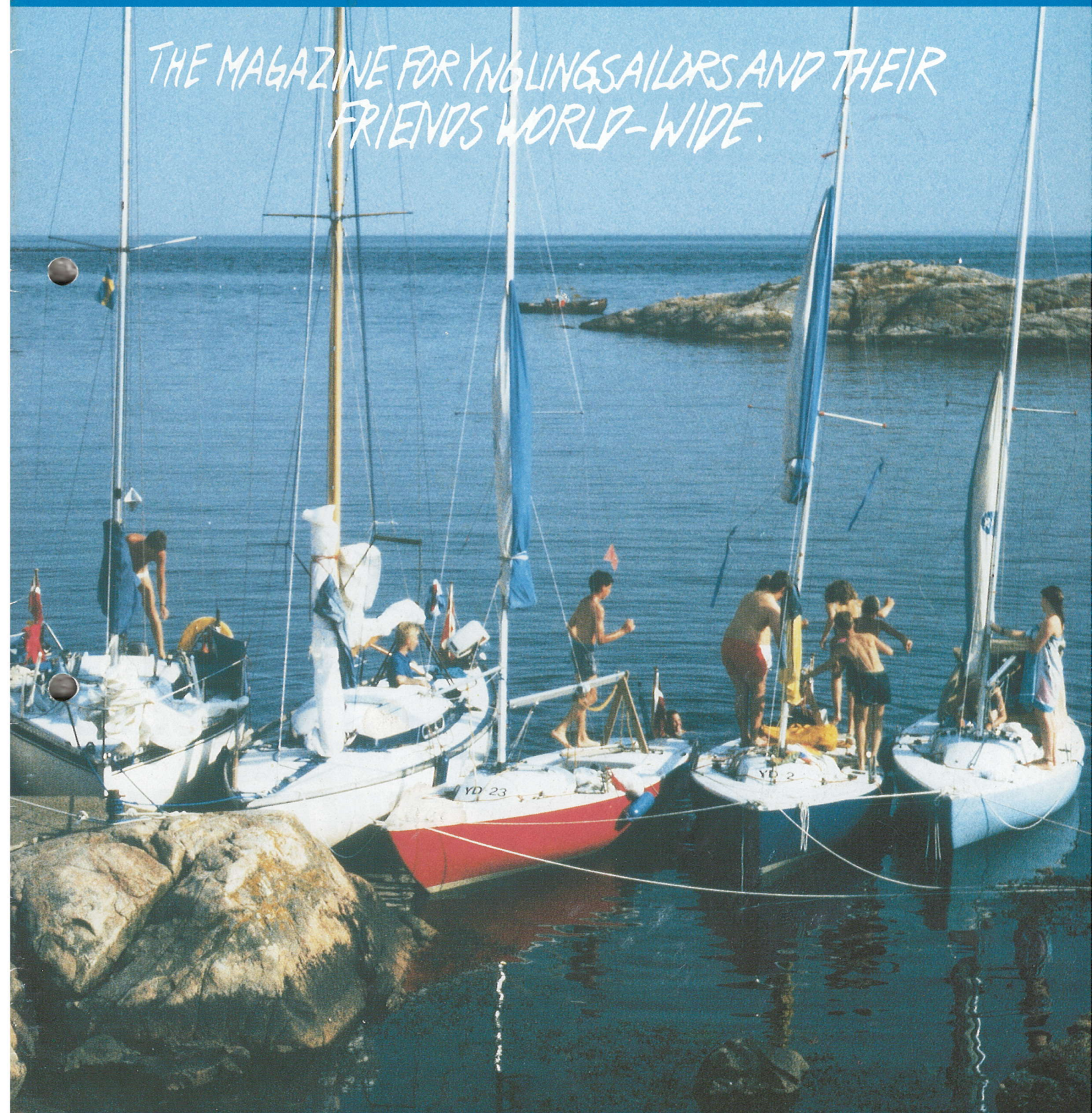


"YNGLING '92"

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



INTERNATIONAL YNGLING CLASS ASSOCIATION IYRU SERVICED



Editor

INTERNATIONAL YNGLING ASSOCIATION

"YNGLING"

YNGLING MAGAZINE

is a non - profit publication,
distributed to all
Yngling Sailors and their friends world - wide.
Total distribution 5'000 exemplaires

Guidelines

Articles, photos, race results etc. are welcome.
Texts can be transmitted by letters or diskettes.
Colour prints or slides are acceptable, but black-
and-white photographs are preferred.

Advertising

(Black & White)	in US \$
Full page	500,-
Half page	300,-
Third page	200,-
Quarter page	150,-
Eight page	100,-

10 % for 2nd advertising insertion

20 % for 3rd advertising insertion

Deadline for YNGLING '92
15 th December 1992

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and National Yngling Association

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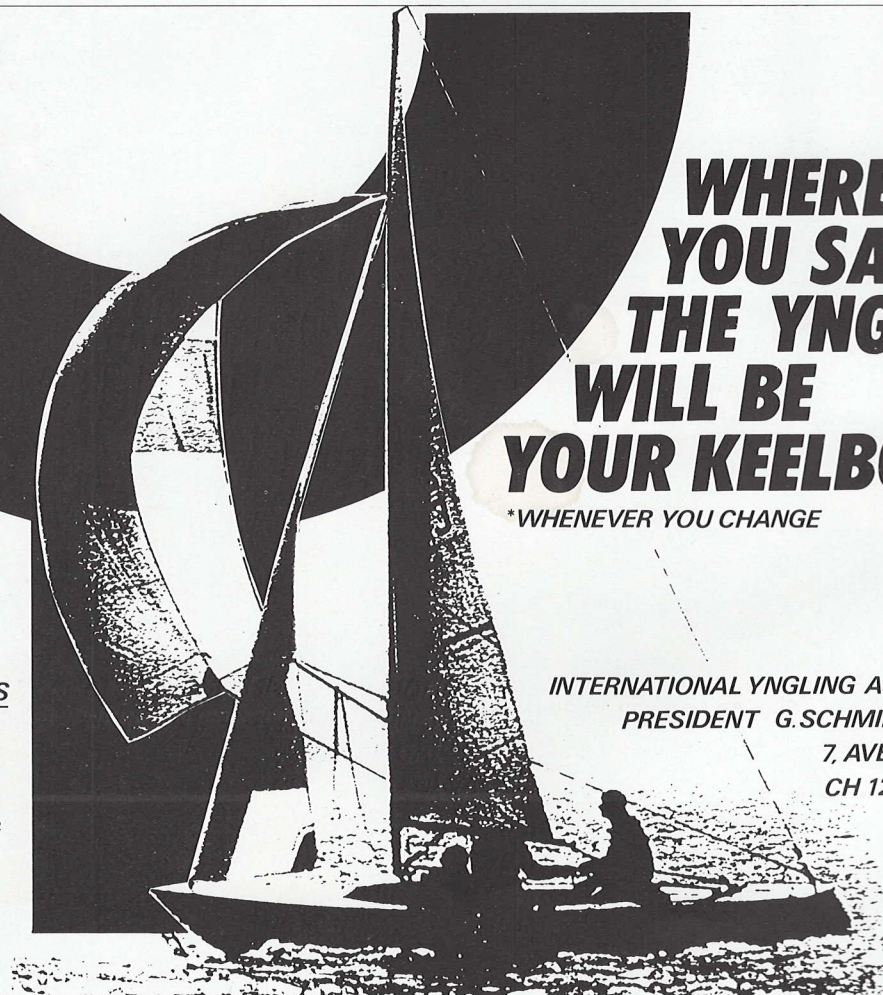
**WHEREVER
YOU SAIL
THE YNGLING
WILL BE
YOUR KEELBOAT***

***WHENEVER YOU CHANGE**

PRINCIPAL DIMENSIONS

LOA	6.35 m
DRAFT	1.73 m
DISPLACEMENT	600 kg
SAIL AREA	14.0 m ²
LWL	4.70 m
FREEBOARD	0.48 m
IRON KEEL	310 kg

INTERNATIONAL YNGLING ASSOCIATION
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CH 1206 GENEVA



INTERNATIONAL YNGLING ASSOCIATION

Who is who in 1992

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Tel. + 44 / 1 - 235.6221 - Fax + 41 / 1 - 245.9861

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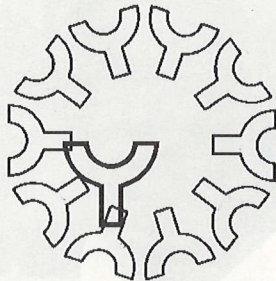
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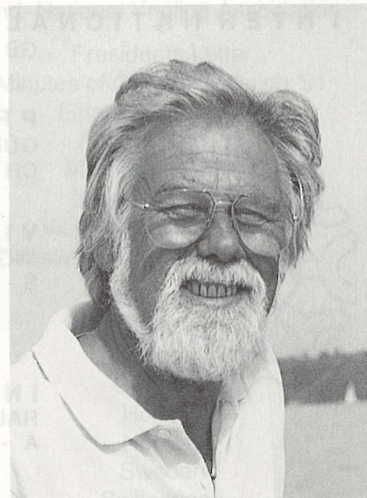
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the president's letter

With the beginning of the new sailing season '92, I hope that all of you will enjoy to starting as soon as possible in the northern hemisphere and ending in the southern. Therefore I think of all the preparations are going on or have been already been finished under the control of the last amendments. So we've had a year with an average participation in the '91 World's, the same as in some other countries. But the dynamics of every Association is reflected in a Championship and each of them seems to surpass all the previous ones in organization and interest. We noticed young, gifted talents coming from centreboard boats' classes and these youngsters and maturing sailors can find in the "Yngling" the feeling of a keelboat for a new challenge. Therefore the Yngling is, with the substantial technical development an ideal boat for all situations. All National Committees should look for this standing by suggestions.



The double bottom finds its entrance in our Series in this first year of authorization - via the amendments - rather timorous and not as expected by your Committee. The production of new boats in this last year was not very important in the Yngling market. So the Yngling Class is now expanding very slowly, and we have to exploit the existing market as well as try to explore new possibilities in other regions. However we think this has been a year of observation for many sailors, the experience of the contacted during this year and the comportment of this modern adaptation for the Yngling. Maybe that the introduction of the double bottom might bring in countries with a stagnate situation a new orientation as well as in the second hand occasions and this specially for youngsters as there is no difference in age of boats as you can see about all in Denmark.

The agenda was very long at the GM '91 in Medemblik and I want to thank all the representatives for their patience which allowed us to discuss all the issues of our Class. The Meeting of I.Y.R.U. was held this year in Madrid at the same time as the conference of the Near Orient. This week passed very quickly with all the Meetings of the different commissions. Therefore we tried, Ingemar and myself, to have as many contacts as possible with important persons of the commissions and other Class members to show our activity and, last not least, our presence in the Union. I think it is very important that the "Yngling" has to be present in this "family" as much as possible of general interest in order to meet every year these important persons not only of the Keelboat Committee, but also of every Working Group and specially of the Women's Sailing Committee so as to get the Yngling as a Womens Sailing Keelboat in the future. It needs engagements and contacts to find the way for the Committee, and the challenges for the next years for our Class, with enormous efforts of presenting, activity and proposals adapted to actuality. So the number of more than 2500 boats are sailing world-wide of this One - Design boat and girls - women and also the youngsters leaving the centreboard boats can find - even now with the double bottom - the pleasure of sailing or racing with this keelboat. - The last year brought a lot of varieties in different ways. So the spectrum of a one - design keelboat racing world-wide with the high-quality standing can find its place in the international competition family.

The contacts with some of the National Committees was not as expected. I hope that this will change, in order that all of us might have the same aim. This is necessary now as every Class has growing up problems.

The IYA economy is positive and we can look at the future with satisfaction for the next demands, but hereby I want to repeat, that the income from boatstickers and sail-labels are the principal support of IYA economies.

The World Championship '92 will be held in Austria, on the Traunsee with the beautiful town of Gmunden in the heart of the mountain. So we hope that many sailors will find the way to this region of Upper-Austria and to contest with the former World Champions and the armada of Austrian sailors.

J. Schmidt. Hinder

With my best regards
looking forward, and seeing You in Gmunden

Geneva - February 1992

Membrange to Medemblik World's 92



Medemblik the harbour and the Ynglings



The Competition

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MINUTES OF THE ANNUAL GENERAL MEETING OF INTERNATIONAL YNGLING ASSOCIATION

held Wednesday 24 July 1991 at 20.00 hours at the Brakeboer Hotel - MEDEMBLIK the Netherlands

Present :	Günther Schmidt-Ginzkey - President (in the chair)	Switzerland	Z 233
	Claus Brask Thomsen - Vice President	Denmark	D 63
	Ralph Kinsbrunner - Chief Measurer	Austria	OE
	Jan H. Linge - Designer	Norway	N 1
	Ingemar Stroemblad	Sweden	S 34
	Peter Stroemblad	Sweden	S 34
	Frank Lieve	Holland	H 268
	Joyce Warn	Australia	KA 25
	Pat Warn	Australia	KA 25
	Chris Harper - Repres Licensee AIYA	Australia	KA 27
	Hans Olav Kvalvaag	Norway	N 374
	Hans Jorgen Husum	Norway	N 385
	Jorgen Ring	Denmark	D 111
	Preben Petersen - Chairman of Intern.Jury	Denmark	D

Following presentation by NEVILLE
G. WITTEY - KA 8 - of Chart No AUS 199 - Australia - East Coast - New South Wales State - BOTANY BAY- brochure from Lufthansa affiliate Resort Hotel Brighton Beech; general advance notice significant information, tion; shipping of Ynglings from European Ports to Australia and the Concept of an Australian Youth Fondation effort to built 45 new Ynglings;

RESOLVED : Australia (A.I.Y.A.) prepare a comprehensive submission for circulation to All Nations by I.Y.A. and that all Nations must respond positively within the next 6 month on the viability of holding the World Championship early January 1996 to be preceded by the Christmas Regatta 27 - 31. December 1995 under the auspices of the Host Club Royall Sydney Yacht Squadron - R.S.Y.S. - in conjunction with the BOTANY BAY

WELCOME :

Mr. Wittey left the meeting and the President formally declared the meeting open at 20.40 hours, noting there was no representative from Germany . -

R. Kinsbrunner for Austria and G. Schmidt-Ginzkey for Switzerland - and welcoming all member nations.

AGENDA :

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

1. PRESIDEN'S ANNUAL REPORT :

RESOLVED to approve the President's report, mayor items being the modernisation of Yngling (double bottom), membership decrease, Sail Label income,

the I.Y.R.U. meeting information polls, financial situation, Yngling News and a replacement for "Kiel-Week".

2. TECHNICAL REPORTS :

RESOLVED to receive and approve ve Chief Measurer's interpretation for an Yngling with corrector weights being changed to the new "double bottom" - that is the correctors can be removed before the change and then after a new reweigh the correctors if required must be

repositioned in the specified positions under the deck. It was noted that Jan H. H.Linge - designer - tabled new Plan N° 8 raised floor watertight double bottom with 4 pages English text specification to perform the change for information of all nations.

3. FINANCIAL :

RESOLVED to approve and adopt the audited financial statement for the period 1 May 1990 to 30 of April 1991 which showed an amout of SFr. 7'269.53 excess

of income over expenditure. - It was noted that delayed I.Y.R.U.- Building-Fees had not been received till May 1991 and therefore included in the 1991 / 1992 Budget. figures.

4. BUDGET 1991/1992 :

RESOLVED to approve and receive the 1991 / 1992 Buget showing :

- income SFr. 23'365,00,
- expenditure SFr.25'000,00 -
- giving an estimated deficit of SFr. 1'635,00.

5. BOAT STICKERS and SAIL LABELS :

After discussion **RESOLVED** the price of both, boat-stickers and sail- abels be increased slightly to SFr. 17.00 - effective 1st JANUARY 1992 - .

It was noted this increase would most likely improve the Budget estimate to a profit.

6. COMMITTEE :

RESOLVED the I.Y.A. Committee be congratulated for their performance over the past year,....

with the assistance of the President's Computer generated information.

7. ELECTION :

After discussion RESOLVED to elect the following International Yngling Association Committee 1991/92 :

PRESIDENT**Günther Schmidt-Ginzkey - Z** (for 1 year only)**VICE-PRESIDENT****Ingemar Stroemblad - S****CHIEF MEASURER****Ralph Kinsbrunner** (Plans to leave Class Committee next year for health reasons)

It was noted Claus Brask Thomsen was retiring as Vice-President for both family and business reasons, but still available for historical and technic assistance, having given great support to the President over the

past few years. - The matter of suitable replacements for-Committee for the future was discussed and it was agreed it would be advisable to immediately commence an overlap on all positions to achieve a viable continuity at I.Y.A., I.Y.R.U. and Technical levels.

8. AMENDMENTS TO CLASS RULES :

Following detailed discussion in consultation with the Designer Jan H. Linge - who reminded members of the IYRU Keelboat Technical Committee's directions - to not be involved in too much detail and to keep any Class Rule Amendments simple :

RESOLVED the submissions from Australia and Denmark be forthwith varied so that the actual requested changes to be lodged with the I.Y.R.U. prior to 1 August 1991 shall read as follows :

Rule 3.2.12 :

Add new sentence reading :

"The Yacht in racing condition shall float level when filled with water with all hatches open an three persons on bord."

Rule 3.2.23 :

Insert new Class Rule reading :

"One bollard shall be placed on the deck in front of the fore-stay attachment and one bollard shall be placed on the deck aft of the rudder post. The bollards shall be made of a solid stainless steel minimum 9.3 mm diameter, and each bollard shall be attached with not less than two M 10 or 3/8" thread nuts."

Rule 3.6.3.1 (Jib)

Delete "Centre measurement from the head to the centre of the foot shall not exceed actual length of the luff minus 80 mm" - Insert new sentence "Centre measurement from the measurement point at the head to the lowest edge of the sail at the mid-point of the foot shall not exceed 5620 mm".

Insert in the last sentence (new words underlined) " The measurement points at the head, tack, clew and mid-point of the

foot are defined on the measurement diagram".

Rule 3.6.3.7 - New Rule

"The foot of the jib shall have a continuously round shape which means when the foot is folded asflat as possible with tack and clew laid over any point on the foot, the edges shall nowhere be more than 30 mm apart".

Rule 3.7.3

Insert after line 3 ("Mast support") and line 4 ("Seats") : -

mast support

"mainsheet bridge or console"

"control panel or dashboard arrangement"

"any extra allowed stiffening"

seats

Rule 3.8.6 (Mainsheet)

Delete "The fixing of the block(s) in the cockpit shall be not higher than 350 mm above the floor board level".

To allow for the new raised floor watertight double bottom, Insert "The distance of the fixing point of the mainsheet block(s) (if any) in the cockpit shall be not less than 250 mm measured from the athwartships level of the cockpit combing".

Rule 4.3.2 :

Delete first two words "When so " and insert (new words underlined) " Unless otherwise " specified Delete last four words in first sentence " at a principale event " and insert the words " at an official championship or any principal event.

No other sail shall be used without the prior permission of the International Jury / or Race Committee if no International Jury.

9. ANY OTHER BUSINESS :

After discussion agreed the Technical Committee look into the question of a wire luff in the jib with regard to Class Rules 3.8.2. and 3.8.4. and the intention of a cunningham in the jib.

Future Promotion:

After detailed discussion and report from the President

RESOLVED new Vice President Ingemar Stroemblad makes a Committee with support from I.Y.A. for promotion / building into Eastern Europe with the view to reduce original building costs and promote sales of new boats into other countries.

It was noted start up costs would be approximately SFr. 58'000,- , to achieve a really worthwhile new boat production line with a new pamphlet / promotion tool.

10. PROGRAM :World Championship 1992 :

Invitation folders from Union Yacht Club Traunsee - Austria were tabled and circulated to all present Nations, to be held 10 - 18 July 1992. - Upon confirmation of a sponsor the usual Advance Notices would be circulated forthwith.

World Championship 1993 :

RESOLVED to accept "Hellerup Sailing Club" - Denmark - written application for 2nd or 3rd week of July 1993 to be raced

of Skovshoved (on the Oeresund)

World Championship 1994 :

After discution, agreed the practice of alternating between the Scandinavian countries and the lower European lakesareas should be maintained. - It was left to Frank Lieve (Holland) to liaise with the Belgian Authorities, whilst the President will try for either Switzerland or Germany just before or after their " Traver-münder Week".

CLOSURE :

There being no further business brought before the meeting, the President thanked all Mem-ber Nations

for their attendance and declared the meeting closed at 0.50 hours 25 July 1991.

Confirmed President :

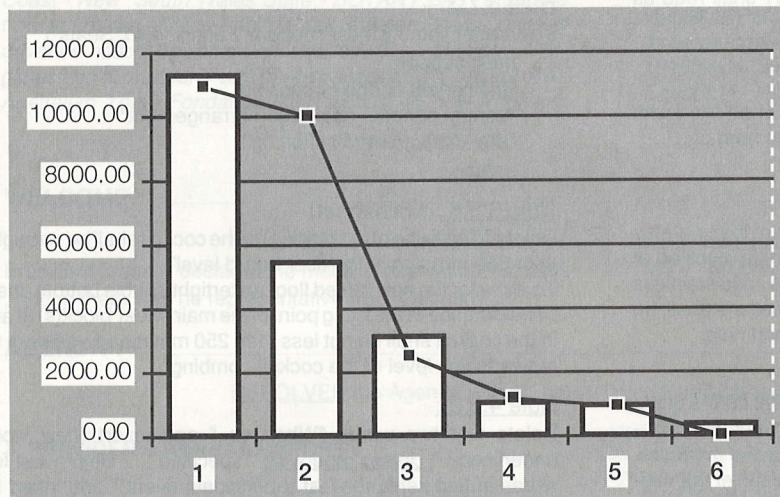
J. Schmidt-Ginzkey

PAT WARN - Secretary

INTERNATIONAL Y N G L I N G ASSOCIATION

GRAPHIS OF THE FINANCIAL STATEMENT – 1990/1991

I N C O M E

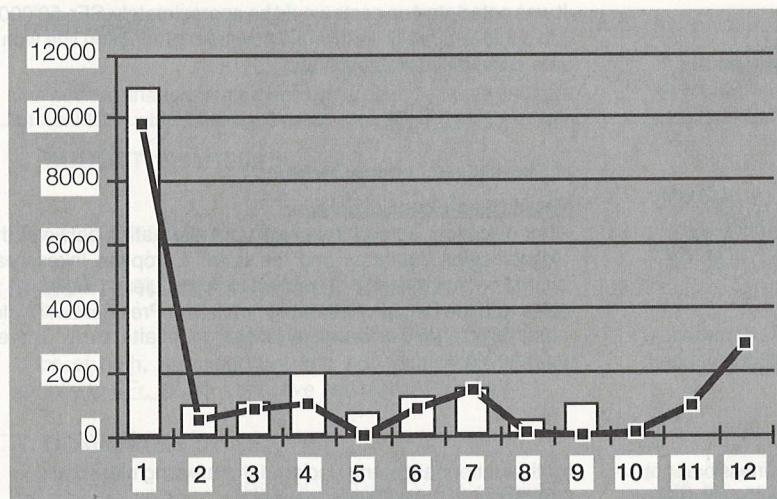


BUDGET

COUNTS

1. Boat - Stickers / YCF
2. Sail -Labels
3. Advertising
4. W C - Entries
5. Share
6. Built Fees / ICF

E X P E N D I T U R E



BUDGET

COUNTS

1. Yngling Magazine '91
2. Spot - Info
3. Print. Stickers
4. Committee
5. Representation
6. Measurer
7. Postage
8. Telephones - Fax
9. Materials
10. Expenses
11. Auditor
12. Double Bottom

IYA Vice President

At the IYA annual meeting Ingemar Strömblad - i. e. the writer of this report - was elected IYA Vice President. I thank you for the confidence and I hope, I shall be able to work for the Yngling Class in a positive way for the good of all Yngling sailors. It surely is a fine boat and a good racing class for young and old sailors, boys and girls together.

In Belgium I had a pleasant meeting last autumn with the Yngling Class representatives. I hope this short meeting will help the new Belgian

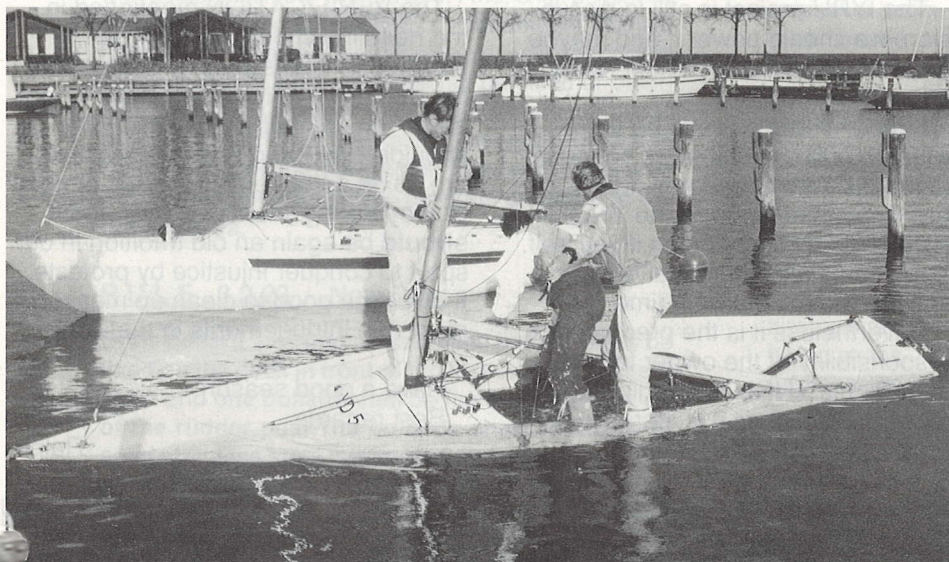
chairman to get the Yngling to flourish also in Belgium. It would certainly be very nice if we could have at least one Belgian boat to compete in the World Championship in Austria this summer.

Another interesting meeting for the IYA was held in Lübeck, where I visited LYC or Lübecker Yacht Club. The outcome of that meeting was that the Yngling is welcome to participate in the Travemünde Week in 1993. This regatta however is always held in the 3rd week of July, i. e. the same week as the Yngling Worlds is usually held.

Therefore this issue must be discussed in the next IYA general meeting 1992.

Personally I think it would be very interesting for the Yngling to be racing every year in Travemünde and that the Yngling World Championship is held after this event - i. e. the first week in August.

Ingemar Stömblad
President - SYF (Swedish Yngling Association)



„MEASURER'S CORNER“

Trusting is Good, Verification is much better!

Dear friends,

This thesis which has been attributed to Mr. LENIN is, you cannot believe it, of course an important principle for a measurer too. Although the many others from this gentleman seems to be obsolete now.

But the big question is, how can we manage a true measurement for a ONE DESIGN CLASS like the INTERNATIONAL YNGLING at the same time confronted by the different conflicting interests of builders and users intentions to manufacture or buy a „special“ YNGLING.

If we may follow the proposals of the IYRU Technical Officers made to the Keelboat-Committee-Members last year, the main work of measurement for the hull should be done periodically by checks of the PRODUCTION-MOULD at the builders yards from IYRU improved INSPECTORS.

I think this really can be a good way to reduce the time of measurers work on every manufactured hull. The use of templates with all the well-known difficulties would be minimized and all at once the hull tolerances will be kept closer.

You should know: The permissible limits of the mould is half the limit of the hull. The same should be done with keel and rudder and for all that we will get a liable builders declaration in the MEASUREMENT FORM.

At the moment it seems not to be a problem with the YNGLING masts. Only a few manufacturers are in the position to deliver the spars. But the very important builders declaration for the whole rigging should be signed properly out of the same reasons.

The IYRU project is still in discussion, we should power it and maybe there will be a decision next November.

More difficulties are to be found with the built-in equipment not equal to the builders' standards. Much care has to be taken to fulfill the YNGLING RULES in cases by doing it yourself. You should ask your local NYA or a specialized measurer in time.

Nevertheless it is the predominant responsibility of the owner to hold steadily his YNGLING within the CLASS RULES as it is stated in IRR 19.2.

Therefore do not forget the YNGLING Class Rule 1.1:

Except where variations are specifically permitted, yachts shall be alike in: hull, deck and keel-form, construction, weight distribution, shape of rudder and sails. All boats shall be built in accordance with the class rules and the plans.

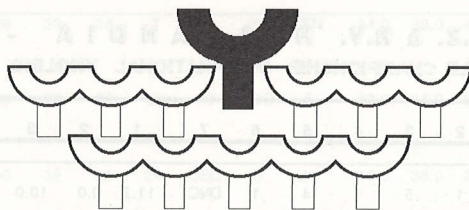
By the way, it was no need to create the new CLASS RULE 3.2.12 (float level amendment) and CLASS RULE 3.2.23 (bollards) as well. Both have been covered by the appropriate rule or the plan all the time.

The VERIFICATION mentioned in the headline should not only be watched by measurers. It is of course the duty of all YNGLING sailors to look about the competitors yachts. Why shouldn't we bring in protests as we are doing it frequently in cases of **right of way** infringements? **It was** and **it should** be again an old tradition in our sport to conquer injustice by protests. It would be good to clean up measurement rule infringements in that way.

Have a good season!
Best regards

Ralph
Ralph





INTERNATIONAL YNGLING ASSOCIATION

YNGLING GUIDE '89

NEW AMENDMENTS from 1992

3

INTERNATIONAL YNGLING CLASS RULES

RULE 3.2.12 - Hull and Deck

Blocks of buoyant rigid foam or expanded polystyrene with a total minimum volume of 0,4 m³, 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. **The yacht in racing condition shall float level when filled with water with all hatches open and three persons on board in the cockpit area.**

RULE 3.2.23 - New Rule

One bollard (strong attachment point) shall be fixed on the deck in front of the forestay attachment point and one bollard shall be fixed on the deck aft of the rudder post. The bollards shall be made of solid stainless steel minimum 9,3 mm diameter and each bollard shall be attached with not less than two threaded nuts of minimum M10 or 3/8 ".

RULE 3.6.3.1 - Jib

The maximum permitted dimensions of the jib are :

Luff	5700 mm
Leech	5300 mm
Foot	1950 mm

Centre measurement from the measurement point at the head to the lowest edge of the sail at the mid-point of the foot shall not exceed 5620 mm.

The measurement points at the head, tack and clew **and the mid-point of foot** are defined on the measurement diagram.

RULE 3.6.3.7 - New Rule

The maximum distances between the edges of the the foot when any two parts of the foot are super-imposed shall not exceed 30 mm.

RULE 3.7.3. - Weight

The following items shall not be included in the total weight :

spinnaker boom
mast support
mainsheet bridge or console
control panel or dashboard arrangement
any extra permitted stiffening
seats
pumps and hoses
handles
compasses
tackles, blocks, sheets and ropes for trimming the rig and sails
kicking strap
hiking straps
any loose gear and equipment or fittings fixed with shackles.

If any of the above items are fixed they shall either be removed or their weight calculated and a deduction made.

RULE 3.8.6 - Mainsheet

The sheeting of the mainsail shall include the use of a track and traveller, or similar device, fitted to the deck aft of the rudderpost. **The attachment point of the mainsheet block(s), if any, in the cockpit shall be not less than 250 mm below the top of cockpit coaming - measured in the athwartships plane of the attachment point.**

RULE 4.3.2

Additional at Rules applicable when racing .

Unless otherwise specified in the Notice of Race and in the Sailing Instructions not more than one mainsail, two jibs and one spinnaker shall be presented for measurement and approved at **an official championship or any principal event**. No other sail shall be used without the prior permission of the **International Jury or Race Committee if no International Jury**.

Effective : 1st MARCH 1992

Bold letters signify NEW WORDING

K.Z. & R.V. H O L L A N D I A - MEDEMBLIK
WORLD CHAMPIONSHIP INTERNATIONAL YNGLING CLASS - 1991

2.2.1992

RG	Sail-N°	Crew	1	2	3	4	5	6	7	1	2	3	4	5	6	7	Total Pts	Result
I.	D 152	Bo Seiko Klaus Landsmann Michael Empacher	6	1	5	1	4	1	DNC	11.7	0.0	10.0	0.0	8.0	0.0	57.0	86.7	29.7
II.	D 22	Lars Juul Joergensen Mads Vilsbaek Allan Dam	21	3	4	21	3	2	3	27.0	5.7	8.0	27.0	5.7	3.0	5.7	82.1	55.1
III.	S 5	Magnus Johansson Niclas Holm Christ. Stroemblad	4	5	8	6	15	9	2	8.0	10.0	14.0	11.7	21.0	15.0	3.0	82.7	61.7
4.	H 87	Adse Jelles Sybren Jelles Marc van Dongen	1	9	6	9	7	14	4	0.0	15.0	11.7	15.0	13.0	20.0	8.0	82.7	62.7
5.	D 12	M. Hartwig-Andersen Thomas Olsen N. Siggaard-Andersen	9	13	7	2	5	5	36	15.0	19.0	13.0	3.0	10.0	10.0	42.0	112.0	70.0
6.	D 36	Claus Hoj Jensen Bo. R. Andersen Kim Moellgaard	7	2	15	14	2	13	26	13.0	3.0	21.0	20.	3.0	19.0	32.0	111.0	79.0
7.	D 149	Christian Rasmussen Kasper Frandsen Jeppe Parving	2	16	2	8	1	PMS	38	3.0	22.0	3.0	14.0	0.0	57.0	44.0	143.0	86.0
8.	N 217	Halvor Schoenen Hans Skaar Rune Toennessen	5	PMS	21	3	14	3	15	10.0	57.0	27.0	5.7	20.0	5.7	21.0	146.4	89.4
9.	N 376	Joakim Skovly Vidar Andreassen Espen Andreassen	13	6	PMS	20	6	8	12	19.0	11.7	57.0	26.0	11.7	14.0	18.0	157.4	100.4
10.	D 147	N. Gramkov-Johansen Sverre Holdt S. Koks Andreassen	8	12	16	17	11	29	8	14.0	18.0	22.0	23.0	17.0	35.0	14.0	143.0	108.0
11.	D 111	Jorgen Ring Christoffer Hother Niels Loeber	34	4	1	13	9	23	33	40.0	8.0	0.0	19.0	15.0	29.0	39.0	150.0	110.0
12.	D 87	Rene Villefrance Anders Fisker Soeren Hoegild	23	18	3	18	27	33	1	29.0	24.0	5.7	24.0	33.0	39.0	0.0	154.7	115.7
13.	H 109	Eelco Blok Paul van Erp Cees Wieringa	10	8	37	4	23	19	30	16.0	14.0	43.0	8.0	29.0	25.0	36.0	171.0	128.0
14.	KA 8	Neville Whitey James Mayo Rory Grace	11	17	39	26	12	7	21	17.0	23.0	45.0	32.0	18.0	13.0	27.0	175.0	130.0
15.	H 191	Theo van Gorkom Jean Contant Paul Paaschens	24	19	11	16	17	21	13	30.0	25.0	17.0	22.0	23.0	27.0	19.0	163.0	133.0
16.	D 29	Henrik K. Soerensen Jorgen Arildsund Casper U. Fischer	17	29	14	25	47	11	6	23.0	35.0	20.0	31.0	53.0	17.0	11.7	190.7	137.7
17.	D 132	Rasmus Fredsted Christian Staermos Hans Loeber	18	14	26	11	31	34	17	24.0	20.0	32.0	17.0	37.0	40.0	23.0	193.0	153.0
18.	N 381	Per Olav Bernhardsen Roger Nilsen Lars Herman Evensen	15	26	19	22	29	24	18	21.0	32.0	25.0	28.0	35.0	30.0	24.0	195.0	160.0
19.	H 88	Yska Minks Frits Delhez Jeff Delhez	29	22	35	5	16	DSQ	19	35.0	28.0	41.0	10.0	22.0	57.0	25.0	218.0	161.0
20.	OE 185	Stefan Frauscher Peter Farbowsky Alexander Munniger	20	39	18	33	8	12	35	26.0	45.0	24.0	39.0	14.0	18.0	41.0	207.0	162.0
21.	KA 5	Seathan Smith Jon Pedersen Mitchel Gordon	35	31	10	30	13	18	29	41.0	37.0	16.0	36.0	19.0	24.0	35.0	208.0	167.0
22.	D 124	Flemming N. Andersen Johny Quist Kenneth Larsen	45	11	17	42	24	15	25	51.0	17.0	23.0	48.0	30.0	21.0	31.0	221.0	170.0
23.	D 4	Christian Tahune M.L. Siggard-Andersen Phillip Brint	26	38	13	23	22	38	23	32.0	44.0	19.0	29.0	28.0	44.0	29.0	225.0	181.0
24.	H 260	Sipke Schuurmans Astrid Schuurmans Rob van Dalen	33	45	9	19	41	4	42	39.0	51.0	15.0	25.0	47.0	8.0	48.0	233.0	182.0

25.	H 220	Bob Smolders Harald Snater Frans van Arem	28	33	36	7	21	22	DNF	34.0	39.0	42.0	13.0	27.0	28.0	57.0	240.0	183.0
26.	H 57	Jeroen v.d. Broek Hank Smits Ben Verweij	43	25	28	38	10	DSQ	5	49.0	31.0	34.0	44.0	16.0	57.0	10.0	241.0	184.0
27.	H 215	Geert Markx Maarten Jansen Carlien v.d. Vlugt	40	32	23	24	DSQ	6	24	46.0	38.0	29.0	30.0	57.0	11.7	30.0	241.7	184.7
28.	H 9	Emil Root Hans Root Jan-Jaap Hoekstra	12	21	PMS	35	43	26	14	18.0	27.0	57.0	41.0	49.0	32.0	20.0	244.0	187.0
29.	D 151	Dean Olsen Ulrik Besser Thomas Taatoe	25	20	20	29	45	30	27	31.0	26.0	26.0	35.0	51.0	36.0	33.0	238.0	187.0
30.	D 133	Mads Moellgaard Can Gustaf Jespersen Thomas Benzer	22	43	25	10	42	DNF	16	28.0	49.0	31.0	16.0	48.0	57.0	22.0	251.0	194.0
31.	D 51	Marc Gijswijt Daan den Duyff Margot Gijswijt	19	28	27	32	32	35	22	25.0	34.0	33.0	38.0	38.0	41.0	28.0	237.0	196.0
32.	H 262	Huib de Haer Charlotte Meyering Ties Bosch	30	15	45	12	28	37	41	36.0	21.0	51.0	18.0	34.0	43.0	47.0	250.0	199.0
33.	S 34	Peter Stroemblad Ingemar Stroemblad Markus Osterberg	42	7	33	34	30	32	28	48.0	13.0	39.0	40.0	36.0	38.0	34.0	248.0	200.0
34.	H 258	Petra Verhaar Marieke Verhaar Marina Visser	16	23	34	39	33	40	20	22.0	29.0	40.0	45.0	39.0	46.0	26.0	247.0	201.0
35.	H 118	Lion Charmant Ank Brand Sicco Brand	31	10	12	DSQ	37	36	40	37.0	16.0	18.0	57.0	43.0	42.0	46.0	259.0	202.0
36.	N 239	Anders Krogholm Nina Krogholm Nina D.Andreassen	3	37	PMS	DNF	20	10	DNF	5.7	43.0	57.0	57.0	26.0	16.0	57.0	261.7	204.7
37.	H 182	Leen Plokker Danielle Uljee Joost Pieters	36	27	31	37	39	27	11	42.0	33.0	37.0	43.0	45.0	33.0	17.0	250.0	205.0
38.	S 28	Karl-Axel Knutsson Torbjørn Ekstrand Mikael Knutsson	46	34	41	36	25	28	7	52.0	40.0	47.0	42.0	31.0	34.0	13.0	259.0	207.0
39.	N 385	Hans J.Aslaksen Svein Soerensen Hans Joergen Husum	37	24	32	41	26	17	39	43.0	30.0	38.0	47.0	32.0	23.0	45.0	258.0	211.0
40.	N 392	Steinar Basberg Svein Andreassen Mette Andreassen	27	36	40	27	35	25	32	33.0	42.0	46.0	33.0	41.0	31.0	38.0	264.0	218.0
41.	N 374	Hans Olaf Kvalvaag Lars Horn Johannesen Harald Blom-Bakke	41	42	29	44	48	20	10	47.0	48.0	35.0	50.0	54.0	26.0	16.0	276.0	222.0
42.	D 126	Einar Persson Tonny Poulsen Lars Groenbech	14	40	DSQ	15	19	DSQ	PMS	20.0	46.0	57.0	21.0	25.0	57.0	57.0	283.0	226.0
43.	KA 25	Pat Warn Joyce Warn John Hatch	39	30	38	45	18	31	37	45.0	36.0	44.0	51.0	24.0	37.0	43.0	280.0	229.0
44.	H 268	Frank Lieve Dennis Veldhuis Karel Hooykaas	38	DSQ	30	31	36	DSQ	9	44.0	57.0	36.0	37.0	42.0	57.0	15.0	288.0	231.0
45.	S 35	Rolf Andersson P.F.Drakensten Michael Eriksson	32	41	24	DSQ	40	16	DNF	38.0	47.0	30.0	57.0	46.0	22.0	57.0	297.0	240.0
46.	KA 27	Chris Harper Campbell Davidson Christian Brook	44	47	22	28	44	41	31	50.0	53.0	28.0	34.0	50.0	47.0	37.0	299.0	246.0
47.	N 292	Alexander Andersen Thomas Christensen Sjur Andersen	47	35	42	40	34	39	DNF	53.0	41.0	48.0	46.0	40.0	45.0	57.0	330.0	273.0
48.	Z 233	Pierre Blet Günter Schmidt-Ginzkey Collette Golay	48	46	43	DNF	38	42	DNC	54.0	52.0	49.0	57.0	44.0	48.0	57.0	361.0	304.0
49.	S 7	Per Olof Ekstrand Birgitta Rask Karl-Emil Svenson	DSQ	44	44	43	46	43	DNC	57.0	50.0	50.0	49.0	52.0	49.0	57.0	364.0	307.0
50.	N 281	Inger Asle Regine Ivete Nilsen Lena Soederlund	49	48	46	46	49	PMS	34	55.0	54.0	52.0	52.0	55.0	57.0	40.0	365.0	308.0

Austria News

Review/Preview

Review '91

In the year 1991 five races were held in Austria.

The list of the best won C.L. Richard / U. Elsner - OE230 Carl Ludwig Richard won the Golden Yngling, which took place at Traunsee. He could also enjoy the victory at Grundlsee as well as at Attersee, which was part of the 1992 Worldcup qualification. Concerning the Austrian Championships at Traunsee he was able to reach the third place and missed the title only narrowly.

Again Stefan Frauscher / Peter Farbovski - OE185 became Austrian Champions, although they only participated in one Yngling - event. With

an average of 25 participants per event, the Yngling - class experienced a steadily growing boom caused by the near Championships at Traunsee 1992.

At the WC'91 in Medemblik only 1 Austrian team participated. The crew of OE 185 Stefan Frauscher / Peter Farbowski / Alexander Munninger reached the 20th place.

The List of the Best, which is calculated out of seven events at the end of the season (including WC91 and Swiss Championships), was led by

- | | | |
|-----|--------|--|
| 1. | OE 230 | Dr. Ludwig Richard/Dr. Udo Elsner - Austrobus |
| 2. | OE 250 | Gerhard Schimak/Anton Jung - Snuffy |
| 3. | OE 190 | Anton Berner/Oliver Hartl - Christina |
| 4. | OE 137 | Dr. Christoph Schindler/Jochen Harms - Yuppido |
| 5. | OE 38 | Alois Neuhuber/Silvia Neuhuber - Dubhe |
| 6. | OE 113 | Christoph Harms/Carsten Harms - Likedealer |
| 7. | OE 76 | Gerhard Ackerl/Karl Almhofer - Schinackerl |
| 8. | OE 252 | Michael Hampel/Christoph Hahn |
| 9. | OE 222 | Johannes Richard /Mathias Cerha - Austrobus |
| 10. | OE 174 | Brigitte Gsell/Gert Gsell - Arnika |

Preview '92

Spring 1992 will be dominated by the WC-Selection.

Beside the WC'92 two interesting events will be held on Traunsee. The first regatta - the Alpencup - will be organized by the promoter of the World Championships of 1992 UYCTS, at Gmunden. Near Gmunden, at Altmünster, the Golden Yngling and the Open Austrian Championships will take place at the weekend before the WC.

Two events will be held at Attersee, where the WC 80 and 87 took place.

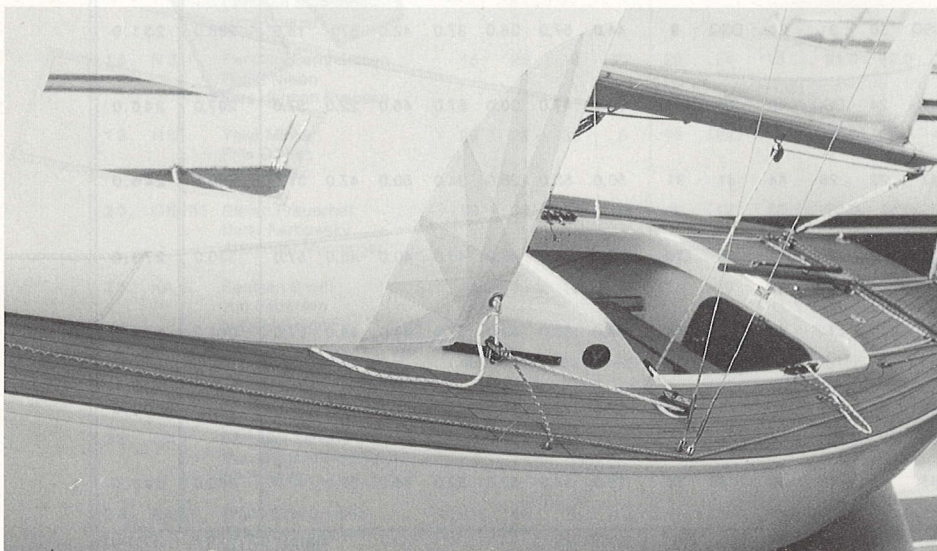
Last but not least we want to invite all foreign Yngling sailors to partici-

pate 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 1992 in Austria

- | | |
|-------------------|---|
| 09.05. – 10.05.92 | Alpencup, Traunsee, UYC TS, WC-Selection |
| 23.05. – 24.05.92 | District Championship of Upper Austria, Attersee, SC Ka, WC-Selection |
| 18.06. – 20.06.92 | Pokalwettfahrten, Attersee, UYCAS, WC-Selection |
| 02.07. – 06.07.92 | Goldene Yngling, Open Austrian Championship, Traunsee, Altmünster, SC A, WC-Selection |
| 10.07. – 18.07.92 | WC 92, Traunsee, UYC Ts |
| 05.09. – 06.09.92 | Mattsee, UYCA |
| 19.09. – 20.09.92 | Vintage Regatta, Traismauer, River Danube, HSV |
| 26.09. – 27.09.92 | District Championship of Salzburg, Wallersee, SCSW |



Variaton –
A Yngling with a Teak-Deck

Gmunden

A town at the Lake Traunsee of Breathtaking Beauty with the Schloss Orth



The view from the Clubhouse

Wenn österreichische Sportler mit uns nicht höchste Gipfel erreichen könnten...



Als Partner der Jugend engagiert sich DIE ERSTE seit Jahren für den Sportlernachwuchs – z.B. in der Schülerliga. Aber auch der Breitensport erhält durch die Unterstützung zahlreicher Veranstaltungen immer wieder neue Impulse.

Und die Spitzenleistungen österreichischer Sportler beruhen nicht selten auf den Spitzenförderungen der ERSTEN. In der Leichtathletik genauso wie im Reitsport und beim Segeln.

DIE ERSTE
Nehmen Sie uns beim Namen

Australia Yngling News

The 1991 Australian Yngling Championships were once again held on beautiful Sydney Harbour between Christmas and New Year; and of course very capably run by the Royal Sydney Yacht Squadron as host club.

This year was an exception to most in that there was a very strong list of entries. Neville Way, the current champion was absent campaigning his Soling towards Barcelona, and we had two overseas entries; those of IYA Vice President Ingemar Stromblad and family from Sweden and Stein Mohr from Denmark who was in Australia participating in the 470 worlds.

The wind was exactly the same as last year, i.e. a nice 15 knot nor'easter on day 1, strong sou'easters between 20-30 knots on days 2 and 3, a light air race on day 4, with another nor'easter on the last day.

Heat 1 was led most of the way by KA3 (The Hobbit) Christine Ingate crewed by John Hatch and Stuart Gase. But KA5 (Tawmii) Seathan Smith, Chris David, Steve Clarke (Current Club Champions) gradually worked their way through to gain the lead on the last run with KA1 (Huskey) Sue Walters, Murray Walters, Andrew Stanning in hot pursuit.

Heats 2 and 3 were sailed back to back in freshening S.E. conditions. Heat 2 saw KA5 (Tawmii) out in front again from KA 19 (Mad Dog) Struan Robertson, Peter Beard, Richard Matthews with KA27 (Koala Fire) Chris Harper, Andrew Justice, Tim Ellis only 4 secs behind in 3rd. 4th was KA26 (Merry) Bob Marshall, Michael Sexton, McGregor Raymond only just ahead of Class newcomers KA31 (Smiling Assassin5) Sean Kirkjian, Steve Hatch, Steve White.

By the time Heat 3 got underway, the wind was 25-30 knots, gusting 35. Some crews decided discretion was best and elected not to race. Others soldiered on only to suffer gear failure. One of the first was KA19 (Mad Dog) with an exploded jib cleat. KA5 (Tawmii) wasn't far behind in heading for an early shower when the mast support collapsed. Stein Mohr sailing a chartered boat (but wearing his own

sails D 129) was a clear 2nd when a chainplate let go ensuring the mast toppling over the side. The race went to the heavyweight crew on KA27 (Koala Fire) with KA26 (Merry) another heavy crew 2nd and KA31 (Smiling Assassins) 3rd.

Day 3 saw some sore bodies, blistered hands, another two races back to back, another fresh sou'easter and the addition of rain (but not cold). With a fairly tightly bunched fleet KA 11 (Huskey) managed to work their way through to the lead to win Heat 4 by 1 sec from KA 19 (Mad Dog) and KA26 (Merry) 14 secs astern. Heat 5 saw KA5 (Tawmii) once again in the lead from KA26 (Merry) by better reading of the shifting winds in Rose Bay with KA31 Smiling Assassins) 3rd and KA 19 (Mad Dog) 4th. 5th went to S5 (Pan), a chartered boat sailed by Christian and Peter Stromblad; Ingemar having called it a day after the strong winds and the boys finding an Australian crew (Paul Edgar) to fill in.

Heat 6 was postponed for over an hour whilst the Committee waited for the wind to fill in and settle enough to lay a course. A number of crews took the opportunity to release some tension by conducting a water fight.

A start was finally made and KA5 (Tawmii) starting from the pin end crossed the fleet on port and went right. KA25 (Canny) Pat Warn, Garry Byrne, Joyce Warn headed hard left

and got into a beautiful shift first which lifted them almost to the top mark. They went on to increase their lead to win by 1 min 35 secs from KA5 (Tawmii), KA 11 (Huskey) and S5 (Pan) in 4th place.

Heat 7 saw the series still open despite KA5 (Tawmii) being in the lead. KA5 (Tawmii) and KA31 (Smiling Assassins) both got excellent starts. KA 26 (Merry) clawed his way up to the leading bunch whilst KA 11 (Huskey) was buried and KA 19 (Mad Dog) took a lot of sterns on port tack to get to the wind shift on the right hand side of the course.

Eventually KA5, KA26, KA 19 and KA31 broke clear from the field by the third work. The lead changed many times with the four boats finishing in the above order with only seconds between them.

KA25 (Canny) sailed by the ever-green Warn sisters took out the handicap trophy and a special mention must go to the intermediate crews for their worthy efforts and improvement on last year's performances. The boats had crews were KA 11 (Yndigo) David Carpenter, David Lumb, Hamish Mackillop KA 28 (Young Achiever) David Edwards, Lucas Alexander, Joshua Grace and KA30 Scallywag) Nikula Van Wyhe, Danae Carpenter, Alisa Van Whye.

At this time of writing there is a full field of five teams going to the Worlds in Austria this year.



Final results are as follows:

Places

Pts

1	KA 5	TAWMII	1	1	ret	8	1	2	1	17.0
2	KA26	MERRY	5	4	2	3	2	12	2	32.7
3	A19	MAD DOG	4	2	ret	2	4	6	3	39.4
4	KA11	HUSKY	2	7	5	1	6	3	8	43.4
5	KA31	SMILING ASSASSINS	6	5	3	5	3	13	4	51.1
6	KA 3	THE HOBBIT	3	11	ret	4	9	5	7	68.7
7	KA27	KOALA FIRE	8	3	1	10	7	16	ret	71.2
8	KA23	POLLY	12	8	4	7	10	7	5	74.0
9	S 5	PAN	7	10	7	9	5	4	10	75.0
10	KA25	CANNY	10	12	8	13	11	1	6	76.7
11	KA 8	YNGALINGAL.	13	9	6	6	8	11	9	84.4
12	KA 2	MISSY	14	13	dsq	11	14	9	13	110.0
13	KA18	CAITLIN	15	16	10	ret	13	14	11	115.0
14	KA13	ERNY	16	15	9	16	ret	10	15	117.0
15	KA28	YOUNG ACHIEVER	8	ret	dns	15	12	15	12	122.5
16	KA16	WIRE DUCK	19	18	11	17	16	dns	dns	141.0
17	KA 4	SPRINGLE RING	dnf	17	dns	14	15	17	dns	147.0
17	KA29	NAJAN	18	ret	dns	12	ret	19	14	147.0
19	D129	ISOLDE	11	6	ret	dns	dns	dns	dns	157.0
20	KA 1	YNDIGO	17	ret	dns	dns	dns	8	ret	157.0
21	KA 6	LEE SAILS	dns	14	ret	18	ret	dns	dns	164.0
22	KA30	SCALLYWAG	20	ret	dns	19	ret	18	ret	165.0
23	KA24	YERTLE	dns	dns	dns	dnf	dns	dns	dns	180.0



Chris Harper
with his Norwegian Friends

Denmark: 1991 Highlights.

As usual, the Danish Yngling season roared away at 100 miles an hour, and we have highlighted the following;

The Danish Yngling Association (DYK) used the break in racing to promote the Yngling by means of the Fredericia Boat Exhibition. Showing the flag in Jutland is important, since the interest for the yacht is growing immensely in that part of the country. Another reason for promotion is that DYK is the non-profit agent for Jan Linge, enabling low cost sale of the yacht in Denmark.

Winter activity at Hellerup Yacht Club, which now is an official Elite Yachtracing Training Center, boomed this winter with (as usual) the Ynglings being the most active class. Good winterweather conditions enabled training to be carried out every week-end on supershort olympic courses. This naturally gave the most persistent an advantage, when the season opened with the traditional Easter Regatta.

The Easter Regatta fleet consisted of 57 yachts from four countries, and the yachtsmen experienced the special Danish cocktail of tough racing and good partying, a combination which has become respected (and envied?) throughout the Yngling world. The winner of the race was the Dane Christian Rasmussen.

Unfortunately heavy winds caused several yachts to broach and fill up with water, which resulted in some of them floating so poorly, that even towing them in was a problem. This resulted in a lot of bad publicity, which DYK was forced to take very seriously, since the yacht is so widely promoted and used as a safe training vessel for young people. Among the different measures taken was the initiative to an amendment to the class rule 3.2.12 regarding the yacht's buoyancy. During the 1992 season a close eye will be kept on this situation, and one might experience yacht's having to undergo buoyancy tests during major events.

An important issue is to keep on developing new talents in the Yngling class. In 1991 DYK together with The Danish Yachting Association arranged yet another training camp, where 15



The Wimmers of the Dansk Couties Championship

teams were taken through every aspect of racing an Yngling. This included both theory and practice on olympic course. In connection with this one has begun developing a video, which explains the correct way to trim and balance an Yngling in light and medium winds.

After a strenuous series, DYK picked 15 yachts to represent the Danish colours at the no.1 Yngling event - the World Championship in Medemblik, Holland. The Danish team was as usual highly competitive, with at least 3 crews with potential enough to win the Gold Medals - D 136, D 149 and D 152. And so it went! Bo Selko and his team in D 152 impressed everyone with securing their World Championship without having to sail the final race.

As usual the championship was dominated by good competition and the friendly relationship amongst the yachtsmen, and we especially have to thank the Dutch for good hospitality and good organizing.

The Open Danish Championship was for the first time sailed on FYN, where 45 yachts from 6 nations competed. A fine regatta arranged by Kerterinde Yacht Club was crowned by Christian Rasmussen in D 149 taking the Gold Medals.

The girls had their own Championship to worry about, and 20 all-woman teams showed up for the annual event at KAS, a yachtclub celebrating its 100th anniversary. The new regatta sponsor was the wellknown company John Mast, who took over from the very Ynglingloyal company Columbus Marine. Four races in light winds were completed, and the winner was Bolette Mohr, RDYC.

The juniors raced their special series over several week-ends - a series which is extremely important for their development, since they can compete with others on the exact same level regarding weight and skill. This series toughens them, so that they in a higher degree become competitive in the „open“ events. The Columbus Golden Tactic was won by Rasmus Fredsted, RDYC, who was as unpolite as to also carry off the Danish Junior Championship Gold Medals. We will probably be seeing a lot more of this young man. Incidentally, he finished 17 at the World's - not bad when you are not yet 20 years old.

When reading above, one probably gets the impression that it is all racing in Denmark - which is not true. Between the lines you should read about lots of yachtclubs training young people in the basic skills of yachting, which include lots of longer trips in the Yngling with the obligatory overnight stays in them. You would not believe it, but in fact you can sleep 3 in an Yngling!! Trips like these also develop responsibility and good relationships between the youngsters, things which in the long run might turn out invaluable. And, speaking of racing again, what develops you better for tough races, that a 8-10 hour beat to windward with an Yngling heavily laden with food, sleepingbags and clothes.

Have a nice 1992 Yngling Year - and remember to buoyancy test your yacht.

Dutch Telegram

This year was a very busy year, because of the World Championship.

In March we have been training a lot. As the Dutch sailors wanted to sail the Worlds, we had to sail qualification races. During Easter we have been sailing on a lake in the middle of Holland, which was not as cold as it was in Denmark at the same time.

At the end of April we had qualification races, it was very spectacular, because all sailors were fighting for their qualification.

The last chance to participate in the Worlds were the Open Dutch Championships, only one Danish team had dared to come to Hoorn. But for all the Dutch sailors it was not a climax; the Danish team won, Jelles became second, and Blok third, but it was of course a very nice and good sailing event.

The Worlds, which took place in Medemblik, were a great success, with lots of sunshine, not very much wind, you can read all in the report of the Worlds.

For this year, 1992, we have planned a lot of varied races, from the smallest lake (in Rotterdam), to the



The dutch „Armanda“ run the world's

biggest „lake“; the Canal races in Scheveningen, these races are often very spectacular, especially when it is blowing very much. The Open Dutch Championships will be held in Hoorn again, which certainly will be a success particularly because the Championships are held one week before the Worlds in Austria. So our all sailors,

going to Austria, this weekend is a good opportunity to have a last practice for the Worlds.

When you want to participate in events, for example Scheveningen or in Hoorn, please contact the Dutch Yngling Association and we will do our utmost best to make your stay a pleasant one.



What will happen to the Yngling class in Germany...

Dear Yngling friends all over the world, it is not easy for me, to give a report of last years events in Germany in our Yngling class.

As you know, we were one of the most travelled Ynglings in Germany for more than ten years. At this moment, we are one of the last three racing boats, taking part in only four races last year. As each year, we had the race at the Edersee in May and at lake Loheide in June with ten to twenty participants. A few more boats we met at the Austrian and swiss championships.

We can see that those countries seem to have the same problem, as

we do, the number of racing Ynglings is decreasing from year to year, although the number of boats is slowly growing. But I believe this should not bring us down too much, as we know that almost every class learns this during the last years. We have to look forward and will see our nice class still growing as a small keen keelboat for daysailors and also as a touring boat, as shown since several years by the fleet of Loheide, which makes a tour though the chaneln in Metherlands, having a lot of fun with the boats.

In future we will have only some open national events to meet to-

gether and we will sure have our annual-world championship, have the big Yngling family together once a year.

Nevertheless, the German Yngling fleet will grow slowly, consisting of a lot of touring – and daysailors and some of them sometimes will take part at several races.

I believe, this can be our way to help our members of the DYKV to have a lot of fun with our lovely Yngling, meeting the sailors from abroad.

Reinhard Hobe



Yngling holiday's in Kenia

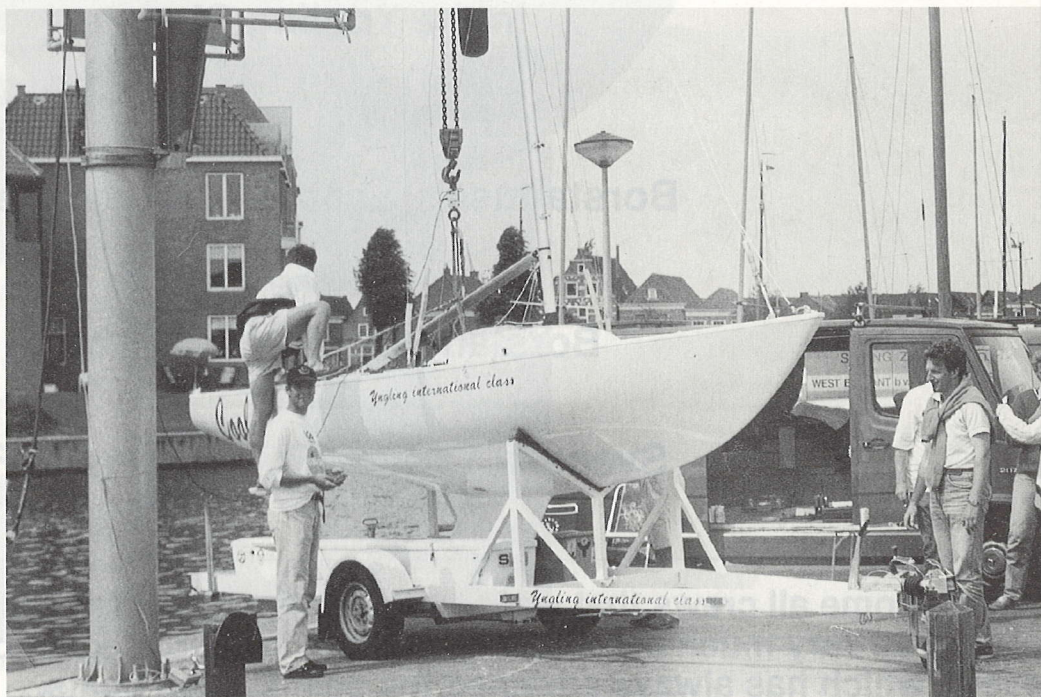
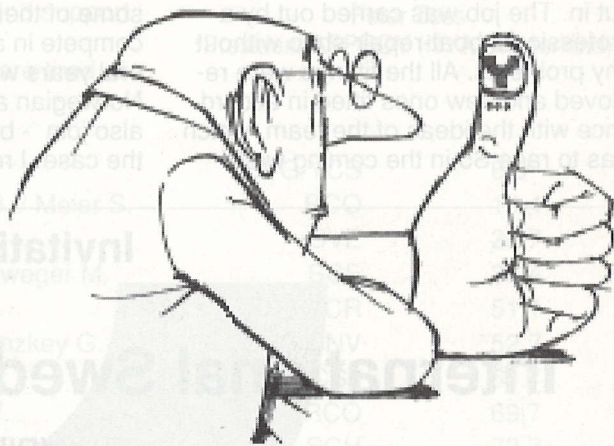
SWITZERLAND NOTES

New boats



Our nicely crew of norway:

- Inger Asce
- Regine Ivene Nielsen
- Lema Soederlund N 281



The Yngling interantional class

From Sweden

New boats

The general development of the Yngling Class in Sweden is slow but gradually increasing. During 1991 one more boat, S35 was registered. This boat came from Norway and was the testboat from Jan H. Linge with the new double-bottom - or - rather with the selfbailing cock-pit. We congratulate Per Drakensten on this purchase and hope he will be successful over the years to come with this very fine boat.

The S5 was completely rebuilt, now having the self-bailing cock-pit. In accordance with the rebuild instructions supplied by Mr. Linge, the side tanks were removed and the new floor pieces to form the new bottom were put in. The job was carried out by a professional boat-repair-shop without any problems. All the fittings were removed and new ones fitted in accordance with the ideas of the team, which was to race S5 in the coming world

championship. It should be mentioned that all of them are former dinghy-sailors.

The reaction on the new design is very positive among the Swedish sailors. It is absolutely an improvement which I believe will gain recognition quite fast. From the Swedish Yngling Association, therefore, we recommend all boat owners to plan for a rebuild - the sooner the better.

Racing

The Swedish Yngling Championship was held, as usual, at Borstahusen, Landskrona during Pentacost. Unfortunately only a few Danish boats came this time. The reason was that some of them had gone to Holland to compete in another regatta. For several years we have hoped that some Norwegian and German boats would also join - but so far this has not been the case. I really think it would help us

to increase the interest for the Yngling in Sweden if we could achieve an international regatta once per year with more than 20 boats participating - which is a requirement from the Swedish Yachting Federation to achieve the necessary status of a true Swedish Championship.

In the world championship in Medemblik, Holland, the S5-boat with Magnus Johansson (Helmsman), Nicklas-Playboy-Hohn (Main-sheet-hand) and Christian Strömblad (Jib-sheet-hand) had a tremendous success when they secured the bronze-medal in the last race. This was by far the best result ever for Sweden in a Yngling World Championship. We truly congratulate them on this fine result and hope it will become a target for all Swedish boats in the future to achieve this result again - or even better. Why not try for the silver or the gold medals next time ?!

Invitation to Compete
in the
International Swedish Championship 1992
(Riksmästerskap)
in the Yngling Class
May 16th - 17th
at
Borstahusen, Landskrona, Sweden
Organizers:
Borstahusen Segelsällskap
and
Svenska Yngling Förbundet (SYF)

We welcome all crews that want to compete among friends in Sweden. It would please us very much if especially German and Norwegian boats would join this event, which has always attracted the best Danish boats.

SWITZERLANDS' NOTES

The season 1991 is behind us. It was a season like previous years. The race-activity on Swiss-waters is still going back.

Most of YNGLING-owners use their boats just for cruising. More than 400 YNGLING's in Switzerland and not more than 21 on the races for the Swiss Championship last autumn in Spiez (only 16 were Swiss-yachts, the other ones guests of Germany and Austria)...

Some words about this championship:

It was held in the beginning of October with different meteorological conditions. The first two days with very warm and sunny weather and very light winds. The last day cold and rainy, but winds with force up to five

Bf. We have seen a great winner: Reinhard and Kirsten Hobe from Germany took the gold medal. They won three of six races.

Several other races were hold on other lakes. Lake of Geneva, lake of Thun, lake of Hallwil and lake of Zürich. The most successfull fleet is still the fleet of the lake of Zürich. Specially on the lakes of Geneva and Thun we have not a good activity. Look back to the first words of this report. We have observated this tendency bor many years.

I think the arguments for this tendency are:

- We have no youngsters in the YNGLING-Class, the boat is too expensive for young people (no support from clubs).

-Swiss YNGLING-owners are tired of

racing. Too much stress in business, they don't want stress on water.

A look to the year '92

Because of bad race-activity we can not hold more „Swiss Championships“ in the near future . In this case, we organise „Class Championships“ (at least it is the same...). In 92, this very small lake, mostly difficult conditions. Date: May 28th - 31st 1992. We hope for good participation and to welcome some foreign boats.

Welcome in Beinwil for the International Swiss Class Championship for YNGLING's!

Sincerely yours

Peter Zoss

President ASPROY (NYA Switzerland)

The Chart:

1.	G205	Hobeling
2.	Z386	Hot Peppeiz
3.	Z413	Fantomax
4.	Z418	Rugel
5.	Z424	Pasa Doble
6.	Z233	Jonathan
7.	Z355	Seacloud
8.	Z399	Nausicaa
9.	Z378	Octopus
10.	Z220	Pan II

Hobe R. / Hobe K.
Gregorini R. / Obrist B. / Meier S.
Dessiex H. / Müller E.
Unterweger K. / Unterweger M.
Weber H. / Gisler F.
Hänni E. / Schmidt-Ginzkey G.
Zoss P. / Zoss G.
Vogel A. / Meistrick W.
Huber T. / Huber H. / Durand HP.
Weimer H. / Roth M.

SVG/YCS	6.0
RCO	14.4
CVE	28.7
SCE	38.4
YCR	51.1
CVC/CNV	52.7
YCSp	64.7
RCO	69.7
SCH	72.7
SYH	73.0



The winners of Swiss Championship (left to right): H. Dessiex / E. Müller (3.), K. Hobe / R. Hobe (1.), S. Meier / B. Obrist / R. Gregorini (2.)

United States News

North American Yngling Association,
Bruce Chafee 40 Hall Avenue,
Somerville Massachusetts,
Phone: 02144 (617) 666-1455
September, 1991

1991 Yngling North Americans

September 6,7,8
Lake Minnetonka, Minnesota
30 Boats

Winner: Bill Tomlinson,
With Ed Ayeb and Bill Biem

Lake Minnetonka's squirrely winds were host to this year's Yngling North Americans. 30 Ynglings - known by many as the „mini-Soling“ since the boat was designed by the Soling's designer as a junior version of the Olympic keelboat - entered the regatta. The seven-race weekend turned out to be a showcase of rock-solid consistency on the one hand, and rock-star speed classes on the other. In the end rock-solid paid off for Bill Tomlinson, a native of the Minnesota lake, as he took the championship by a comfortable 11 points.

The most consistent boat started out to be Dick York's. In all of Friday's three races, York placed second. Had he not taken penalty points

from a first-reach French luff in Race One, he would have been ahead of Tomlinson's 1, 5, 1 finishes. York remained solid through Saturday (6th, 5th, and 4th) and into Sunday, but Tomlinson, meanwhile, remained consistent and better throughout, logging two seconds, a fourth, and a throwout ninth for the silver.

On the flip side was Andy Schoettle, whose consistency was of a different sort: steady improvement. The day before the regatta, Schoettle and his crew Mark Filonovitch were quoting international class measurements as they tweaked the rig. Never having stepped in an Yngling before but having raced plenty (seven regattas, including Lasers at CORK that summer), Andy was asking everyone questions: how much rake? can you wear weight? where is the center of gravity? Inquisitiveness paid off. Schoettle's finishes during the course of the regatta, were: 21, 14, 6, 3, 1, 13, 4. Rocketing from 21st to a bullet in 5 races, Andy seemed to get a handle on how to make an Yngling stride!

Minnetonka Yacht Club's M-20 scow fleet ran the series, reciprocating the Yngling fleet's services the year before. This proved wonderful - seven Olympic courses were sailed, despite

thunderstorms canceling one race. In fact, Sunday's first race was essentially a LeMans start, as crews raced to bail four inches of Saturday night's rain from their boats in time to make the first gun!

The first race Friday proved foreshadowing of Tomlinson's strength throughout the regatta. Around most of the triangle, the fleet was fairly tightly packed. Tomlinson was near, but not at the top. During the second beat, however, the cream rose to the top. Tomlinson worked his way up to first, his final berth. York held second, and Pete Ankeny placed 3rd.

Race Two was a light and shifty lake sailor's dream, and the dream was choreographed by Pete Ankeny, who always seemed to be pointing just a little higher than all the rest. He confidently hauled in a bullet for himself, as Tomlinson was battling out for 5th. Lake Okoboji, Iowa's Brad Jones brought home the third, behind York.

Friday's last race saw Tomlinson again ruling the roost, as he stayed ahead of York to bag his second bullet. Minnetonka's David Gross fended off a last leg charge from Rhode Island's Bruce Chafee to hold third place; his „safe“ lead of 200 yards evaporated to 3 boatlengths as the line neared and the tacking duel heated up. The Fat Lady couldn't come soon enough for Gross, as Chafee gained on each tack. But sing she did, as again prophetically Chafee could not top 4th.

Saturday's races saw the slipping of York, the slamming of Ankeny, and rise of newcomer Schoettle and local shift-reader Tom Maple III. The first race, in heavier breezes, went to the salt-water-boy Chafee, who squeaked ahead at the first mark and never looked back. Ankeny dropped out with a broken upper shroud and main traveler car, after an uninvited visit from a port-tacker. It was a hurried trip to a neighbor's make-shift rigging shop for Pete, who made the next start! Meanwhile, Schoettle was nearing lift-off speed, battling with the big



boys now, and finishing third. Tommy Maple started to get in tune and finished fourth. Never out of the game, though was Tomlinson, quietly securing a second and widening his series lead.

As thunderheads built Saturday afternoon, Schoettle took off. Leading from the cannon with a safe pin-end start, Andy pranced his way to a bullet, after just a day and a half in the boat! Tommy Maple was honing his groove, however, and was right behind Schoettle. Freshened up and apparently unfazed, Ankeny seemed rather in phase as he landed a third place spot.

Bill Tomlinson displayed that most important quality of a champ later Saturday afternoon: great luck when you need great luck. All series long he showed his indefatigable ability to battle up to the top from anywhere. He needed a miracle (or a throwout!) in Saturday's third race, though, because he was in 20th place in a dying breeze. It seemed meant to be for Bill, as the thunder boomed and the race committee abandoned the race.

Torrential thundershowers Saturday night made mud of the lawn at the steak cookout, and bathtubs of the boats for the next day. Competitors bailed and pumped their way to the start, though, as the committee had scheduled two races Sunday morning. Race Six showed Tommy Maple finally in top form, as he hit every nuance of shift and was unbreakable. Native Maine sailor Fred Appell was closest to the Maple machine (Tommy's dad crewed for him) with a second. Bill's luck was weary, and he dropped to ninth. Suddenly the leader had a few worries, as a third place put and the Yngling builder for North America, Morten McConnell.

Race Seven started with a bang as Chafee took advantage of a drifting committee boat and port-tacked the fleet at the pin-end. The race was his all the way around, as he fended off Schoettle, and sailmaker Chris Shinning. And where was Bill? Tomlinson

was dangerously in fifth, with Ankeny nearing second. However, the champ showed his colors on the run leg. After rounding the second windward mark in fifth, Tomlinson seemed to hop from puff to puff downwind, and he rounded the leeward mark in second. As Chafee, his lead still safe from Tomlinson, went right to clear the chute parade, Tomlinson ducked left through the spinnaker fleet. Ankeny, Maple, and Schoettle rounded and followed Chafee to the right. As Chafee and Tomlinson reconverged two-thirds up the leg to the finish, it seemed that Tomlinson's fight was still not over. He had closed to within a boat-length, and it appeared that Bill wanted to finish in style with that last bullet. After briefly splitting again, the two converged with Tomlinson closer still. Chafee, on starboard, lee-bowed Tomlinson and the two locked horns for several boatlengths. Finally Tomlinson was forced to tack, and Chafee followed tightly. The champion was denied his final bullet as Chafee was able to clamp the cover until the finish, but another second was more than enough to bring home the bacon. Ankeny's fifth was enough for him to keep second place, by just two points over Tommy Maple. Maple took third, earning him third overall, three points up on Chafee. Dick York

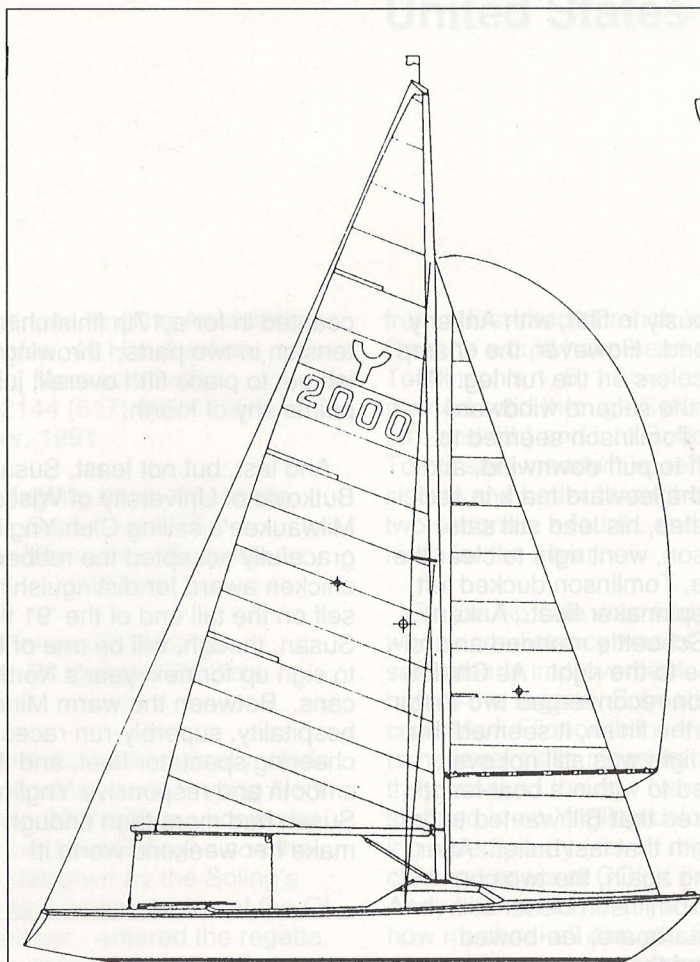
coasted in for a 17th finish, his tiller extension in two parts, throwing this finish out to place fifth overall, just nine points shy of fourth.

And last, but not least, Susan Butkovic of University of Wisconsin at Milwaukee's sailing Club Yngling fleet gracefully accepted the rubber chicken award for distinguishing herself on the tail end of the '91 fleet. Susan, though, will be one of the first to sign up for next year's North Americans. Between the warm Minnesota hospitality, superbly-run races, the cheering spectator fleet, and the smooth and responsive Yngling, Susan had more than enough fun to make her weekend worth it!

FINAL RESULTS - TOP TEN:

1	Bill Tomlinson, Minnetonka	24.0
2	Pete Ankeny, Minnetonka	35.1
3	Tom Maple III, Minnetonka	37.1
4	Bruce Chafee, Sakonnet R	40.7
5	Dick York, Minnetonka	49.7
6	Andy Schoettle, Minnetonka	64.4
7	Fred Appell, Minnetonka	77.0
8	David Gross, Minnetonka	87.7
9	Dave Haggart, Okoboji	88.0
10	Harry Campbell III, Minnetonka	97.7





YNGLING



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

DESIGN, PRODUCTION AND SALE:

JAN H. LINGE AS

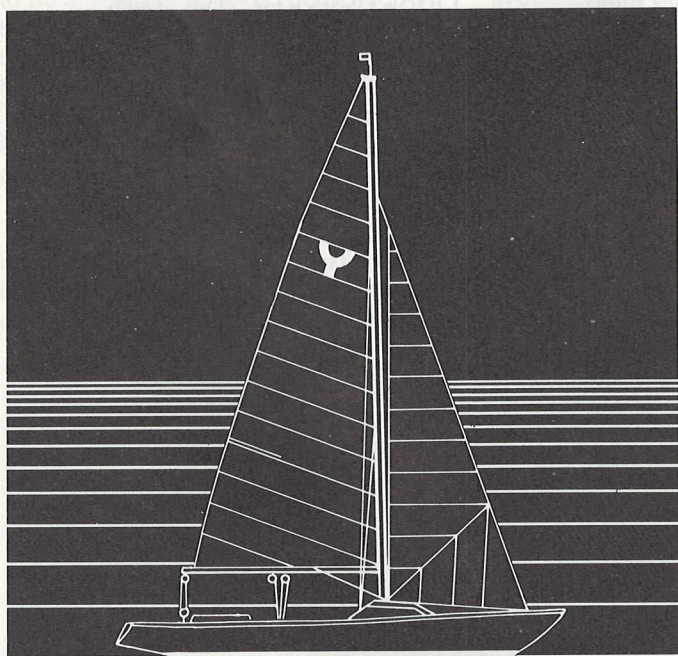
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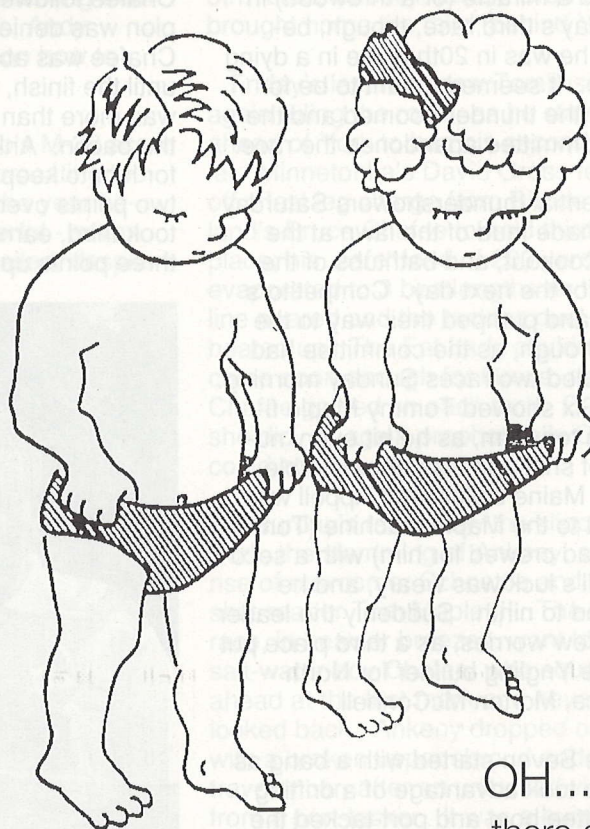


Yngling

Design: Jan Herman Linge

Bau und Verkauf:  **YACHTWERFT
PORTIER AG
8706 MEILEN**

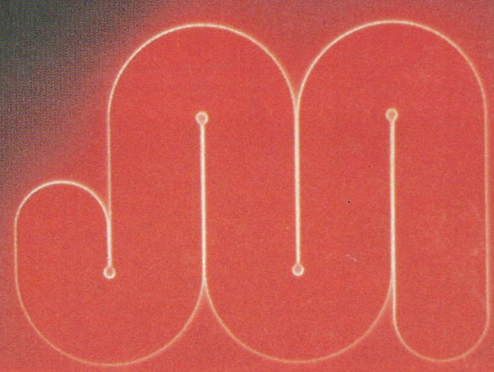
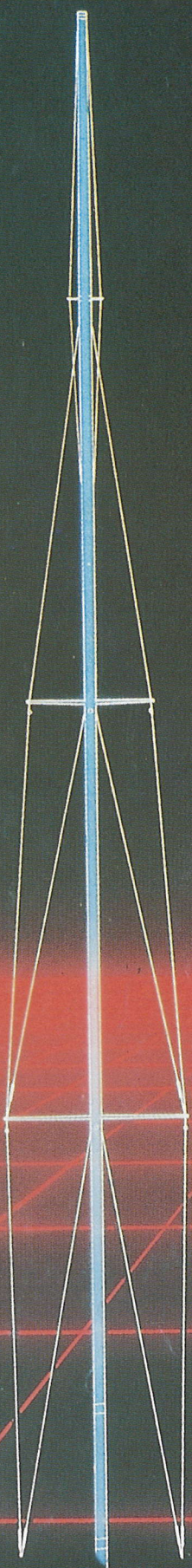
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OH.....
there are
the Difference
and not in the boat

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JULY	1 2 3 4 5 6 7 8 9 10 11 12							13 14 15 16 17 18 19							20 21 22 23 24 25 26							27 28 29 30 31						
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