
2. D-136 Claus Høj Jensen; Jyllinge Sejlklub





# DENMARK NEW's



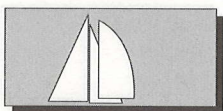
## COLUMBUS JUNIOR GRAND PRIX 1990

HELMSMAN			HUGGERT-CUP J-DM 1990										PIRAT-CUP			TOTAL
SAIL NO.			H 1	H 2	H 3	D 1	D 2	D 3	D 4	D 5	D 6	P 1	P 2	P 3	POINT	
NO. OF PARTICIPANTS →			25	25	25	51	51	51	51	51	51	33	33	33		
D-145	Jesper Tjellesen	TS	1	11	5	7	5	1	3	2	1	2	6	5	431.75	1
D-132	Rasmus Fredsted	KDY	12	1	6	12	6	7	5	9	9	3	4	2	404.25	2
D- 5	Niels Løber	KDY	5	9	3	25	12	9	6	6	13	5	8	8	371.00	3
D- 22	Lars J. Jørgensen	RKS	0	0	0	3	1	3	2	51	3	1	1	1	340.00	4
D- 43	Lotte Meldgård	MH	0	0	0	2	2	4	51	7	6	4	5	3	321.00	5
D-134	Jesper Gundborg	YF	0	0	0	17	13	12	8	15	7	6	9	4	314.00	6
D-126	Tonny Povlsen	SSF	0	0	0	10	11	8	4	10	2	14	18	16	312.00	7
D-118	Chr. Reimer	TS	6	16	16	21	16	18	7	17	30	21	21	9	282.00	8
D- 31	Claus Zastrow	SSF	3	10	15	6	7	5	51	8	10	0	0	0	266.00	9
D-127	Jakob Lichtenberg	HS	4	2	4	18	17	51	17	12	28	12	16	33	266.00	9
D-137	Bo Nielsen	SKS	8	18	12	27	51	19	15	13	14	19	17	20	247.00	11
D- 61	Kasper Frandsen	HS	0	0	0	1	51	2	1	1	4	0	0	0	246.75	12
D- 3	Nicolai Løvenhøj	KAS	0	0	0	9	9	10	51	3	5	9	33	33	243.00	13
D-102	Kjeld Møller	MH	15	13	9	28	26	20	16	23	24	33	7	33	233.00	14
D- 91	Peter Jacobsen	HS	0	0	0	11	3	6	51	4	8	0	0	0	223.00	15
D-150	Claus Bjerre	SGS	0	0	0	26	27	25	19	16	21	20	19	15	217.00	16
D-123	Bjørn Christensen	TS	10	6	13	19	18	23	51	18	17	0	0	0	206.00	17
D-148	Toke Cortzen	KS	7	8	7	13	25	27	51	28	22	0	0	0	193.00	18
D-147	Casper Grenå	SKS	21	7	11	38	31	51	51	19	29	13	10	6	193.00	18
D- 23	Gudmund Olsson	KDY	0	0	0	4	8	17	18	51	20	0	0	0	188.00	20
D-139	Robert Weng	SKS	23	17	18	14	23	22	22	26	31	0	0	0	185.00	21
D- 96	Henrik Westergård	HSS	0	0	0	51	20	13	10	11	18	0	0	0	183.00	22
D-141	Bo Fritzbøger	HAS	0	0	0	5	4	51	51	5	15	0	0	0	175.00	23
D- 6	Jesper Harsberg	KS	0	0	0	22	15	51	20	14	12	0	0	0	172.00	24
D- 30	Dan Kristbo	SS	0	0	0	33	32	28	14	20	23	0	0	0	156.00	25
D-138	Karsten Davids	SKS	0	0	0	23	24	26	11	51	27	33	33	33	144.00	26



Sail and Skiing





# AUSTRIA REPORT



## REVIEW '90

In the year 1990 there were 7 races held in Austria. The season started with the traditional Alpencup at the end of April. The outstanding winners were Stefan Frauscher/Peter Farbowski OE 185, who were nearly unbeatable at their seldom appearances in this year. They also won the Austrian Championship on the Lake Mattsee near Salzburg with sovereignty. A reason for their sovereignty has been, that a lot of the other best sailors, who brought suspense in the regatta-events, were absent throughout the whole season. Christoph Schindler/Jochen Harms OE 137 have been some of the best Austrian Yngling sailors for the last few years – in this season they were some of the most active sailors. They won the race on the Lake Ossiacher See in the south of Austria - in Carinthia and also the District Championship of Upper Austria on the Lake Attersee. Good placements at the traditional Alpencup and at the Golden Yngling on the Lake Traunsee guaranteed them the winning of the Austrian Ranking List 1990. Hans Spitzauer, the Vice European Champion of the Finn-Class, was the best sailor at the second Matchrace – the Master of the Champions – for the second time. The event happened on the same place at the same time as in 1989, but the organization was a lot more professional as in the former year. At the WC '90 in Geneva participated 6 Austrian teams. The best of our teams was the crew of OE 185 (Stefan Frauscher/Peter Farbowski / Alexander Nunninger ) with the 19th place. Because of an unfortunate DSQ in one of the races Stefan and his team lost the possible 9th place at the final rating.

The **List of the Best**, which is calculated at the end of the season out of six events, was led by

1. OE 137	Dr. Christoph Schindler/Jochen Harms	Yuppido
2. OE 185	Stefan Frauscher/Peter Farbowski	Lisling
3. OE 190	Anton Berner/Oliver Hartl	Christina
4. OE 222	Dr. Ludwig Richard/Dr. Udo Elsner	Austrobus
5. OE 246	Dr. Harald Fereberger/Elisabeth Fereberger	Freya

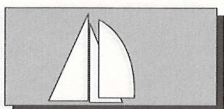
## PREVIEW '91

On the Lake Traunsee, the place where the WC '92 will take place, will be held 3 interesting events. The first regatta – the Alpencup – will be organized by the promoter of the World Championship of 1992 UYCTS, in Gmunden. Near Gmunden, in Altmünster, the Golden Yngling and for the first time in the regatta programm an event on the other end of the Lake Traunsee, in Ebensee, a resort that has similar wind conditions as the Lake Lago di Garda in Italy. Last but not least we want to invite all foreign Yngling sailors to participate in the Open AC as well as in any other regatta in Austria. For further information and entry forms please contact your National Yngling Association or directly the Austrian Yngling Association.

### Yngling Regattas 1991 in Austria

09.05.-11.05.91	Golden Yngling, Traunsee, SCA
29.05.-02.06.91	Open Austrian Championship / Alpencup, Traunsee, UYCTS
08.06.-09.06.91	District Championship of Carinthia, Ossiacher See, KYCO
22.06.-23.06.91	District Championship of Salzburg, Mattsee, UYCMA
06.07.-07.07.91	Pokalwettfahrten/Attersee, UYCAS
20.07.-21.07.91	District Championship of Styria, Grundlsee, STYC
27.07.-28.07.91	Ossiach Sail Week, Ossiacher See, YCO
07.09.-08.09.91	Ebensee/SCE (Traunsee)
21.09.-22.09.91	Vintage Regatta, Traismauer, River Danube, HSV





# NORWAY INFO

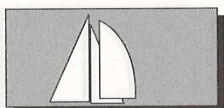
## THE NORWEGIAN SEASON 1990

The Norwegian season was active and very promising. On top of the list, of course, we find the World Champions; N-389, „Azur“. Espen Torgersen, Espen Stokkeland and Nils Kristian Jansen put in an outstanding performance all through the year, and won the WC-elimination series, the Norway Cup, and, as you know, the WC. The only events they didn't win, was the National Championships and the Kieler Woche. Our former world champion, Terje Wang, won the National Championships in the raised floor prototype N-400, and gave this improvement to the class a flying start here in Norway. Knut Åsle, Lars Wilhelmsen and Svein Andreassen won the Kieler Woche after excellent sailing in the difficult waters off Kiel.

### OPEN NORWEGIAN CHAMPIONSHIP 1990

Place	Sail-No.	Names	Club						Points
1	400	Terje Wang, Marius Nissen-Lie, Odd Godager	KNS	3	1	2	1	7	8.7
2	389	Espen Torgersen, Espen Stokkeland, Nils Kr. Jansen	Færder	1	4	1	2	8	11
3	D-149	Sten P. Mohr, Thomas Ollendorf, Kasper Helweg-Larsen	KDY	4	3	3	14	2	22.4
4	355	Kalle Nergaard, Kristian Nergaard, Peder Nergaard	KNS	2	7	4	9	4	32
5	363	Erling Landsværk, Hans Landsværk, Tom E. Ellingsen	KNS	9	12	11	3	1	37.7
6	388	Ole Schøyen, Kristian Krogholm, Axel Holm	KNS	7	8	9	4	5	45
7	381	Per O. Bernhardsen, Roger Nilsen, Lars H. Evensen	SFS	8	5	7	8	6	48.7
8	367	Jan E. Arnesen, Georg Finsrud, Terje Karlsen	SFS	6	2	5	41	24	54.7
9	215	Knut Asle, Svein Andreassen, Steinar J. Johansen	SFS	17	6	12	7	10	58.7
10	217	Halvor Schøyen, Andreas Schøyen, Øvind Kristiansen	Tønsberg	16	15	10	11	3	59.7
11	348	Vidar Andreassen, Espen Jamissen, Ole A. Engebretsen	Sarpsborg	5	20	6	15	11	59.7
12	266	Trygve Leergaard, Pål Stiansen, Valborg Mogensen	Asker	11	11	14	10	9	65
13	365	Truis H. Tvete, Terje Tvete Nilsen, Leif T. Hagen	SFS	20	13	8	5	19	68
14	332	Morten & Vegard Mobrårthen, Jan B. Lie	Holmestrand	10	14	13	13	22	74
15	370	Anders Hverven, Morten Janson, Lars Wilhelmsen	Asker	19	19	16	6	12	76.7
16	239	Anders & Nina Krogholm, Solfrid Erlingsen	Tønsberg	15	9	19	20	15	82
17	1	Pal T. Christensen, Thomas Christensen, Eli Christensen	Asker	12	10	23	24	26	93
18	385	Hans J. Aslaksen, Svein Sørensen, Hans J. Husum	Færder	18	16	24	21	14	93
19	38	Inger Asle, Nina Andreassen, Regine Tvete-Nilsen	SFS	23	17	20	16	27	100
20	280	Nils Otto Nilsen, Rolf Greger Strøm, Morten Berger	Larvik	13	21	26	23	21	102
21	292	Aleksander Andersen, Petter Dybwad, Gaute Andresen	Tønsberg	41	24	18	18	20	104
22	272	Espen Andreassen, Bjørn & Arne Andersen	Sarpsborg	26	22	15	19	41	106
23	387	Morten Larsen, K. Kristiansen, Henrik Treimo	SFS	22	25	21	22	18	107
24	195	Bernt Anker, Bjørn Aks, Thomas Berntsen	Asker	14	18	41	12	41	109
25	375	Knut Ståle Flock, Helga Hansen, Finn Erik Jensen	KNM	24	23	22	41	17	110
26	234	Kaj Berge, Ellen Sæther, Steinar Erichsen	Bergen	41	26	25	27	13	115
27	319	Sten Johnsen, C. Lund Johnsen, Cathrine Strand	Larvik	21	41	28	30	16	119
28	374	Lars Johannessen, Harald Blom Bakke, Hans O. Kvalvaag	Asker	41	41	17	17	23	122
29	258	Morten Hvidsten, Rune Kaus, A. Struak	Bundefjorden	25	30	30	29	41	138
30	238	Thomas Andreassen, Pål A. Larsen, Kurre Jacobsen	Larvik	29	33	33	26	29	141
31	282	Kulseng-Hansen, Kulseng-Hansen, Christian Møllern	SFS	31	27	41	32	28	142
32	369	Bjørn Gjerløw, Therese Gudmestad, Mette Lundberg	SFS	30	29	27	41	35	145
33	393	Mathias Friis, Jan Kr. Knutsen, NN	KNS	32	32	29	28	36	145
34	320	Kenneth, Stian og Jan Erik Lie	Horten	28	31	32	33	30	145
35	252	Per Aspelien, Morten Aspelien, Eirik Nordlie	KNS	34	28	31	31	32	146
36	277	Terje Hansen, Bjørn Hansen, Jon Braathen	Færder	27	41	41	25	31	148
37	227	Gisle Kopperdal, Alf Lindeberg, Bjørn Prestegård	Stavanger	33	34	35	41	25	151
38	323	Sven Erik Foyn, Rune Foyn, NN	KNS	37	36	36	34	41	167
39	20	Thomas Græsholt, Øystein Jensen, Jørgen Wetlesen	Bundefjorden	35	41	34	41	34	168
40	161	H.G. Holter, Klaus Bjørgaas, Tom Berger	Bærum	36	35	41	41	33	169





# NORWAY INFO



## Norges Cup 1990

Plass	Båtnr.	Navn	Klubb jorden	Bundef- 12 delt.	Sarpsborg 17 delt.	Slevik 18 delt.	Grimstad 8 delt.	NM KNS 40 delt.	Tøns- berg 14 delt.	Sum u/stryk	Max- poeing	Sum m/ 1 stryk
1	389	Espen Torgersen, Espen Stokkeland, Nils Kr. Jansen	Færder	0	0	0	5.7	11	3	19.7	5.7	14
2	215	Knut Asle, Svein Andreassen, Steinar J. Johansen	SFS	8.7	13.7	13.7	19.7	58.7	17.1	131.6	19.7	111.9
3	381	Per O. Bernhardsen, Roger Nilsen, Lars H. Evensen	SFS	38	14	14	48	48.7	63	225.7	63	162.7
4	367	Jan E. Arnesen, Georg Finsrud, Terje Karlsen	SFS	27	43	30	48	54.7	11	213.7	48	165.7
5	365	Truis H. Tvete, Terje Tvete Nilsen, Lelf T. Hagen	SFS	18	36	31.7	48	68	38.7	240.4	48	192.4
6	332	Morten & Vegard Mobrårthen, Jan B. Lie	Holmestrand	38	23.1	41	48	74	24	248.1	48	200.1
7	348	Vidar Andreassen, Espen Jamissen, Ole A. Engebretsen	Sarpsborg	24.7	42.7	47.7	36	59.7	63	273.8	63	210.8
8	385	Hans J. Aslaksen, Svein Sørensen, Hans J. Husum	Færder	24.7	53.7	43	18.7	93	33.4	266.5	53.7	212.8
9	400	Terje Wang, Marius Nissen- Lie, Odd Godager	KNS	38	72	75	48	8.7	63	296	75	221
10	292	Aleksander Andersen, Petter Dybwad, Gaute Andresen	Tønsberg	19.7	45.7	18.7	48	104	42.7	278.8	45.7	233.1
11	D-149	Sten P. Mohr, Thomas Ollendorf, Kasper Helweg-Larsen	KDY	38	72	75	48	22.4	63	318.4	75	243.4
12	370	Anders Hverven, Morten Janson, Lars Wilhelmsen	Asker	38	25	75	48	76.7	63	325.7	75	250.7
13	217	Halvor Schøyen, Andreas Schøyen, Øivind Kristiansen	Tønsberg	38	72	75	19	59.7	63	326.7	75	251.7
14	355	Kalle Nergaard, Kristian Nergaard, Peder Nergaard	KNS	38	72	75	48	32	63	328	75	253
15	363	Erling Landsværk, Hans Landsværk, Tom E. Ellingsen	KNS	38	72	75	48	37.7	63	333.7	75	258.7
16	272	Espen Andreassen, Bjørn & Arne Andersen	Sarpsborg	24.7	44.7	49.7	48	106	40	313.1	49.7	263.4
17	386	Ole Schøyen, Kristian Krogholm, Axel Holm	KNS	38	72	75	48	45	63	341	75	266
18	239	Anders & Nina Krogholm, Solfried Erlingsen	Tønsberg	18	72	75	48	82	52	347	75	272
19	195	Bernt Anker, Bjørn Aks, Thomas Berntsen	Asker	38	72	27.4	48	109	63	357.4	72	285.4
20	266	Trygve Leergaard, Pal Stiånsen, Valborg Mogensen	Asker	38	72	75	48	65	63	361	75	286
21	374	Lars Johannessen, Harald Blom Bakke, Hans O. Kvalvaag	Asker	35	47	55	48	122	63	370	63	307
22	38	Inger Asle, Nina Andreassen, Regine Tvete-Nilsen	SFS	38	72	75	48	100	51	384	75	309

## NORWAY IN 1991

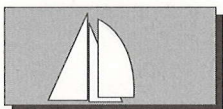
We have decided to increase the activity in the class according to big enthusiasm among the sailors. The national committee has started a campaign to engage "sleeping" Yngling sailors, which seems to be very successful.

When you want to participate in any of our events, please contact Norwegian Yngling Association. We will do our very best to make it a pleasant stay here in our beautiful country.

### Events in Norway

19.-21. April:	Training camp, Slevik
27.-28. April:	Norway Cup and WC-elimination '91, Slevik
11.-12. May:	Norway Cup and WC-elimination '91, Oslo
18.-20. May:	Training camp, Tønsberg
01.-02. June:	Norway Cup and WC-elimination '91, Tønsberg
08.-09. June:	Norway Cup and WC-elimination '91, Sarpsborg
08.-11. Aug.:	Open Norwegian Championships, Risør
31.-01. A/Sep.:	Norway Cup and WC-elimination '92, Larvik
14.-15. Sept.:	Match-racing NC-final, Tønsberg





# SWITZERLAND's NOTES

**T**oday, January 5th I spent with my wife and my two little children a very beautiful afternoon by sailing on the lake of Thun. Fantastic conditions: blue sky, 3-4 Bf, complete free lake, snowy mountains around us, cold clear water and – of course – cold air.

**T**he sailing saison 1990 is behind us. It was a beautiful and special for the YNGLING's in Switzerland – a successful year. A fantastic World Championship in Geneva, unfortunately without me. Then in September the International Class Championship at Spiez, with two competitors from Germany and Holland. The dutch crew was the first time sailing on the lake of Thun and they were enthusiastic about the mountains, the clear water in the lake, the winds on our lake and the organisation. The Yacht Club of Spiez was perfect! They will come again in 1991 to the International Swiss Championship in autumn 1991. I hope, they bring some friends with their YNGLING to Spiez!

**T**he races for the Championship by points (called "ASPROY-Cup") took place on our most important waters (lake of Zurich, Thun, Geneva and Hallwil). It was the first time that a event like this happened on the lake of Hallwil. It is a very small lake with sometimes comical winds (several readers know what I mean). But the race on this lake was a great success.

**T**he participation last year was on the most lakes better than the year before.

**H**ow I said before, the International Swiss Championship 1991 will take place at Spiez, lake of Thun, from 9th – 13th October 1991. In autumn we have generally good winds on this lake. I hope for a good participation (Swiss and FOREIGN boats!).

Welcome in Spiez for the Swiss Championship and the 700th birthday of Switzerland!

Sincerely yours

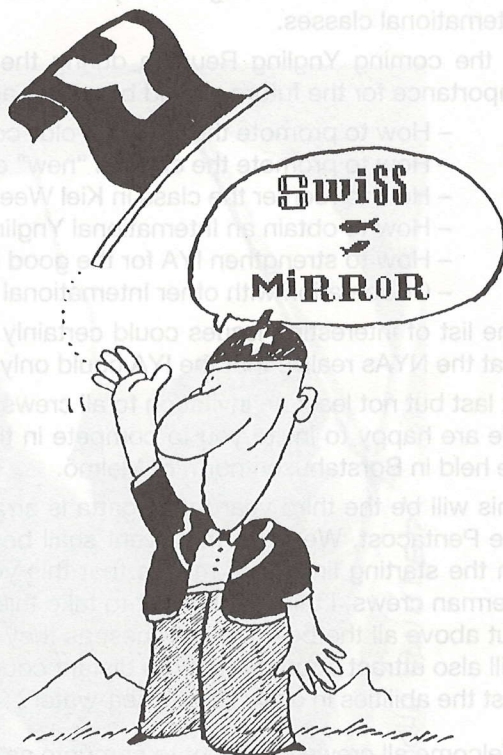
Peter Zoss  
President ASPROY (Swiss-NYA)

## The winners of the Championship by points:

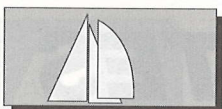
Place	S-Nr	Helmsman	Points
1.	Z-413	Henry Dessiex	541
2.	Z-283	Jürg M. Wenger	485
3.	Z-114	Edi Schönenberger	344

## The winners of the Class Championship in Spiez:

Place	S-Nr	Helmsman	Points
1.	Z-413	Henry Dessiex	8.7
2.	Z-424	Harry Weber	14.0
3.	H-268	E. Lieve	18.7







# SWEDEN

## From SWEDEN

### Some Facts, Thoughts and an Invitation

**D**uring 1990 SYF (Svenska Ynglingförbundet) has continued to grow and has increased the members to almost 30 persons. Starting from nothing 2 years ago we certainly are happy. Our goal is to reach 50 persons by 1992 and 100 by 1995.

The number of boats is however not increasing at the same pace. There are several reasons.

First of all the existing boats are changing owners. That is good as these boats thereby come into the hands of more active sailors. Secondly, new boats are pretty expensive and to buy a new one requires a strong interest combined with a good economic situation. Thirdly, I believe the change of the bottom has meant an uncertainty, which by the IYRU decision has now been cleared. The coming years will show an increased interest in the Yngling, this is my absolute trust. In SYF we are happy with this change of the class rules. It is however important that the new Yngling is promoted by the builders world-wide in a combined effort with all the NYAs and the IYA.

During the autumn it was decided that the Yngling Class will not be accepted in the Kiel Week during 1991. That was a real disappointment. In Sweden we have been trying to promote the Swedish crews to go to Germany and take part in this truly international event. I think the Yngling Class must work to reenter into this important regatta. It is the biggest event in the world and each country should promote to have their best crews to compete in Kiel. That will strengthen the Yngling Class worldwide.

The Yngling has on various occasions been discussed as a very nice boat for female sailors. I think that is true. But, if it is promoted too much as a boat for female crews it might be dangerous. The truth is that the Yngling is a very nice racing boat for all sorts of crews; lightweight, heavyweight, female, male, mixed, young and old. This is, I think, the true advantages of the Yngling.

And, it should be added; it is an International Class, which has recognised international status. At the moment, this is endangered by discussions in the IYRU aiming to change the requirements on International classes.

In the coming Yngling Reunion during the world championship this summer several issues of great importance for the future should be on the agenda. According to my views these are the following:

- How to promote the class in "old" countries?
- How to promote the class in "new" countries?
- How to reenter the class in Kiel Week?
- How to obtain an International Yngling Match Racing event?
- How to strengthen IYA for the good of the Yngling class?
- Cooperation with other International classes?

The list of interesting issues could certainly be a lot longer. However, the most important of them all is that the NYAs realize that the IYA could only become strong by having a number of strong NYAs.

At last but not least an invitation to all crews:

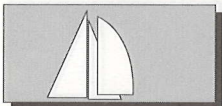
We are happy to invite you to compete in the International Swedish Championship (Riksmästerskap) to be held in Borstahusen north of Malmö.

This will be the third year this regatta is arranged in the same place and during the same weekend, i.e. the Pentacost. We hope this event shall be established as a true international regatta with many boats on the starting line. That means that this year we will be very happy to see especially Norwegian and German crews. I think you ought to take this opportunity to compete not only with the Swedish Ynglings but above all the best Danish ones, as they have always come to this event. Perhaps in the long run we will also attract boats from more distant countries. Why not come to a friendly place early in the spring to test the abilities in chilly Nordic sea-water?

Welcome all crews that want to compete as good sportsmen or sportswomen among friends.

Ingemar Strömblad  
President - SYF





**SWEDEN**

**REETINGS**

**Invitation to Compete**  
in the  
**International Swedish Championship 1991**  
(RiksMästerkap)  
in the Yngling Class  
May 18th – 20th  
at  
**Borsthuse, Landskrona SWEDEN**  
Organizers  
**Borstahuse SegelSällskap**  
**Svenska YnglingFörbundet**  
(Swedish Yngling Association)



The Jury-Member Dr. Gerhard Schröder & Preben Petersen and the Class Mearurer Ralph Kinsbrunner between the races



## JAN H. LINGE: THE DESIGNER

Jan H. Linge, the designer, is not only the most renown Norwegian boat designer today but is also respected as one of the greatest and truly most versatile boat designers in the world.

Mr. Linge is the man responsible for the Olympic Soling Class (to have a design chosen as an Olympic Class represents a major achievement among boat designers). He has also designed such classic sailboats as, the Yngling, the Willing, the Gambling, as well as many other cruising and sailing yachts, fast power yachts and military patrol vessels. He feels that one of his most important efforts was the development of the 84' motor torpedo boat, the Nasty. With a measured speed of 80 knots, Nasty was adopted by several NATO countries including the U.S.A.: Linge has been the only foreigner to be commissioned to design vessels for the U.S. Department of Defence.

Linge's main emphasis has been towards the leisure craft, designing boats marketed under his own name as well as exclusively for firms such as Windy, Draco, Fjord Plast, and others. Approximately 40,000 Linge designed boats have been produced. The quality, seaworthiness and innovative nature of his designs has earned Linge the respect of the boating world and the awards as listed.

### Linge's Awards:

- 1966 Awarded "Norges Teknisk Naturvitenskapelige Forskningsrads Aerespris" for eminent work as a boat designer to benefit the industry
- 1971 Design award and boat of the Year award for the Westling (a water ballast tunnel boat)
- 1972 Design award for the Yngling
- 1972 the Soling was chosen as Olympic Class, for the Summer Olympic Games

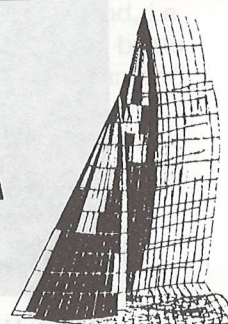
### He is currently a member of the following:

The Keelboat Technical Committee of the International Yacht Racing Union  
The Technical Committee of the Scandinavian Yacht Racing Union  
Advisor to the International Standardizations Association Committee  
International Council of Boat Builders  
Advisor to the Olympic Games

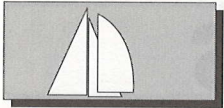
Linge's most recent major design has been the development of the water ballast tunnel which was so innovative that he was granted a patent for the design.



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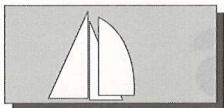


**USA**

**GREETINGS**





**USA**

# **GREETINGS**

## 1990 Report from NAYA

By Bill Tomlinson, President

**T**he North American Championship Regatta held in August at Sakonnet, RI was won again by Ellie Field and her crew of Brad Dellenbaugh and Noel Field. Noel is Ellie's father and is presently the Secretary of USYRU. Before you think we should be embarrassed to have a girl (woman) beating us macho guys for four year's in a row, let me point out that Ellie is a former All-American sailor at Brown University on our Eastern seacoast and both she and Brad have serious coaching involvements there. Both of these sailors have other commitments on high test competitive yachts in other classes as well.

We were pleased to host Peter and Karen Gerstoff, Danish Yngling sailors who were in our country last summer. Sakonnet sailor Ted MacDonald offered the helm of his boat to Peter, who led the regatta with wins in each of the first 3 races, was a formidable competitor. By the end of the seventh race (one throwout) series Ellie had succeeded in displacing Peter to a close second, trailed by Bruce Chafee and Bill Richmond, both of Sakonnet. Bill Tomlinson of the Minnetonka Fleet made the strongest showing among the inland (flat-water) sailors in fifth.

Our fleet at Okoboji continues to grow and our organization is putting forth a marketing effort with the objective of getting some new fleets started in North America. One design sailing here has hit a plateau after rapid growth in the early 1980's.

We hope to start a fleet every 2 - 3 years through these efforts, so that we might share the joy of the Yngling with more of the sailors in North America, provide continuing markets for used boats, and create more sites for our Championship Regatta.

We have the potential of a fleet forming in the Toronto area, thanks to efforts by Audrey Bustard who was introduced to the Yngling while she was staying in Sydney. She attended our NA's Regatta at Sakonnet and had a great time.

We're looking forward to a terrific 1991 season with great cooperative efforts from the other officers of NAYA: Brad Jones of Okoboji, Iowa (Sec./Treas.) and Bruce Chafee (VP-Marketing) of the Sakonnet Fleet, Rhode Island, and all of the membership as well.

### **Features:**

- Molded Liner with Bailer Positions
- Molded keels
- Melges Spars
- Complete Harken Outfitted
- Fleet Starting Package Available

## **Working Hard to Make The Best...**

### **The YNGLING of North America**

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Fax: 604-385-6155  
Contact: Morton McConnell

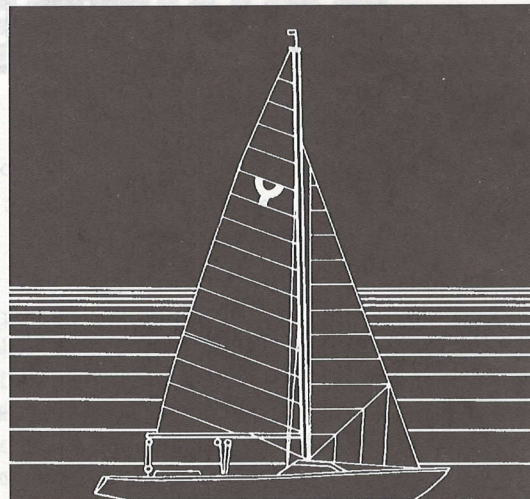


# Kieler Woche

Pos.	Sail No.	Start	Name	Club	Adress	1	2	3	4	5	6	7	8	Pts
1.	N-215	15	Knut Aasle, Lars Wilhelmsen, Svein Andreassen	SFS	AH 620 Gressvik	1	1	2	3	5	3			21.4
2.	D-136	2	Claus Hoj Jensen, Thomas Taato, Dean Olsen	JSK	Jyllinge	5	2	5	2	4	1			24.0
3.	N-389	22	Espen Torgersen, Espen Stokkeland, Nils Kr. Jansen	FS	Hyasser	6	4	1	1	8	4			27.7
4.	H- 87	34	Adse Jelles, Sybren Jelles, Paul de Heus	WVH	HL Amsterdam	8	5	2	4	12	2			38.0
5.	D-111	12	Joergen Ring, Rasmus Fredsted, Christoffer Hother	KDY	Klampenborg	10	3	3	7	1	18			40.4
6.	G-161	26	Michael Hedtke, Falko Bier, Gunnar Voigt	ASK	Gnoien	3	6	7	5	3	18			46.1
7.	S- 29	6	Rolf Anderssen, Mikael Eriksen, Per Friderik Darkenstein	BSS	Landskrona	4	9	12	8	7	10			66.0
8.	S- 32	7	Christian Stroemblad, Nikolej Holm, Lars Henrikssen	JKV	Västerås	7	14	13	6	6	7			68.4
9.	S- 5	5	Peter Stroemblad, Birgitta Rask, Marie Plum	BSS	Lund	17	10	11	14	2	13			75.0
10.	N-239	16	Anders Krogholm, Nina Krogholm, Solfrid Erlingsen	TS	Toroed	11	11	10	9	34	8			79.0
11.	N-374	25	Lars Horn Johannessen, Harald Blom-Bakke, Thomas Christensen	KNS	Nesoya	12	8	27	11	13	6			79.7
12.	G-205	13	Reinhard Hobe, Kirsten Hobe, Klaus Walter	YCS	Steinhorst	14	7	9	16	27	5			80.0
13.	N-365	20	Truls-Haakon Tvete, Terje Tvete Nilsen, Leif-Tore Hagen	SFSF	Skjeberg	2	17	19	10	20	16			89.0
14.	N-292	18	Alexander Andersen, Petter Dybwad, Gaute Andressen	TSF	Duken	9	PMS 6	12	10	DNC				91.7
15.	G-191	3	Torsten Stork, Eva Stork, Diana Schulze	PSV	Steinhorst	16	12	27	13	11	11			93.0
16.	N-348	19	Vidar Andreassen, Espen Jamissen, Ole Anders Engebretsen	SS	Gratum	13	19	14	15	9	15			96.0
17.	N-385	21	Hans Joergen Aslaksen, Hans-Joergen Husum, Svein Soerensen	FS	Hvasser	15	PMS 4	18	15	17				97.0
18.	G- 34	8	Hans-Dieter Mölis, Lutz Köpcke, Helmut Jürgen	CKA	Berlin 27	19	13	16	28	16	12			106.0
19.	N-272	17	Espen Andreassen, Arne Andersen, Björn Andersen	SS	Gralum	18	18	18	17	DNC 9				110.0
20.	Z-416	23	Manfred Schwarz, Thomas Lockert, Peter Cosandey	SVE	Erlenbach	21	16	20	23	22	19			128.0
21.	G-188	4	Dr. Rolf-J. Korte, Uwe Köhl, Rolf-Jürgen Dammerow	HSC	Gifhorn	20	19	23	19	21	DNS			132.0
22.	G-170	1	Peter Altenkamp, Marlene Altenkamp	VSAW	Berlin 37	DNS	20	22	21	19	20			132.0
23.	G- 60	11	Klaus Frieling, Uta Frieling, Björn Frieling	DSCL	Messel	DNF	DNS15	22	18	DNS				135.0
24.	G- 15	9	Dr. Hans-W. Frieling, Bernhard Plath	LYC	Curau	22	21	24	24	23	21			141.0

**I.Y.A.-INFORM**

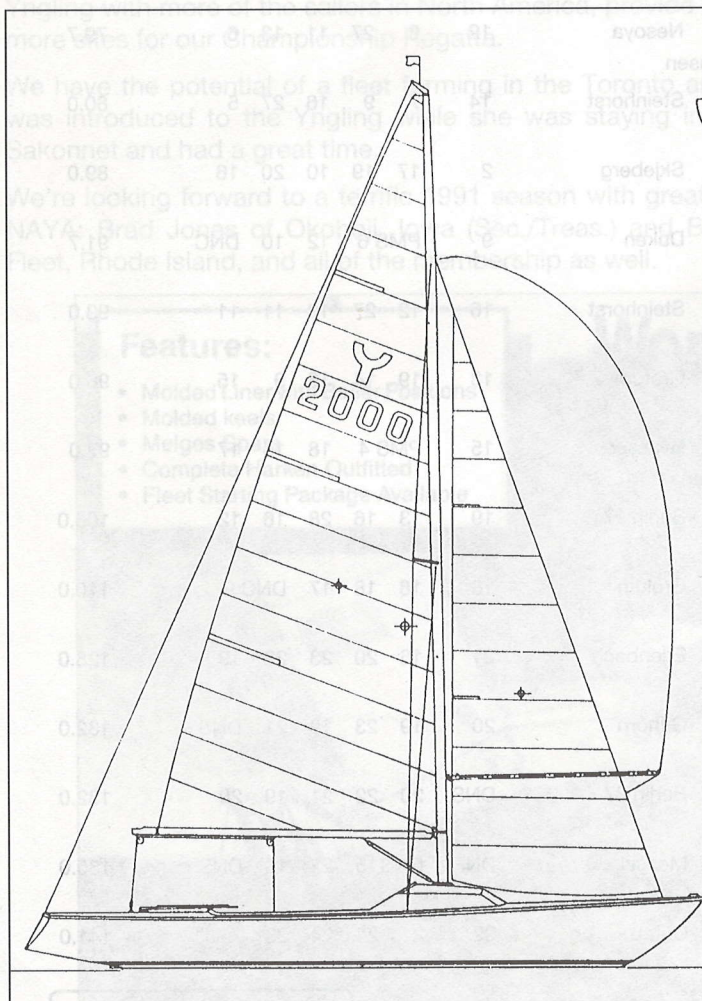




# Yngling

Design: Jan Herman Linge

Bau und Verkauf:  **YACHTWERFT  
PORTIER AG  
8706 MEILEN**  
Tel. 01 923 02 37 / 923 22 66 · Telex 875 181



## YNGLING



LOA	6,35m
LWL	4,70m
BEAM	1,73m
DRAFT	1,05m
DISPL.	630kg
KEEL	310kg
SAIL AREA	14,0m <sup>2</sup>

DESIGN, PRODUCTION AND SALE:

**JAN H. LINGE** 

**"MUNKESLETTEN"**

**1392 VETTRE**

**ASKER - NORWAY**

Tel: 472 901510

Fax: 472 901565



# Gran Seil takes it all. . .

Gran Sails designs the fastest Yngling sails.

And we can prove it.

**1'st Kiel Week  
1'st World Trophy**

**1'st World's  
1'st Norwegian Championship**

If you want to have competitive edge with your Yngling next year, you should consider Gran Sails. In the Gran Sails company we have invested tremendous resources to the development of the Yngling sails. And we have succeeded.

We have developed our own cloth in cooperation with Bainbridge in the USA. We have revolutionized the Yngling-class with our new radial main, jibs and spinnaker. These sails actually work the right way... The mainsail becomes flatter when the wind increases. Have you ever tried anything like it? We presume not!

Even though there were very few boats with Gran Sails which participated in the international Yngling race circuit in 1990, these boats produced better results than anyone else. N-215 «Sweet Rhubarb» won the Kiel Week, N-389 «Azur» won the Worlds and the World Trophy (which includes all the major Yngling regattas), and N-400 «Team Kjappfot» won the Norwegian Championship. And it is all a question of winning, isn't it?

**Our new Yngling sails are available now at favourable prices:**

<b>Jib, Light .....</b>	<b>NOK 2.700</b>	<b>Medium .....</b>	<b>NOK 2.775</b>	<b>Heavy ....</b>	<b>NOK 2.775</b>
<b>Main .....</b>	<b>NOK 4.200</b>	<b>Spinnaker ....</b>	<b>NOK 4.125</b>	<b>(All prices ex. V.A.T.)</b>	

If you consider buying one jib we suggest the medium radial-one. For lake sailing we strongly recommend the lightweight jib.

Call us today at phone no. +472 136 080 or fax no. +472 139 292

**Don't you owe it to yourself to own the best?**



***Make an investment in performance ... Gran Sails-One Design-Grey Line!***

Ringeriksvn. 241, 1314 SKUI, Norway





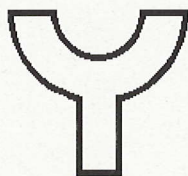
The decision has been taken in Hamburg in October '90 for the I.Y.R.U. after consultation of the International Yngling Associations, concerning the introduction of the „Double Bottom“.



Yngling 1990

Lake of Geneva





## INTERNATIONAL YNGLING ASSOCIATION

### INTERNATIONAL YACHTING CALENDAR - 1991

#### March \_\_\_\_\_

28.03.91 - 31.03.91

Int. Easter Regata

Copenhagen - Denmark  
*Dansk Yngling Klub*

#### May \_\_\_\_\_

18.05.91 - 20.05.91

Int. Swedish Yngling  
Championship

Borstahusen, Landskrona – Sweden  
*Svenska Yngling Förbundet*

18.05.91 - 20.05.91

Open Dutch Championship

Horn – Holland  
*Yngling Club Holland*

29.05.91 - 02.06.91

Open Austrian Championship

Gmunden – Austria  
*UYC Traunsee*

#### June \_\_\_\_\_

26.06.91 - 30.06.91

Open Danish Youth  
Championship

Haderslev - Denmark  
*Dansk Yngling Klub*

#### July \_\_\_\_\_

06.07.91 - 09.07.91

Open Danish Championship

Kerteminde - Denmark  
*Dansk Yngling Klub*

19.07.91 - 27.07.91

**WORLD CHAMPIONSHIP  
of INT. YNGLING CLASS**

**MEDEMBLIK - HOLLAND**  
*Royal Yacht Club Hollandia  
& Yngling Club Holland*

#### August \_\_\_\_\_

08.08.91 - 11.08.91

Norwegian Y- Championship

Risør - Norway  
*Risør Seilforening*

29.08.91 - 01.09.91

Open Danish Championship  
Ladie's

Copenhagen - Denmark  
*Dansk Yngling Klub*

#### September \_\_\_\_\_

06.09.91 - 08.09.91

North American Championship

Minnetonka - USA  
*Minnitoka Yacht Club*

#### October \_\_\_\_\_

09.10.91 - 13.10.91

Int. Swiss Championship

Spiez – Switzerland  
*Yacht Club Spiez*

#### December \_\_\_\_\_

27.12.91 - 31.12.91

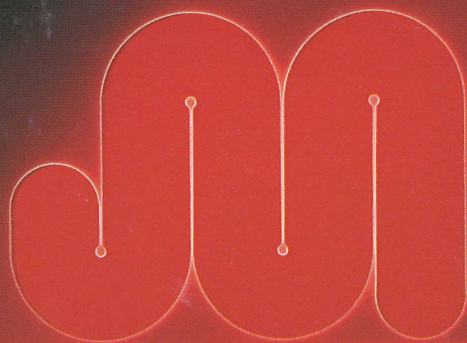
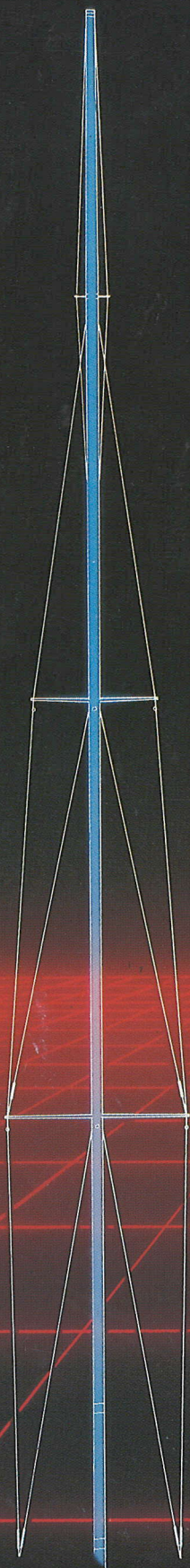
Australian Y- Championship

Sydney - Australia  
*Royal Sydney Yacht Squadron*

Geneva - 10.02.1991

GÜNTHER SCHMIDT - GINZKEY PRESIDENT I.Y.A. CH - 1206 GENEVA / SWITZERLAND - 7, AVENUE CALAS





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