

# YNGLING 2001



*The Magazine for Yngling sailors and their friends worldwide*



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## Cover Photo:

Rudi Mayr and his team win the 2000 Yngling World Championship at Kalovig in AUT 1.

The administering authority for the INTERNATIONAL YNGLING CLASS is the INTERNATIONAL SAILING FEDERATION I.S.A.F.

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In cooperation with the International Yngling Association – I.Y.A.



**I S A F**

ISAF International Class

The first Yngling Keelboat was built in 1968. The Yngling obtained International status in May 1979 and Olympic status in November 2000.

"The objectives of the INTERNATIONAL YNGLING ASSOCIATION – IYA are to promote and further the interests of the International Yngling Class throughout the world.

- IYA shall manage the affairs of the Class.

- IYA shall encourage national and international competition in the Class.

- IYA shall coordinate the Class Rules in order to maintain the One-Design character of the Yngling Keelboat.

- IYA is organised within the individual countries through NATIONAL YNGLING ASSOCIATIONS – NYAs.

- In the countries where a NYA has not yet been established, the National Yacht Racing Authority (NA) shall administer the Class (in case the NA does not want to do so, the function will be carried out by IYA)."

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## AUSTRALIAN INTERNATIONAL YNGLING ASSOCIATION

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## GUIDELINES

Articles, photos, race-results are welcome. Files can be sent by mail, disk, zip, CD Rom and e-mail. Colour photos or slides are acceptable. Everybody is welcome to contribute to Yngling 2001.

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# PRESIDENT'S MESSAGE



## The Annual General Meeting

The meeting was held in July before the racing started in Kalövig with all nations present.

The most important decision was that the class unanimously decided to apply for the Women's Keelboat Event in the Olympics 2004.

Another important decision was that a Women's Sailing Committee was to be set up and amended to the IYA Constitution. This has been done and is shown separately. All NYAs are requested to select a representative to the Women's Sailing Committee. Chairman is the IYA Vice President Mrs Ellie Field.

Another important issue was the rewriting of the Class Rules to conform with the ISAF Equipment Rules of Sailing using an expert. Through speedy work a proposal was sent to ISAF before the end of August for a decision by ISAF. The change is fundamental and will be very helpful for the management of our class in the future, see separate report.

## The World Championship in Kalövig, Denmark

The World Championship as always the most important event of the Yngling Class was sailed on the Bay of Aarhus, Jutland. A high pressure meant very little wind most days. It certainly was a change to get an Austrian World Champion for the first time. Congratulations to our former Vice President Rudi Mayr with crew. Many thanks to the organizers. I hope they do not think the Yngling Class had anything to do with the lazy winds.

## The ISAF Meetings in Edinburgh

The meetings started with the International Classes' Committee meeting. A number of issues were voted on. In general the International Classes Committee is struggling to get a better recognition within ISAF. Today there are some 80 classes of which around 50 are truly International.

The rearrangement of our Class Rules in accordance with the Equipment Rules of Sailing was accepted by the Keel Boat

Committee, subject to confirmation of some missing details.

## Historic Moment: *The Yngling becomes Olympic*

The decisions regarding Olympic Classes were scheduled at the end of the conference by the ISAF Council with some 60 delegates. Before that several committees, such as the Events Committee, the Women's Committee and others, had been discussing and voting on this issue to give their guidance before the Council.

The chances for the Yngling to be selected for the next Olympics were slim since ISAF had already decided in 1999 that the discipline was to be match racing, mostly sailed in larger boats. However, after a lengthy discussion in the council, the match racing decision was reverted in favour of fleet racing. As a consequence the voting procedure on equipment for the women's keel boat discipline was put forward to the next day.

It sure was a very exciting discussion and voting procedure until finally the Yngling was selected for the Women's Keelboat Event in Athens 2004. Of great importance was the opinion of the US representatives who proposed a 3-person-boat. A separate summary of this occasion is presented by Marjolein and Hans Peulen from Holland who attended.

## Important Agreements

The Yngling Class Agreement with ISAF and Jan Linge has been renegotiated. Two Licence Agreements for Builders have been relinquished and four new ones signed by ISAF. A separate report can be found under the heading: "The Yngling Agreement renegotiated". A summary of the changes as regards Builders is found under "New Builders".

As a consequence of the Olympic Status an Agreement between ISAF and IYA has been signed. It is presented under "Olympic Sailing Agreement".

## International Regattas

In the past there have been a few annual International Regattas except the Yngling WC. One has been the Easter Regatta in Denmark which has attracted 40-50 boats including a few boats from neighbouring countries.

In the future there will be many new International Regattas open to the Yngling. It is too early to know about all these regattas arranged for Olympic Classes. There are Athens Eurolymp Week, Genoa International Regatta and Roma Sail Week (Rome ITA), Barcelona Olympic Sailing Week (ESP), Hyeres' Week (FRA), the SPA Regatta (NED), Kieler Woche (GER) and probably several others. At the moment it is difficult to know the future importance of all these for our class. Hopefully not only female sailors will be welcome but all Yngling sailors whether male, female or mixed crews. These regattas are highly ranked events and I ask all NYAs to investigate the possibilities to send boats.

## The Exciting Future

The coming years will be most exciting. I believe there will be many clubs wanting to invest in new Yngling boats for their sailing schools. Olympic coaches will ask sailors of national keel boat classes or dingies to try an Yngling. Countries having Yngling boats will try to build new fleets. There will be new NYAs. The Italian Yngling Association has already been brought back from obscurity. The long time struggles by Pino Ferlini to establish the Yngling in Italy has finally come to a happy end. In North America there will be a US and a Canadian Yngling Association.

This year our World Championship will be sailed in New Port, R.I. USA, the top venue over there. I know it will be a very successful regatta. Please all NYAs, send many boats to this unique event. I know that the Organizers are doing their very best to make us happy in every respect with the arrangements.

Have a nice sailing year 2001.

Ingemar Stromblad  
President



# ANNUAL GENERAL MEETING

## Annual General Meeting of the IYA Governing Committee in Kaløvig, Denmark, 23 July 2000.

NYA Representatives present:

David Ward, AUS  
Christoph Skolaut, AUT  
Morten Hamsen, DEN  
Sabine Schedlinski, GER  
Hein Ruyten, NED  
Kjell Erik Henanger, NOR  
Mattias Dahlström, SWE  
Helene Huber, SUI  
Bruce Chafee, USA (WEB-Master)

In attendance:

Chris Harper, AUS  
(EC-Secretary, TC-Austral-Asia)  
Thomas Bach, DEN  
Per Thorshoj, DEN (TC-Chief Measurer)  
Frank Lieve, NED  
Jan Linge, NOR (TC-Designer) (§19-)  
Ingemar Strömblad, SWE (EC-President)  
John Ingalls, USA (TC-NA)

Apologies:

Paul Niemeyer, GER  
Ellie Field, USA (EC-Vice President)  
René Steimer, SUI (EC-Treasurer)  
(EC=Member of the Executive Committee;  
TC=Member of the Technical Committee)

1. Ingemar Strömblad opened the meeting .  
The NYA representatives, attendants and  
apologies were listed.
2. The Notice of Meeting was approved and  
the Agenda accepted.
3. Ingemar Strömblad was elected  
Chairman along with Chris Harper as the  
Minutes Secretary.
4. The Annual Report by the President was  
tabled and adopted. The Web Master  
was asked to make it available on the  
Yngling Home Page.
5. The economic situation was presented  
showing a profit of SFR 3748 for the  
period. The report of the auditors was  
presented and accepted. The Executive  
Committee was then discharged.
6. Elections of the Executive Committee  
Members (EC) were held with the

following results:

Ingemar Stromblad SWE,  
President (1 year)  
Ellie Field USA, Vice President (1 year)  
René Steimer, Treasurer (2 years)

7. Fasser & Lauenberger were appointed  
Auditor for the next year.
8. Bruce Chafee was appointed  
Web Master (2 years)
9. The members of the Technical Committee  
(TC) were reappointed as follows:  
Per Thorshoj, Chief Measurer  
Chris Harper, Australasia  
Peter Schöberl, Central Europe  
Jorgen Ring, Scandinavia  
John Ingalls, North America  
Jan H Linge, Designer
10. The President was appointed as IYAs  
Delegate to the ISAF General Assembly.
11. The Constitution shall be amended to  
include the Women's Committee. The  
Committee shall promote women's  
events in general. The Vice President  
shall be the Chairman of the Women's  
Committee which shall meet and make  
a report annually. The Committee shall  
have one representative appointed from  
each NYA. For the present year the name  
of the elected representative shall be  
supplied direct to the Vice President  
before the 30 Sept 2000 .
12. Ideas about Yngling promotional items  
shall be sent to the Secretary (goropes).
13. Each nation is to provide one ad for the  
Magazine (also to be put on the web-  
site). A separate paper about this was  
distributed to all nations from the  
Secretary.
14. The Technical Committee has not been  
able to rewrite our Class Rules to  
conform with the standard terms as  
defined by ISAF's "Equipment Rules of  
Sailing". The President was authorized  
to ask Jan Dejmo to do the job at cost.
15. The Yngling Magazine and the Web Site  
were generally applauded. The problem  
to receive advertising in the Magazine  
was the cause for the late delivery

16. The WC 2001 will be hosted by Sakonnet  
Yacht Club and raced in Newport,  
Rhode Island, USA from 15-21 July. A  
presentation of an Advance Notice of  
Race was made by Bruce and John and  
applauded.

17. It was resolved that a European  
Championship 2001 shall be arranged by  
the Yngling Club Österreich and sailed  
on lake Garda in Italy in April, 27-29,  
dates to be confirmed. The ambition is  
to attract italians and thereby promote  
the Yngling. Maybe the Italian Yngling  
Association can be reestablished.

18. The WC 2002 will be hosted by  
Regattaverein Brunnen on Lake Lucerne,  
Switzerland from 19-26 July. Information  
material was presented to all nations  
from Helene. WCs for the coming years  
were discussed. The decision on the  
application from Royal Sydney Yacht  
Squadron to host the WC 2003 was  
postponed in order to give other nations,  
especially Germany, a possibility to  
apply. Both Norway and Holland  
expressed an interest. Australia will  
apply for 2004.

19. The ISAF Women's Keelboat World  
Championship (fleet race) was  
postponed already last year by ISAF, as  
there was a conflicting interest with the  
Olympic Event. If and when this issue is  
reopened we will apply to be selected.

20. The Olympic Event for the Women's  
Keelboat was decided by the ISAF  
Conference in November 1999 to be  
Match Race. The equipment to be used  
is still open for decision and will be  
decided by the 2000 ISAF Conference  
to be held in November 2000. A letter  
from ISAF made it clear that if a class  
want to become selected it has to supply  
a submission to the ISAF conference  
before 1. August. The meeting  
unanimously agreed that the IYA shall  
apply.

21. The Builders were represented by  
Mr Linge (Linge A/S, Scandinavia),  
Mr Ingalls (DeWolf Boats, USA) and  
Chris Harper (AIYA, AUS). The change



# ANNUAL GENERAL MEETING

over from Portier to Mader is still pending with the ISAF. The situation with the others is good, except that Mr Linge was bothered by the fact that 12 Australian built boats have been sold to Europe.

22. The budget as proposed in the Agenda was approved. That means that all fees will be increased from SFR 20 to SFR 22
23. The date for the next AGM was decided to 15 July 2001 at 18.00 in Newport. The exact location to be announced.
24. The meeting concluded and the Representatives were thanked for their contributions.

Kalövig 23 July 2000

*Ingemar Strömblad*  
*Chris Harper*

## Amendments to the International Yngling Rules or Constitution

as decided by the Annual General Meeting of the IYA Governing Committee 2000:

7.1.2 Add a second sentence to the present rule;

A Womens Sailing Committee (WSC) shall promote womens events in general and report annually.

7.2.2 Amend the present rule;

7.2.2.1 The Vice President shall be the Chairman of the WSC and keep close contacts with the representatives of the WSC. The members of the WSC shall consist of one officially appointed representative from each NYA.

## The Yngling Class Rules

In 1999 it was decided to convert our Class Rules to comply with the Equipment Rules of Sailing as issued by ISAF.

The work was started by our Chief Measurer. However, it was a complicated task and last year we decided to ask Jan Dejmo, being the Vice-Chairman of the ISAF Measurement Committee, to do the conversion. It resulted in a submission to ISAF for decision by the Keel Boat Committee at the ISAF Meetings last November. The proposal was approved, subject to some details to be investigated further.

As the Yngling was selected for the Olympics, the Chairman of the ISAF Sailing Committee, Cliff Norbury became interested in the Yngling Class Rules and the one design control. Some ISAF experts were sent to the Builders to investigate the production. The reason is that ISAF want to prevent some nations from doing a technical study and to start work to optimize the boat within the tolerances.

In January 2001 an extra meeting was organised to discuss the Yngling Class Rules. Decisions were taken to strengthen the one-design principles. It means that in the future an increased number of items have to be produced in moulds made on official plugs. As example the keel will be set together using keel shells produced in moulds taken from Master Keel Shell Plugs.

It was also decided that a new set of documents called the International Yngling Specifications shall be issued by ISAF to the Builders. The Class Rules should only deal with matters and measurements that can be checked once the boat is built. The Building Specifications shall contain the detailed drawings necessary for the Builders and other data that only can be checked during the production of the boats.

Normally the 1 March is the date when Rule Amendments come into force. However, further matters must be investigated before the new Class Rules can be issued.

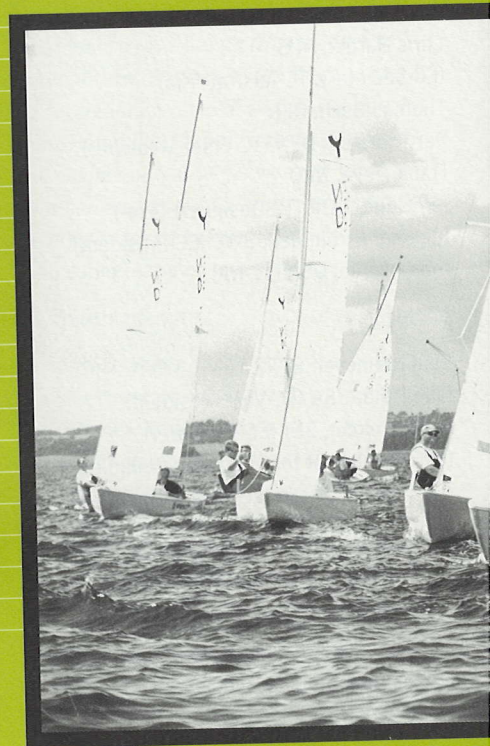
## The Yngling Agreement renegotiated 1 Dec 2000

On 31 May 1979 an Agreement with regard to the Yngling Keel Boat was signed between three parties: IYRU Holdings (International Yacht Racing Union), Jan H Linge A/S (Assignor) and IYA (International Yngling Association). The following summarizes the main points:

- Linge assigned the copyright and all rights concerning the Yngling to IYRU
- IYRU was given the right to sign licenses with companies to produce boats, i.e. become Builders
- The Master Plugs remained the property of Linge who undertook the supply of moulds to Builders

- IYA became responsible for administering the Class Rules and make proposals to amendments
- Amendments of the Class Rules on final approval shall only be issued by IYRU
- Builders were appointed and given rights or areas within which they could operate

Now, more than 20 years later the Yngling was chosen for the Women's Keelboat Event in the Olympics 2004, it was time to renegotiate the Agreement. For a long time IYA had asked for free competition among Builders.



On 1 Dec 2000 a new Agreement was signed with ISAF (International Sailing Federation) instead of IYRU as the main contract party. The IYA had requested that there should not a sole builder in Scandinavia. This was agreed to. The following two important alterations were decided:

- The ownership of the Master Plugs will be transferred from Linge to ISAF through a separate contract
- Builders were allowed to compete world wide



It is very satisfying that these changes could be decided in the interest of the sailors. The long term care and storage of the Master Plugs is now ensured with ISAF as the owner. The competitive situation created between the Builders should result in higher quality at less cost for the boats.

On behalf of the Yngling sailors I want to thank Arve Sundheim (ISAF Secretary General) with staff and Jan Linge for the discussions and the fine outcome of these negotiations.

#### **Olympic Sailing Agreement 2004**

An Agreement between ISAF and IYA had to

- In addition to the normal procedures ISAF may change the Yngling Class Rules specifically for the Olympic and Pre-Olympic Regattas
- IYA must increase its measurers' network
- IYA must follow ISAF measurement guidelines at World Championships
- The Yngling World Championship 2004 must be organised not less than 10 weeks before or 5 weeks after the Olympic Regatta
- The Yngling World and Continental/Regional Championships may be used as qualification regattas for the 2004 Olympics and in that case the racing format must be as close as possible to the format of the Olympic Regatta
- IYA must acknowledge the ISAF World Sailing Ranking List and assist in administrating and promoting the ISAF Rankings
- IYA must use the ISAF logo with the words "ISAF International Class" on all printed material (letterhead paper; NoR, SI, Poster and Programme of WCs)
- The ISAF flag must be flown at the World Championships
- IYA must assist ISAF in running Seminars, Training and Development Programmes and Olympic Solidarity Courses

In general I believe the requirements will be easy to accept and follow. If we do this in a good way it will strengthen the Yngling Class and give IYA a higher recognition.

#### **New Builders**

The International Yngling One Design Class Keelboat can only be built by licensed Builders. To become a Builder it is necessary to apply to ISAF, being the only authority to give licenses. Applying companies have to supply basic information about their business operation, including statistics about other boats being built now and in the past. Many applicants are already well known as Builders of other ISAF boats.

Before any further Licensee Agreements to build Ynglings may be signed by ISAF, the

IYA has to be consulted. Thereby IYA may influence these important decisions even if there is no veto possibility. Therefore, IYA should always investigate new applicants to ensure that these long term decisions are in the interest of the sailors.

Each Yngling built must conform with the Class Rules and be built in accordance with the drawings and the specifications. The Builder has to certify that each boat is measured according to the standards.

The following changes of Builders have been decided by ISAF:

- 1) The Linge A/S has relinquished their building license. Borresen in Denmark has been granted a license and purchased the tooling from Linge.
- 2) Portier in Switzerland has relinquished their building license. Mader in Germany has been granted a license and purchased the tooling from Portier.
- 3) Abbott Boats in Canada has been granted a building license. Tooling has been produced on the official plugs.
- 4) Nautivela in Italy has been granted a license. Tooling is under construction (Feb 2001) on the official plugs.

The new Builders are very qualified suppliers. They all have long experience from building several international one design boats. The supply of good Ynglings in the north, middle and south of Europe as well as in North America is now ensured.

All the new Builders are very welcome to the Yngling Class. We wish you success in your business and we hope that your customers will be happy in their contacts with you and content with your supplies.

In the future other parts of the world will get Yngling Builders. Some contacts have been taken but it is yet too early to know the result.

*Ingemar Stromblad*  
President

be signed when the Yngling was selected for the Olympic Sailing Events. The Agreement is a four page document stating new obligations, some of which are very important, as they will undoubtedly influence future decisions. Below is a summary of the contents of the Agreement:

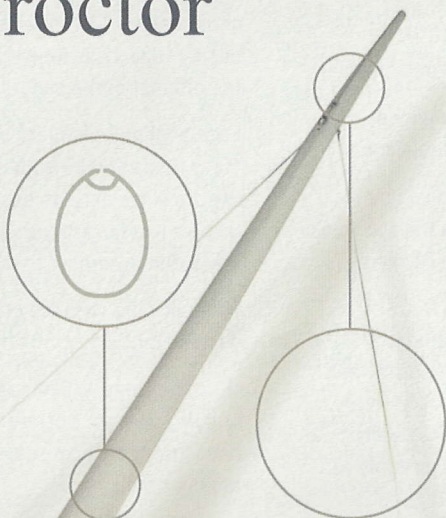
- The IYA will become involved with so called ISAF Events. Examples are The Olympic Regatta, the Combined World Championships for Olympic Classes and the Pre-Olympic Regattas



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**SELDÉN**

# MEASUREMENT CORRECTIONS

Implementation of new ISAF Standard Class Rules was the big task during the autumn. At the TC meeting in Kalovig at the WC the Technical Committee adopted a proposal from the President (Ingemar) to ask for professional help to do the circumlocution. Ingemar had already been in contact with a Swedish member of the ISAF Measurement Committee, Jan Dejmo, who would do the task for a modest price. In August the Technical Committee received Jan's first issue of the International Yngling Standard Class Rules.

First I read his proposal through carefully and asked for comments from the remaining Technical Committee. We had many comments, corrections and proposals to other paraphrases. Early in October I mailed the comments to Jan so he could see them before the ISAF Annual Meeting in Glasgow in November.

At the meeting of the Keelboat Committee (where rule changes are approved) an amendment was approved and it was the following:

## INTERNATIONAL YNGLING CLASS

*A re-drafted class rule in the standard class rules format was received by the ISAF Keelboat Committee in November 2000. It was noted that some dimensions needed to be confirmed due to changes in some sail measurement points. The re-draft was approved subject to incorporation of final sail dimensions.*

This means that (if the work is completed) the new Class Rules can be taken into force from 1 March 2001. Right now when I write this I have not yet heard from Jan Dejmo but I am hopeful that we will have it finished in time. It will be ready as soon as possible and issued via the internet.

Now that the Yngling has become Olympic it is important that the class rules are easy to read and not the less to interpret. Many women will be attracted to the class and many will do anything to get an Olympic Medal, even by cheating. This brings me to the next subject.



It has become very popular to buy an old Yngling, split it into atoms, restore everything and put it together again. Of course with a nice newly painted surface, but what is underneath? We have to implement a policy about how to handle totally restored boats.

In section 2 in the present Class Rules there is a note about this. It says that a boat after a major repair gets its measurement certificate invalidated and an official Yngling Measurer shall measure whatever he finds necessary to get a new certificate. The problem for the measurer is if he faces a new painted hull, what is under the paint? And I am not only talking about the outer surface of the hull the inner surface as well.

If someone wants to cheat this is the easiest way to do it. Optimise the weight distribution by removing materials in the upper part of the hull and compensate with

extra polyester, GRP or like in the lower part, not to get under minimum weight. This will lower the Centre of Gravity (CG). As mentioned above the measurer can decide which measurements necessary and there is a measurement on the CG of the hull. The problem is that this measurement has to be taken on the bare hull without anything inside except bulkheads and without shrouds.

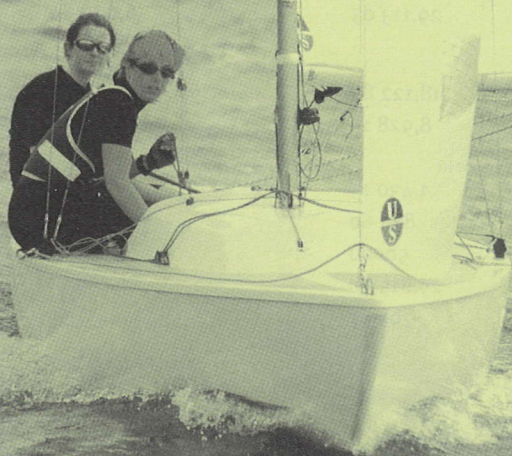
What shall we do about it? I have just received a proposal to a Class Rule change from the Netherlands (based on the present rules) about how to rebuild the anti-slip pattern on the deck. On many older boats the anti-slip is almost gone and it is difficult to stand safely on deck. Since the pattern is shown on the drawings it is a part of the construction and shall not be changed. The proposal is to allow rebuilding the pattern on boats older than 20 years. I think it is a good

idea and maybe we should also implement a rule about painting the hull. Due to these problems it may be necessary to implement a maximum age on boats used in the Olympic Regatta, maybe 10 years.

May you all have a super season 2001.

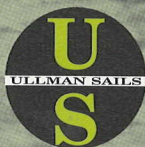
*Per Thorshoj*

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P 1 949 675 5311 (Int'l)



# TREASURER'S REPORT

## BALANCE SHEET AT APRIL 30, 2000

	2000 CHF	1999 CHF
<b>Assets</b>		
Cash at bank	18,086.65	3,710.48
Bonds (at the market value)	15,375.00	15,550.60
Accounts receivables	12,565.75	4,590.40
<b>Total assets</b>	<b>46,027.40</b>	<b>23,851.48</b>
<b>Liabilities</b>		
Accounts payables	18,567.00	140.00
Accumulated funds brought forward	23,711.48	24,414.15
Result of the period	3,748.92	-702.67
<b>Total Liabilities</b>	<b>46,027.40</b>	<b>23,851.48</b>

## STATEMENT OF INCOME AND EXPENDITURE FOR THE PERIOD ENDED APRIL 30, 2000

	2000 CHF	1999 CHF	diff.
<b>Income</b>			
Building fees*	6,554.07	1,417 68	5,136.39
Membership fees	14,680.00	14,020 00	660.00
Sail-labels	8,600.00	8,100 00	500.00
Championships	1,340.00	1,420 00	-80.00
Advertising	3,640.00	3,790 40	-150.40
	<b>34,814.07</b>	<b>28,748 08</b>	<b>6,065.99</b>
Bank and bonds interest	319.80	364 95	45.15
Bonds-value increases	424.15	0 00	424.15
Extraordinary income	55.08	0 00	55.08
	<b>34,764.80</b>	<b>29,113 03</b>	<b>6,020.84</b>
<b>Expenditure</b>			
Publications	17,152.65	18,122 80	-970.15
Committee	11,077.75	8,928 15	2,149.60
Committee (Sydney)**			
Administration	163.43	1,430 15	-1,266.72
Other expenses***	2,122.05	834 60	1,287.45
Auditor	500.00	50000	0 00
	<b>31,015.88</b>	<b>29,815 70</b>	<b>1,200.18</b>
<b>Result of the period</b>	<b>3,748.92</b>	<b>-702 67</b>	<b>4,451.59</b>

### Notes

\* Building fees for several years

\*\* Conference in Sydney, Travelling I Strömblad

\*\*\* Payment to Dansk Yngling Klub CHF 1,080.30



## BOAT STICKERS 2000

	SWEDEN	11
	AUSTRALIA	38
	USA	40
	AUSTRIA	80
	SWITZERLAND	90
	GERMANY	100
	NORWAY	100
	HOLLAND	120
	DENMARK	155

## SAIL LABELS 2000

	RICO GREGORINI	5
	VOGEL MEIER	10
	RAUDASCHL	15
	NTH AM. YNGLING	20
	AUSTRALIA	25
	HOLLAND	60
	DENMARK	295
	WC IN AUSTRIA	0



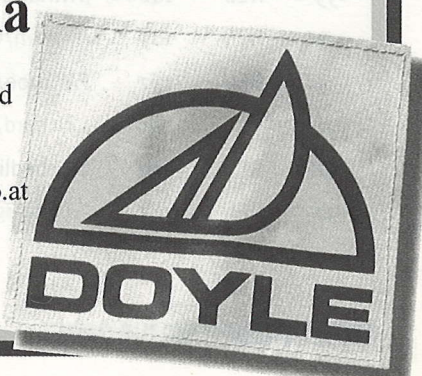
AUT- 1 Rudi Mayer and his Crew winning the YNGLING -Worldchampionship 2000 Denmark

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# WC 2000 KALOVIG

PLACE	NATION	SAIL No	HELMSMAN/CREW	1	2	3	4	5	TOTAL
1	AUT	1	R.Mayr/C.Mayr/N.Pracher	4	2	1	9	(10)	26.0
2	DEN	149	L.Gottfredsen/C.Kamp/M.Hansen	6	3	2	4	(8)	28.4
3	DEN	177	M.Christensen/S.Høgild/A.Fisker	1	(11)	10	6	6	39.4
4	NED	291	H.Peulen/ R.Heijnen/A.Jansen	2	(OCS)	15	2	12	45.0
5	NOR	400	A.K.Dahl/V. & E. Andreassen	16	(17)	3	14	2	50.7
6	DEN	68	M.Casparij/L.Jacobsen/J.Lichtenber	(26)	4	13	8	7	54.0
7	DEN	131	F.Jelsbak/C.Blsbjerg/M.Kidmose	9	1	12	17	(20)	56.0
8	DEN	136	C.Jensen/A.Guhle/M.Holm	17	12	7	3	(18)	59.7
9	DEN	18	M.Heimann/T.Købke/P.Juhl	7	22	20	(47)	1	67.0
10	NED	88	Y.Minks/M.Vries/A.J.Nyenhuys	(20)	5	17	10	17	72.0
11	AUS	39	H.Stone/M.Dunstan/W.Tregoning	(18)	15	8	13	14	74.0
12	GER	222	H.-H.Gerth/M.Eggers/C.Dylla	12	9	(34)	28	11	84.0
13	DEN	189	P.K.Guhle/M.Harmsen/S.Dulong	23	(25)	6	16	21	89.7
14	USA	324	J.Ingalls/P.Bates/Rotblat-Walker	(50)	19	11	25	13	92.0
15	DEN	155	N.Kamedula/A.Nielsen/B.Freriksen	14	28	28	(50)	3	93.7
16	DEN	6	J.A.Guhle/U.Andreassen/S.Mørup	19	20	19	12	(44)	94.0
17	AUS	174	M.Ryan/C.Mølgaard/?	(22)	21	21	20	9	95.0
18	DEN	134	T.Bach/E.Wildt/R.Christensen	13	(42)	24	11	24	96.0
19	AUT	201	C.Skolaut/G.Skolaut/W.Riha	3	OCS	5	1	(DSQ)	98.7
20	NOR	367	L.Berthelsen/J.Oksmo/G.Finsrud	(38)	16	18	26	25	109.0
21	DEN	157	T.Taatø/J.Reymond/J.Gundborg	34	23	9	21	(39)	111.0
22	DEN	111	J.Ring/F.Løppenthin/T.Larsen	5	31	39	(OCS)	19	117.0
23	DEN	184	P.Lolk/M.Friis/M.L.Jepsen	37	6	(61)	15	36	117.7
24	DEN	116	K.Asmussen/K.Andersen/S.M.Pedersen	31	7	32	24	(60)	118.0
25	NOR	401	K.A.Strøm/J.Høgh/K.Aursnes	(48)	18	42	5	34	122.0
26	NOR	391	L.J.Larsen/S.Bergstrøm/H.Durban	(40)	26	33	38	4	123.0
27	DEN	180	K.D.Jørgensen/M.Petersen/R.Neumann	33	30	31	7	(OCS)	125.0
28	DEN	188	L.Hoffmann/J.Reinholdt/I.Brun	27	(55)	14	36	28	129.0
29	USA	28	B.Chafee/S.Leech/J.Walsh	10	29	27	43	(66)	133.0
30	AUS	43	C.Harper/D.Potter/J.Rodger	11	36	44	19	(52)	134.0
31	GER	194	H.Urbaczka/A.Kalenberg/C.H.Sander	15	(57)	45	35	16	135.0
32	SUI	445	H.Dannesboe/J.Rasmussen/T.Olsen	30	14	(57)	34	35	137.0
33	NED	101	J.W.Hartsma/J.Urban/S.Kniep	41	10	37	27	(64)	139.0
34	DEN	165	D.Olsen/C.G.Jespersen/J.Carlsen	29	34	30	(42)	26	143.0
35	DEN	132	P.Wibroe/K.Olesen/K.Wix	(72)	59	26	32	5	145.0
36	AUT	230	J.Richard/A.Besler/M.Spangler	32	(56)	29	18	42	145.0
37	GER	199	S.Schedlinski/A.Schutt/A.Hinz	65	13	(65)	29	15	146.0
38	DEN	167	T.Trabjerg/C.Neess/J.Jensen	28	38	(47)	33	29	152.0



PLACE	NATION	SAIL No	HELMSMAN/CREW	1	2	3	4	5	TOTAL
39	AUS	41	D.Ward/B.Ross/H.Jarrett	36	(OCS)	25	23	50	158.0
40	NOR	326	J.Skovly/K.E.Henanger/A.Brunvold	8	35	16	OCS	(OCS)	160.0
41	AUT	271	A.W.Richard/S.Rima/G.Messeritsch	51	46	22	31	(67)	174.0
42	AUT	272	M.Lutz/G.Schöchl/M.Lang	(61)	37	51	30	33	175.0
43	GER	200	A.Drijver/A.d.Drijver/F.Witzer	46	49	4	55	(55)	176.0
44	NOR	389	T.C.Teodorsen/S.Rising/K.Jakobsen	60	48	23	22	(63)	177.0
45	DEN	15	P.Langen/N.Rechnitzer/M.Flamand	(57)	32	55	39	27	177.0
46	SWE	36	M.Dahlstrøm/M.Planander/C.Hartman	39	51	35	(51)	30	179.0
47	NOR	385	A.Asle/A.Koefoed/S.Foyn	45	27	(68)	40	54	190.0
48	NOR	278	T.Antonisen/O.Antonisen/Rognhangen	58	8	40	(DNC)	61	191.0
49	GER	151	T.Schutt/C.Lackmann/A.Weber	44	39	41	45	(53)	193.0
50	DEN	52	M.W.Rasmussen/M.Leifelt/S.Hansen	24	OCS	38	(DSQ)	31	194.0
51	AUT	262	C.Stadler/A.Knittel/S.Knittel	49	33	52	(52)	37	195.0
52	AUS	42	P.Warn/S.Fesq/J.Warn	(53)	45	50	37	40	196.0
53	DEN	187	C.Otzen/C.Kuhlmann/H.A.Jensen	(54)	41	46	44	45	200.0
54	SWE	37	J.Allroth/D.Elmlund/J.Koven	52	24	56	(60)	46	202.0
55	NOR	310	E.Bjrke/G.Aursnes/O.Normann	(67)	40	36	54	59	213.0
56	AUS	38	R.Grosvenor/A.Chase/H.Nikolajsen	21	62	59	48	(OCS)	214.
57	AUT	245	M.Kogard/A.Kogard/S.Janusch	62	(64)	53	41	38	218.0
58	SWE	38	S.Dubots/E.Nilsson/M.Nielsson	66	50	(72)	56	23	219.0
59	NED	90	Roukema/J.Roukema/G.Roukema	25	52	DSQ	(DNC)	43	221.0
60	GER	219	P.Däbritz/J.Brelle/B.Mayr	42	60	58	(67)	41	225.0
61	NOR	46	H.Bjærke/H.Bjærke/A.Dreng	56	43	(69)	46	56	225.0
62	SUI	378	T.Huber/H.Huber/R.Zubler	47	53	48	53	(65)	225.0
63	GER	38	K.Hub-Balven/R.Hub/B.Pfaar	35	(68)	43	65	62	229.0
64	SUI	381	M.Güttinger/M.Güttinger/A.Monn	43	47	(71)	49	69	232.0
65	SUI	39	S.Meister/S.Then/G.Bachmann	(64)	54	49	58	48	233.0
66	AUS	28	J.Salt/R.Cremer/S.Levy	59	66	(73)	68	22	239.0
67	DEN	61	T.Palludan/I.Hartvig/N.B.Hansen	(70)	44	54	62	57	241.0
68	NOR	247	G.K.Sangholt/O.Gjervan/S.Granviken	(69)	58	63	59	49	253.0
69	USA	317	L.Dunlap/N.Buck/F.Tjellesen	(73)	67	66	66	32	255.0
70	GER	221	A.Ehrenfried/A.Ehrenfried/U.Klein	63	(70)	62	61	47	257.0
71	NED	182	N. van den Drift/R.Franke/J.Kuipers	55	61	60	57	(DSQ)	257.0
72	SUI	114	R.Wasser/K.Guetg/R.Fischer	68	63	(DNF)	69	51	275.0
73	GER	7	A.Wolf/R.Schmidt/P.Schutt	(74)	71	70	64	58	287.0
74	SUI	226	D.Betschard/B.Wolfensberger/D.Wohnlich	(75)	69	64	63	68	288.0
75	NOR	319	K.Brobakke/C.L.Skøye/T.Aursnes	(71)	65	67	70	70	296.0
76	NED	58	M.de Jong/R.Bootsma/J.Broek	DNC	DNC	DNC	DNC	(DNC)	332.0



# DANISH REPORT

We would like to welcome you all to the new year of racing here in Denmark by inviting you to three different open nationals.

June the 1st till 4th Kerteminde Yacht club are hosting our big nationals.

The first week of July Vallengsbæk Yacht club are hosting the youth nationals where we would be delighted if some young sailors would come and compete.

Finally, we are proud to present probably the first girls nationals in many years. This year we are counting on a lot of female crews to come and compete.

That was what the new year will bring but you can not just welcome a new year without saying goodbye to the old. Here is a little story on how the past year has passed a lot faster than the wind we had at the Worlds.

Easter came and with it came the sun, so everybody was out racing at the new millenniums first event. Unfortunately for the sailors there was no wind, or at least not enough to have an event without a lot of time on the water waiting for wind.

This was pretty much characterised by the whole spring season.

We were all waiting for the heavy air so we could get some practice for the Worlds.

As you know there is always wind in Denmark and the waves are huge or so you thought.

When the wind finally came on a weekend where we had a qualifying event for the worlds, everybody was hiking as we are known for up here in Viking land, but the wind disappeared as fast as it came so again at the nationals there was no wind.

Here I would like to say that it was good to see so many of you coming to practice before the worlds. A special greeting to the Austrian, Skolaut who was able to use his 1st place here later on to lick his wounds from the worlds. You had a perfect race Skolaut, keep it up!

The Worlds was a great event but I am sorry that we couldn't come up with any wind. Now it is no longer necessary to fear Denmark not even if you are coming from an Austrian lake.

The last events of the year had a lot of wind and nice weather, so as in fairytales it was all good in the end.

Before we finish the Danish Update I would like to tell everyone about a case we had this autumn. Especially, I would like to tell you how you shouldn't handle a case like this.

In September I was contacted by one of my members who told me he had a suspicion

about a boat, who were not keeping to measurement rules. As I was told, it looked like the transom was too long (about 1 cm). What does one do when you hear an accusation like that. I contacted the National Sailing Administration in Denmark. I was guided wrongly by them and was led to believe that we could get a conviction on the measuring data I gathered together with a measurer.

The problem was that even though two measurers and I had a suspicion that the accusation was right, we ended up without a chance to prove it, because the owner managed to change the boat without our knowledge and against our restrictions to him. So today we are standing with what we thought was a case but the evidence has disappeared in the night.

My conclusion for anyone who finds themselves in the same situation as me, is to protest the boat at a regatta, because with that in your hand the boat can be measured at the harbour and the conviction will come at once. There is no other way to handle a case like this if everything should end up fair.

Hope to see you all in Denmark this year and please learn from our mistake.



*Snapshots from the 2000 World Championship held in Kalovig, Denmark*





#### Top 10 Ranking

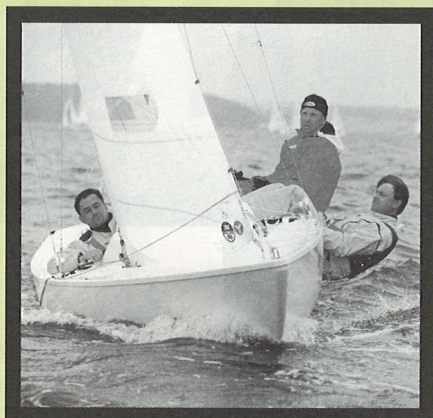
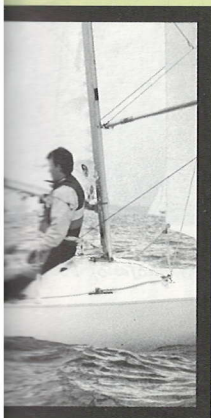
- 1 DEN 149 Lars Gottfredsen
- 2 DEN 6 Jacob Guhle
- 3 DEN 8 Jonas Høgh-Christensen
- 4 DEN 157 Thomas Taatø
- 5 DEN 52 Mikke; W Rasmussen
- 6 DEN 68 Michael Casparij
- 7 DEN 111 Jørgen ring
- 8 DEN 189 Morten Hamsen
- 9 DEN 18 Michael Heimann
- 10 DEN 152 Ulrik Nielsen

#### WHO'S WHO IN DENMARK

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E-mail: junior@kdy.dk





# AUSTRALIAN REPORT

## Y + X = OOOO

It's been a big year downunder with the Olympics and the Volvo ISAF World Youth Championships taking up a lot of our volunteer time and disrupting our Yngling Championships. Ironical isn't it? Does this mean we try for the World Youth keel boat as well?

During the Olympic games all our Yngling volunteers used the occasion to lobby like hell with ISAF officials, conduct evaluation sails and generally do our bit at every opportunity.

The interest in the Yngling is enormous and we are enjoying great racing because of the new faces.

You may not know, but Yngling translated downunder means Fun in the Sun and we are having a lot of it.

The Olympic decision has attracted some very good X chromosomes to the Y fleet. We have now two past Olympians campaigning very hard, as well as three more female teams including the unstoppable Warn sisters.

Our National Championships had two teams tied in first place with one race to go and three teams in a similar position for third place.

After a black flag start and a lot of heavy covering, the championship was decided.

Hamish Stone	AUS 44	First
Hamish Jarrett	AUS 8	Second
Chris Meehan	AUS43	Third

Notably with relatively few practice sails our past Olympians Melanie Dennison and Nicky Bethwaite were seventh and eighth.

We are organizing a new Women's Regatta for talent identification. It is called Aus-Pac and invitations to race have been extended to all Pacific Asian and Indo-Chinese nations. This allows all the men's boats to be available for charter.

This Regatta is followed by the *Sail Expo Boat Show* where we are displaying our new Ynglings designed for women by our World Champion Yngling and Olympic Sailors. Australia has produced the most number

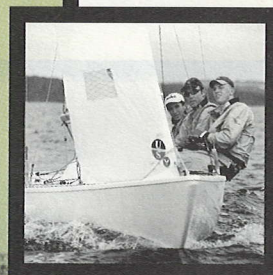
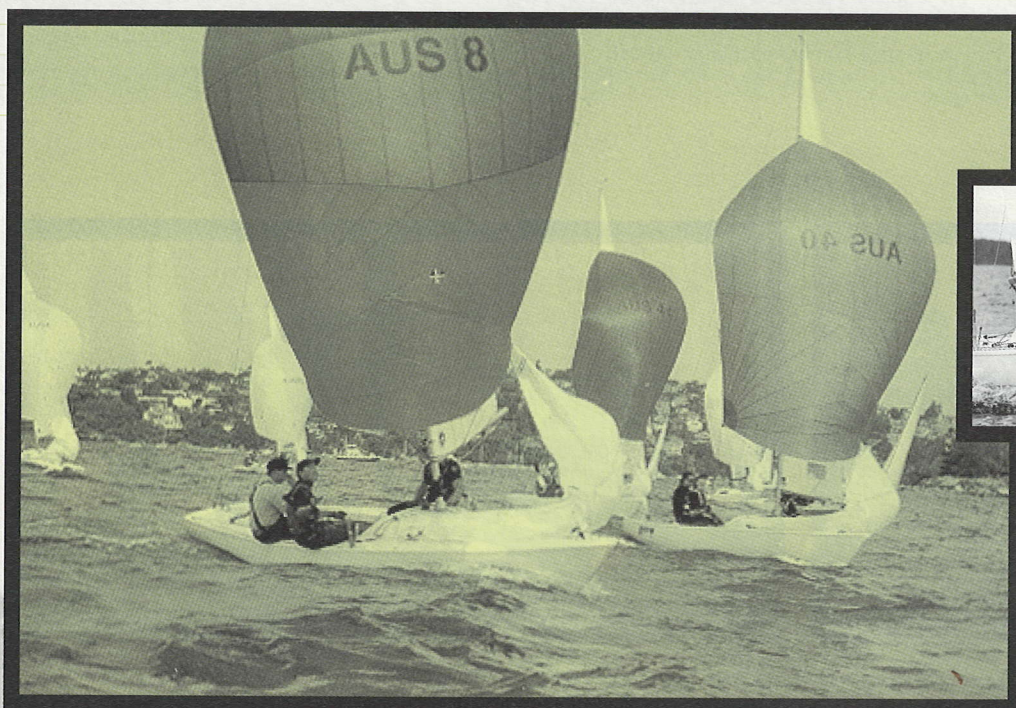
of Ynglings for many years and with David Edward's and Neville Wittey's help we know we can continue to produce the best Ynglings in the world at the right price.

Neville and David are the '96 Yngling World Champions and the Soling Match Racing World Champions, as well as our Olympic Soling team. With their wealth of experience and our unequalled production we are confident that Aussie Ynglings will gain places. The boats are designed for ease of use with fast systems to sail faster.

The Yngling is invited into the Sail Sydney Regatta and will be open to every sailor as will all of our other regattas. We enjoy racing with all crews whether X or Y or X+Y and will maintain that relationship.

Australia will renew its offer to hold the Yngling World Championship during the summer 2003-2004 with two Regattas, fireworks and a party to end all parties.

*Chris Harper*  
Australian President



*Australia sent its full quota of boats to*



## WHO'S WHO IN AUSTRALIA

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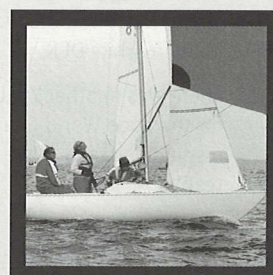
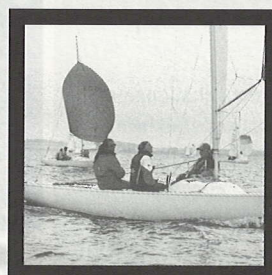
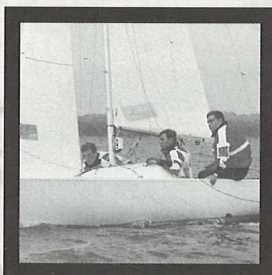
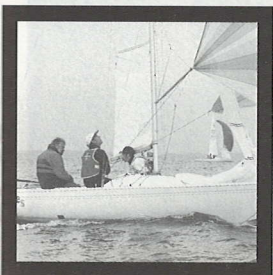
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The Worlds in Denmark, including one womens team



# AUSTRIAN REPORT

## YNGLING-EC 2001 – THE NEW OLYMPIC CHALLENGE

What the International Yngling Association started two years ago – promotion of women sailing in the Yngling-class – came last year to its summit. The International Yngling class was designated as Women's Olympic Keelboat for Athens 2004 by ISAF.

The Yngling Club Österreich is very pleased to organize the first big sailing event in the new Olympic Yngling class – the 2001 European Championship on Lake Garda, Italy.

The organizing club is the famous Fraglia della Vela Riva situated in Riva del Garda on the northern end of Lake Garda.

Due to the WC 2001 in Newport Rhode Island (USA) there will be no entry limitations for all participating countries in the EC. Every Yngling team from all over Europe is invited to compete in this high-ranking regatta, especially all new countries in the big Yngling family, spread all over the world.

Hope to see you all at an outstanding EC 2001 in Riva del Garda.

## WC 2001 – AUSTRIAN ATTACK IN NEWPORT

After 21 years of waiting and hoping the Yngling Club Österreich has another World Champion in the Yngling class. With an outstanding performance Rudi Mayr and his young team won the World Championship 2000 in Arhus DEN.

There was another Yngling team challenging for the 2000 World Champion, but they were disqualified, and ranked on place 19 in the results.

Ups and Downs for the Austrians in last years WC. And for this years WC in Newport Rhode Island (USA) the Austrian Yngling sailors are working very hard to defend their title. There will be a great Austrian attack in Newport and last years WC will not be the last won by an Austrian Yngling team ...

## REGATTA DATES 2001

21–23	April	Dolce Vita, Gardasee "VSOP"
24–28	April	European Championship, Fraglia della Vela Riva EM
19–20	May	"Alpencup", UYC Traunsee SP
9–10	June	Salzburger Landesmeisterschaft, UYC Mattsee SP
14–17	June	Staatsmeisterschaft, UYC Wolfgangsee IM
28–29	July	Steirische Meisterschaft, STYC Grundlsee SP
18–19	August	Schwerpunktregatta, UYC Attersee SP
18–19	August	"WM Generalprobe für 2002, lakes week" RVB Urnersee, Switzerland SP
22–23	September	"Weinlese", SC Krems



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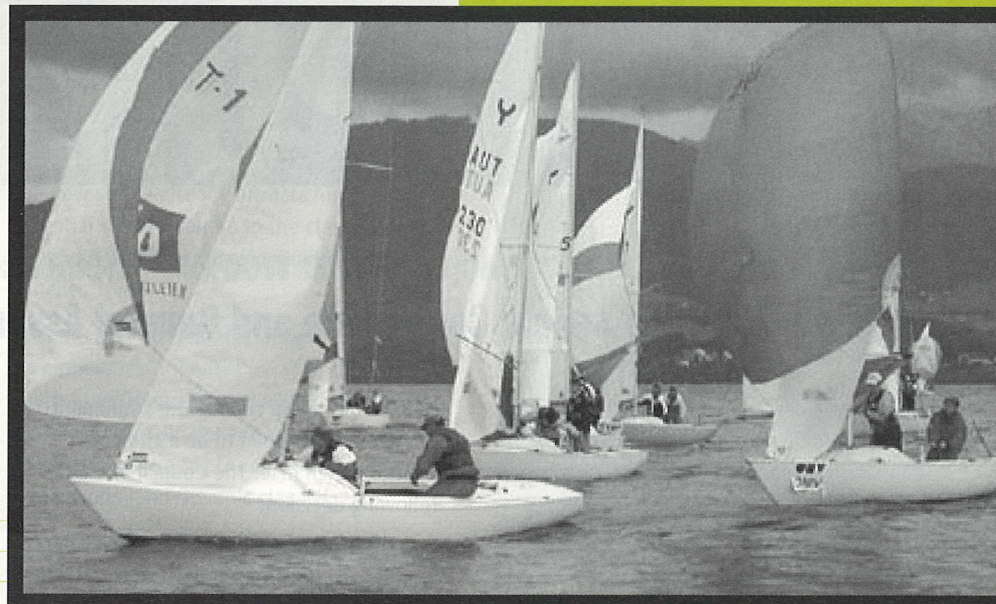
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# DUTCH REPORT

## YINGLING elected as Olympic Class for women – fleetrace Greece 2004 International Sailing Federation Annual Conference and General Assembly 3-11 November 2000

Hereby we (members of the Yngling Club Holland) give a short impression of the Annual Conference from ISAF in November 2000. There has already been a lot written about this conference so everyone knows about the YINGLING.

A lot of meetings were planned during this week by several committees. Our President, Ingemar Strömblad was present for the International Yngling Association and he attended meetings which were important to the Yngling Class.

There were a few committees that could be very important for the selection of the 2004 Women's Keelboat. This of course had our special attention. These committees were the Women's Committee, the Event Committee and the Keelboat Committee.

During the Council meetings on Thursday 9th November and Friday 10th November the decisions will be finally taken. This Council has 37 members. The meeting on Thursday was a bit relaxed and quiet, until the Council was going to decide which equipment would be chosen for the various disciplines at the 2004 Olympics. It was more or less easy when voting started for the various disciplines, except for the Women's Keelboat. It was a pity that the Soling was thrown out in favour of the Star.

Windsurfer men – Mistral

Windsurfer women – Mistral

Multi-hull open – Tornado with spinnaker and double trapeze

Double handed dinghy women – Europe

Keelboat women – ???

Keelboat men – Star (20 members voted for the Star and 17 for the Soling)

Double handed dinghy open – 49er

Single handed dinghy men – Finn

Double handed dinghy men – 470

Dinghy open – Laser

Before they could choose the equipment for women there had to be a choice for fleet or match race. The Council made the following decision:

Against fleet race	3 members
Abstentions	4 members
In favour	29 members

This gave the whole matter a new problem. Both the Women's Sailing Committee and the Event Committee would like it to be a match race event. But surprisingly the Council chose for fleet race!! After that there was another choice of the number of crewmembers. The Council finally decided that this number had to be 3 instead of 4.

At this moment, the Women's Sailing Committee asked for some time to discuss what equipment would be the most appropriate (the J-22 or the Yngling). We got the idea that they didn't count on the fact that the choice could be fleet race!! During the council meeting on Friday the decision was taken at 16.35pm that the YINGLING had to be the Women's Keelboat equipment.

Yes, yes, yes, the women from Australia had done a great promotion last year: the ISAF council members had not forgotten it!!!



*His Majesty King Harald of Norway, President of Honour, ISAF, congratulating Ingemar Strömblad, President, International Yngling Association*

Of course Ingemar Strömblad was very pleased with it. After the meeting he was also congratulated by His Majesty King Harald of Norway.



*Jan Linge with his Gold Medal*

On Saturday Mr Jan Herman Linge was given the Gold Medal by ISAF, for all he had done during so many years. Congratulations from us to Mr Jan Herman Linge.

During our stay we met several committee and council members and we also talked a lot with Ingemar.

The German Yngling Class Association will make a great presentation at the exhibition "Boot 2001" in Düsseldorf.

*Hans & Marjolein Peulen  
Yngling Club Holland  
NED 291*



## Y2K breakthrough in Holland.

The year 2000 has been a very special year for the class in Holland. After a long time of developing a new strategy promoting the class, a lot of projects were developed and successfully implemented. As a spin-off of the WC 1997 in Stavoren, the Royal Yachting Club "Sneek" decided with substantial help from Land-Rover (as sponsor) to purchase 8 brand-new Aussie Ynglings. These Ynglings will be used in a program to develop young talent and to develop a new team and matchracing circuit in the Netherlands. Which last year was started by the official Open Dutch Teamsailing Championship using these Ynglings. It was a great success and many sailors from other classes were given the opportunity to make their acquaintance with the class with many, many, enthusiastic responses as a result.

Next step will be to achieve another status of the Yngling within the Royal Dutch Yachting Union, as a so-called preference-line boat. The Union will then adopt the boat as "the" follow-up boat as a next step from dinghy sailing, to develop young talent on their way to the Olympics. Attempts to get this status failed in the past but now the Yngling is Olympic it must succeed.

The Yngling Club Holland also succeeded in getting Land Rover Netherlands as a Club Sponsor, providing us with the financial and material means to promote the class in the Netherlands. It makes it possible to work more professionally, organise training sessions with professional coaches and set up new ways of communication with our members and target groups.

One of the results is our new web-site, with a lot of information on the club and our very unique regatta-calendar, which makes it possible to enter yourself directly for the regattas.

The new status already attracts high potential women sailors to the class such as Margriet Mathijse, Klaartje Zuiderbaan and Annelies Thies.

The club also participates in new developments in the Netherlands such as the Dutch Tone Open an event which was directly placed on the ISAF Calendar and should be developed as one big Dutch Open for all International and Olympic classes.

Special Events in the Netherlands are the North-Sea regatta with Yngling participating as the smallest boat, but still pulling the attention by it's wonderful seaworthiness and spectacular racing on the waves of the North-Sea.

Open Dutch Championship with increasing numbers of competitors and also the Kaag and Sneek Sailingweeks attracting a growing number of participants.

Roermond at the end of the season with 46 boats on the entry-list, has been one of the most popular events in the Netherlands for more than 30 years.

And as a result of all these achievements the class is growing, new boats are being sold and nowadays it's very difficult to find a used Yngling.

Will be continued in the International Yngling Magazine 2002.

## REGATTA DATES

April	28-29	Heeg
May	18-20	DOS, IJsselmeer
May	23-28	SPA Regatta, IJsselmeer
May	24-27	Sneekregatta
June	01-04	North-Sea Regatta, Scheveningen
July	07-08	North District Championships
July	14-18	Kaagweek
August	04-09	Sneekweek
September	01-02	Class event, Langweer
October	04-07	Land Rover Open Dutch Championship, Roermond
October	13-14	Open Dutch Team Sailing, Sneek
October	20-21	Open Dutch Team Sailing, Sneek
October	27-28	Class Event, Roermond
December	01-02	Boterletterregatta, Rotterdam

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# GERMAN REPORT

## Yngling summer 2000 – the season before the big turn around!

Every year again, we face the same question. What happened during the past year that should be referred to in the magazine?

I should start with the exhibition "Boat Düsseldorf" in January 2000. For the second time, the DYKV had its own stand at the exhibition and realised a really successful presentation. We were happy to present a beautiful Yngling built in 1969, carrying No.

Our regattas in 2000 showed an average or even very good number of participants, i.e. 12 to 30 participants. Meanwhile, we have a small group of actives that also travel to races or championships taking place in neighbouring countries. Contacts got closer and friendships intensified.

Our new presiding committee of our national class will continue its efforts to push our class's interests and will dedicate all its initiative to face the new situation. Our presiding committee has changed slightly

in November 2000 our Vice-President, Jürgen Troeltsch, retired after 8 years of successful work. His successor is Horst Gathe who was elected unanimously.

2001 will certainly bring – as it does in your national classes – a lot of changes for all of us and nobody can say what and to which extent it will change. But one event is surely going to take place: the DYKV e.V. celebrates its 25th anniversary.

In order to celebrate this appropriately, we will organise the "Deutschland Cup" from 24–27 May 2001, including a big anniversary party in Duisburg (near Düsseldorf). We would of course be very happy to welcome lots of participants, not only from Germany, but also from abroad.

Due to the Olympic status in 2001 we are pleased to add new high quality regattas to our German race calendar which are surely interesting for many of you – not only for the girls.

All German Yngling sailors look forward to the sailing season 2001! We keep in touch surely not only during the races.



*World Championship, Denmark 2000*

EUR 2000 on its main sail for the occasion. Starting in December 1999 already, a handful of Yngling enthusiasts met several times to work out concepts to decide how to present our Yngling to its best advantage. In the end, we did a pretty good job.

And in 2001 again, the DYKV e.V. will be presented at the fair. However this time, our Yngling will be in the limelight. Before the big – Olympic – turn around, we were just a small International Class catching little attention (as our ranking list does not show enough active sailors, no big national acceptance) with little importance in Germany and sometimes, almost being smiled at ("You sail your Yngling, who cares?"). At the same time of course, a lot of people fell in love with the Yngling at first sight and immediately were keen to know more about it. And now ... we will see what will happen! The future will be interesting, exciting and will have some surprises in store for us.

## CALENDAR 2001

24 – 27 May	Lohheider See, Duisburg German Cup and 25th Anniversary Party DYKV e.V.
09/10 June	Sechs-Seen-Platte, Duisburg
16/17 June	Edertalsperre, Kassel
20 – 24 June	Baltic Sea, Kiel Kieler Woche (only female!!)
11 – 15 July	Baltic Sea, Warnemünde German International Championship
25/26 August	Baldeneysee, Essen
08/09 September	Leopoldshafen, Karlsruhe
18/19 September	Lohheider See, Duisburg

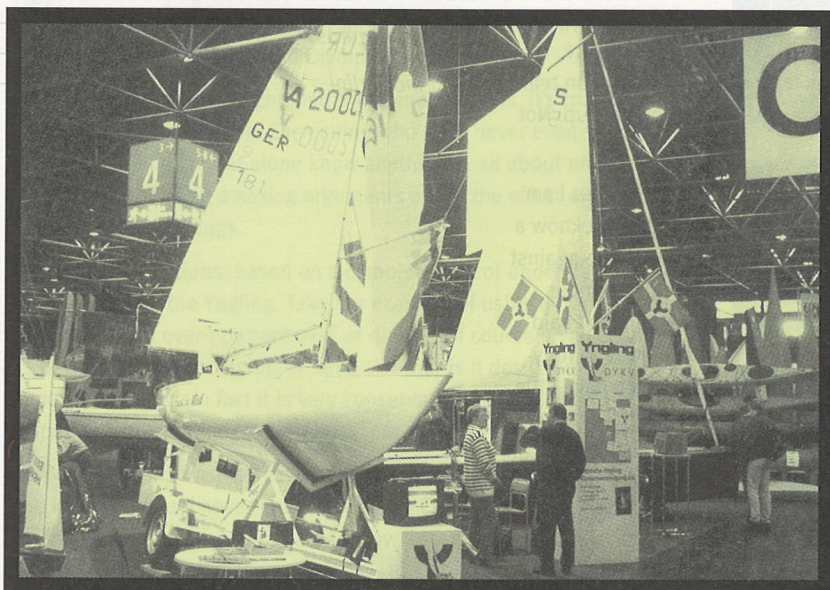


Andrea Himz, Sabine Schedlinski, Astrid Schutt



## RANKING 2000 DYKV E. V.

1. Hans-Heinrich Gerth	GER 222	7. Jürgen Troeltsch	GER 115
2. Thorsten Schutt	GER 151	8. August Wolf	GER 7
3. Holger Urbaczka	GER 194	9. Philipp Däbritz	GER 219
4. Horst Garthe	GER 138	10. Katharina Hub-Balven	GER 38
5. Sabine Schedlinski	GER 199	11. Alfred Ehrenfried	GER 221
6. Adri den Drijver	GER 200		



Exhibition "Boot Düsseldorf" in January 2000

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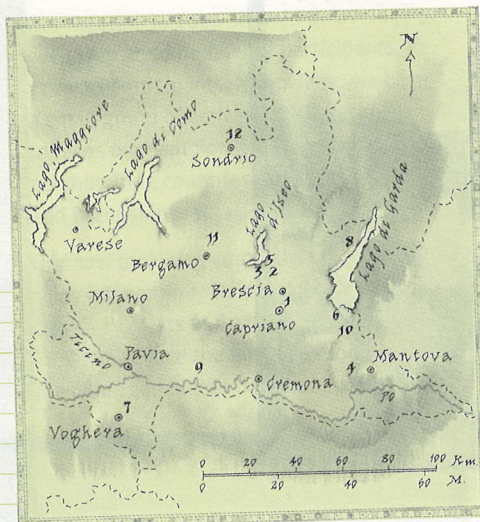


# ITALIAN REPORT

Dear Friends,

frankly, it was something very special when on the evening of November 10th, 2000, I read on my computer our boat was elected as an Olympic Class. For a few Italian Yngling lovers it has been like winning a lottery because this recognition gives the boat the right value she deserves and that, after 26 years from the first time I presented the boat in Italy, very few people have agreed.

On that evening, within a few minutes, many old images came to my mind; the first time I knew Yngling in Oslo in summer 1974; my first boat from Drobak; my first unsuccessful Worlds on Attersee 1975, but very glad to be there with all the others; my efforts to sell the boats in Italy while I was Italian Nautor's Swan technician; all visitors coming to see the boats shown in the Genoa Boat-show, many of them always interested but very few serious buyers; my vain efforts to get the boat and the Class acknowledged by the Italian Federation which were asking for 200 boats delivered in Italy before their approval; the first Italian race in Rapallo in 1979 with only 7 boats; a boat sold to the famous most luxurious car designer, Pininfarina who purchased the Yngling to get her inside the "wind tunnel" (where they normally test the Ferrari) to study new types of sailing trims and sails !!!



Too many difficulties were against the growth of the Class in Italy at that time, including the terrific 33% VAT tax in addition to the purchase price. In Italy the sport of sailing is not a national culture or tradition but a seasonal fashion of very few people.

On November 11th, 2000, three phone calls from the Federation were waiting for me, to notice that they were ready to acknowledge the Class: at least !!! after 25 years from my previous request !

Now everything goes well, lots of interest. Immediately I sold two boats to the Federation, two other boats to private people, plus two to the second Italian team challenging for the next Americas Cup. Not bad as a start !

But at this time of general happiness I am frankly sorry to be forced to let you know a very unpleasant act has been made against our Class, by the arrogance of a famous Italian Americas Cup helmsman. As I said previously, sailing is not a culture in Italy. Many nautical magazines, which have little news to write, ask for articles from famous sailors who, sometimes, are also known and famous because of their life acts and

popularity, less for the wins in regattas. By the growth of their popularity in newspapers, television etc. they think they will become "VIPs and heroes". In the March issue of the Italian magazine *Fare Vela* he has written an article on "how he dreams over the Olympic sailing of the future". Too long to translate here, what he says while seated on the throne of his Olympus in part of the article is "there was no doubt the need to get more women in sailing sport, the replacement of the Soling would have been also requested, but the fact that the Yngling is a disgusting boat is sure".

At first reaction I was furious, then I sent an official letter to the President of the Italian Sailing Federation asking for his official immediate reaction and disciplinary measures towards him. No answers at the moment. I will write an article answering to his opinion from our side of the boat. All Yngling sailors of the World are kindly invited to voice your opinions about this fact to my e-mail and I will forward your messages to the magazines. Please do that.

We start officially racing in Italy with the European Championship on Garda Lake and frankly, I will be glad to meet all of you there in a month.

Best regards,

Pino Ferlini



# FROM THE OFFICE OF THE SECRETARY

## SOMEBODY HEARD US!

A good decision for the class. As you are aware the Yngling has many new opportunities for future growth. One major result is availability of more good builders to further expand the class. This old problem has at last been solved and it should improve the situation in all parts of the world.

We are now experiencing the post decision reorganization of our class rules and affairs – all this comes with being an Olympic Class. I think it is opportune to remind everyone of how we became an Olympic Class. It is very simple it is because we are a great International Class. We wanted to do it and we had the people to do it.

So what made the Yngling a great International Class – the diverse range of people who sail it and help run the class. They are the ones who know the boat and have evolved the rules, both technical and racing.

Two issues seem to dominate the Yngling chat line and other communications – who will be allowed to race the boat at major regattas and what weight will be allowed for the female competitors!

The class is built on its membership, which is mixed in all nations. We would be stupid to change our successful formula and limit our International Racing to women only events, unless it is essential for the promotion of the class eg. Aus-Pac by making boats available to women to kick start new fleets.

I have listened to many athletes from the Sydney Olympics and the women do not want to be segregated. As a matter of fact most believe that Olympic qualifying events should be mixed. Each nation can learn a lot from the Olympic 470 Gold Medallists, both teams male and female raced and trained together and improved their performance together. The Olympic athlete can be accommodated in the class and we have won the right to do this – all we need now, is do what's best for National, International and Olympic Racing.

The second issue is a weight limit for women's teams. It's truly amazing how many experts pop up. Even some who have never even seen a picture of an Yngling, let alone know anything at all about one, but can put forward the most amazing arguments about the effect of weight and winning in Ynglings.

These are correlations, based on a complete lack of understanding and experience with the Yngling. Take the example of using a trapeze type of device on an over-powered skiff or dinghy. Of course it will change its performance. The Yngling is not a skiff nor is it designed for removable ballast. In fact it is very conservatively powered and responds better to fine trim changes, not weight or lack of it!

Our World Championships have been won by light and heavy crews. The ignorant would never understand how Claus, Claus and Klaus could even win a race in light air! Or how Rasmussen could win in moderate to fresh air.

An even worse argument is to restrict women to an average weight based on an athlete! In whose terms do you mean female, shot-putters should be included with gymnasts? Do you mean that the average Asian athlete determines the weight or the average western woman?

It gets even worse, some accuse large women of not being normal in this world. I'll tell you what's not normal its people professing this type of argument.

Our class has never had a weight limit and has prospered by it, because we are not punitive in our thinking and we understand what makes the Yngling go fast. Smart decisions are based upon fact and not fantasy and we should never contemplate restricting anyone from racing the Yngling.

I challenge anyone to do a study on weight, where it is put, wave and wind, upwind and downwind positions and find an optimum weight. This should not be so hard for the experts!

Then what do you do with the data, try to restrict an individual's right to sail? There is no place for sexist, racist, chauvinist and punitive practices in the Yngling Class! **Diversity is the strength of the Yngling Class.** It would be even worse if the data showed that a minimum weight limit should be imposed for competitions in lake countries. This of course means that Mads could not win in Austria.

We must think about this from a class point of view and support only friendly practices which will increase the class worldwide.

Chris Harper  
International Secretary



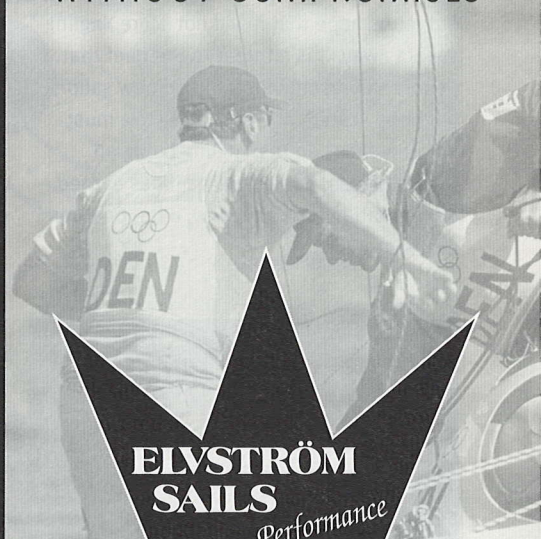
Jesper Bank

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compromises.  
An Elvström sail  
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the philosophy of a  
man who thrilled  
the world as a  
sporting sailor.  
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which we are still  
committed today.

*Boeck*

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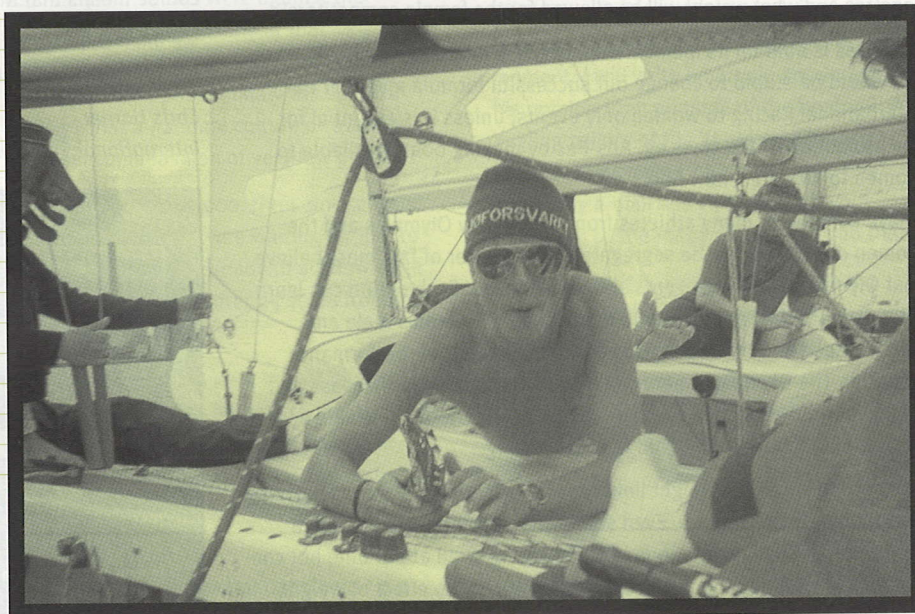
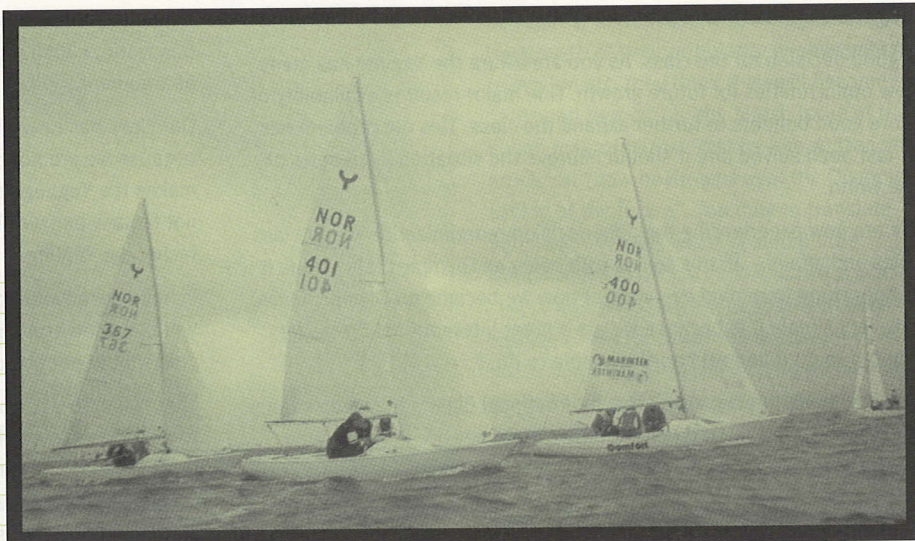
# NORWEGIAN REPORT

It has been an interesting Yngling year in Norway. New crews have set sail in an Yngling, proving that the work done by the Norwegian Yngling Association over the recent years, is starting to pay off.

The Norwegian Championship was won by NOR 401, who defeated NOR 326 and the former three years in a row champions NOR 400, in heavy weather conditions during the championship. However, few changes among the best crews in the millennium year. The Norwegian Ranking shows NOR 326 on top, followed by NOR 400 and NOR 401.

There has been some changes at the bottom of the list this year, as the fleet has seen a new boat with girls only. The girls even made it to the World Championship this year, as the first "womens-boat" for Norway. Now that the Yngling is a member of the Olympic family, we look forward to seeing more women competing in both National and International regattas. The Norwegian Yngling Association is about to make plans together with the Norwegian Sailing Association on how to recruit female sailors to the fleet.

This is a remarkable change for the Yngling, but let us hope that it will not scare Yngling sailors away. It is a threat to the fleet that people sailing only for fun, and new sailors, might be scared, and stay away. We must not only focus on the Yngling being an Olympic class, but also what it has earned its reputation for up till now, a fun boat for everyone.



*Norwegian party at the World Championship in Denmark*





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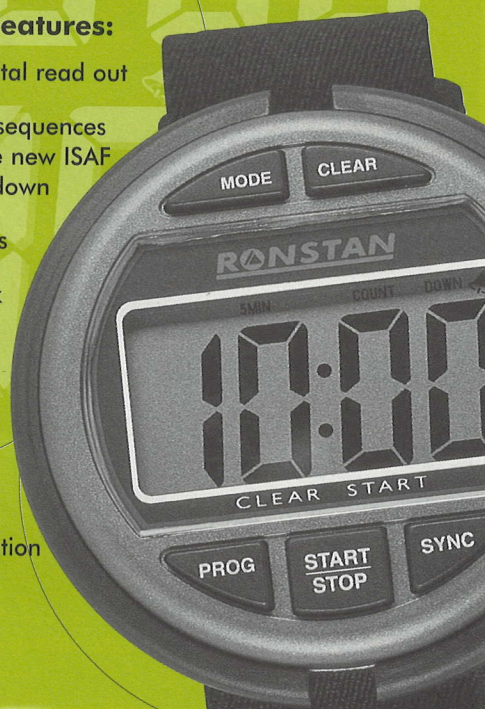
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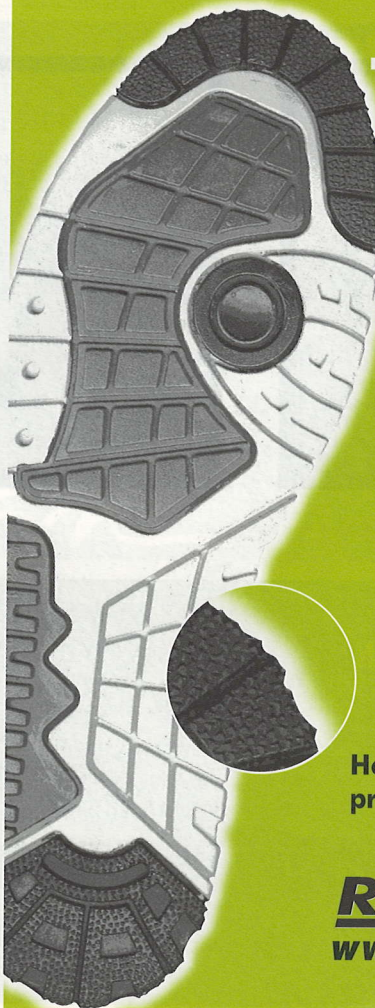
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# SWEDISH REPORT

## REGATTAS IN SWEDEN

Int. Swedish Championship in Yngling

September 7 – 9th, 2001

Helsingborg Yacht Club.

Throughout the season of 2000 the Swedish Yngling Association continued its work to establish the Yngling as a suitable boat for education and racing. The main argument all the time has been that the Yngling is combining youth sailing with high level racing, in a way that's unique for a keelboat.

For the first time a small Yngling fleet is being developed in the very south of Sweden. Private and club boats are coming together for training and racing. With Denmark, and great fleet racing being only a few hours of sailing away there are plenty of opportunities to use your training experience with the excitement of having many boats around you.

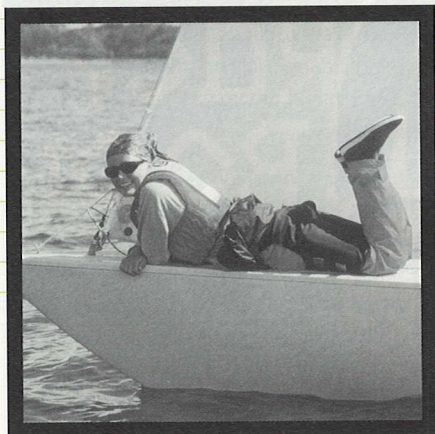
Sweden was represented by three boats in the World Championship at Kalövig this year and a number of Swedish boats have

competed in several regattas in Denmark and Norway. During the year there was also a small increase in the Swedish Yngling fleet.

In 2001 for the first time, Sweden will arrange an official Swedish Championship. The regatta will be held in Helsingborg on September 7-9th. It will be completely open for all nationalities.

Making the Yngling an Olympic Class is of great importance in a country like Sweden, where it's a relatively small class. It will truly be a class for sailing school kids to elite sailors. The work to promote the boat as clubowned and for education will continue. The Swedish Yngling Association will do everything possible to help and assist new sailors in the class, at whatever level they intend to sail.

Mattias Dahlström



## WHO'S WHO IN SWEDEN

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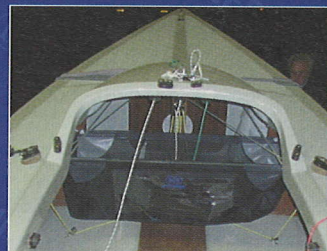
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email: david.elmlund@telia.com



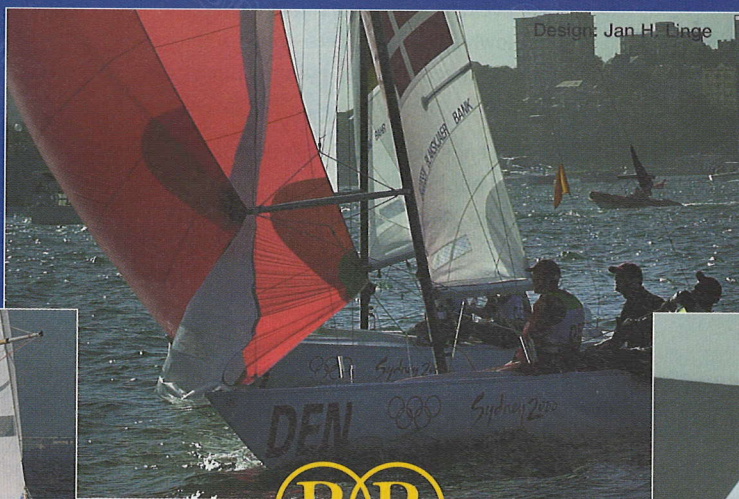


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*One-Design*



*Youngs Championship, Birmmham Jan 2000*



# SWISS REPORT

## Sailing 2000 in Switzerland

The regatta season with the attractive even figure 2000 will most probably go down in history as the calmest in terms of wind.

It is hoped that this year it will turn for the better, as last year two major regattas could not be rated due to Aeolus having let us down.

In the evening, in the restaurant everybody sank slowly into their chairs – oh yes, the endurance needed is still missing. But it will come.

We have enjoyed this training, have learned a lot and our heartiest thanks go to Henri and Urs for their work and patience.

To give an example: During the opening ceremony all national teams had to sing their national anthem, as the band did not show up. Marvellous!

A start delay of five hours was caused by lack of wind. To compensate for it – the “celebrating” in the evening reached Bf 8!

Back home again a personal highlight waited for Thomas and myself:

On September 15, our new Yngling was baptised in “Böju au lac” by Neptune in person, to the name of “Lady B”. Godmother Barbara and the many guests wished all the best and always a hand’s breadth of water underneath the keel.

For this year we have again put up an attractive seasonal program. We do hope that one or another crew from abroad will appear at the start to the Int. Swiss Championship in Thun, June 21–24 at the beautiful lake of Thun and/or to the World Championship Preparation Regatta in Brunnen which takes place on August 18/19.

The preparation activities for the World Championship 2002 are on the move. It is our goal to offer all the participants and their accompanying persons a great event.

The participants at the World Championship 2002 are kindly requested to organise their accommodation in due time.

## CALENDAR 2001

May 5/6	Yachtclub Horgen	Lake of Zurich
May 19/20	Segelclub Hallwil	Lake of Hallwil
June 2	Zürcher Segelclub	Lake of Zurich
June 16/17	Thuner Yachtclub	Lake of Thun
June 21–24	Swiss Championship Thuner Yachtclub	Lake of Thun
June 30	Yachtclub Au	Lake of Zürich
July 2/4/6	Thuner Yachtclub	Lake of Thun
August 4	Yachtclub Spiez	Lake of Thun
August 18/19	Regattaverein Brunnen	Lake of Luzern
September 1/2	Seglerver. Thalwil	Lake of Zurich
September 15	Segelclub Enge	Lake of Zurich
September 15	Thuner Yachtclub	Lake of Thun
September 22/23	Zürcher Segelclub	Lake of Zürich
September 29/30	Yachtclub Spiez	Lake of Thun

Fortunately, we Yngling-sailors will never become bored during such situations. Playing cards, chatting, talking shop, reading, doing small repair work such as bending straight the Windex-indicator or threading a new halyard are then in demand.

End of April 2000 we could perform our training in Estavayer under fair weather conditions.

On Friday, the nineteen participants were roughly woken from their winterdreams by a Bf 4-5.

But both our trainers, Henri Dessiex and Urs Joss wanted, of course, to profit from this wind and we, we did obey. Start, upwind, downwind, start and upwind again, how about the mainsail trim, is the jib okay and on the spinnaker-course – why is the chute twisted again?

End of May, the International Class Championship took place in Beinwil am See.

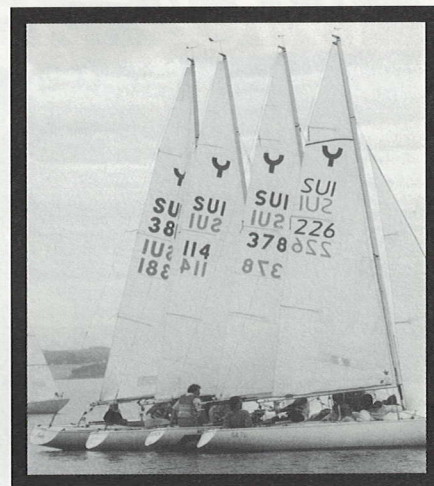
After 1992, 1997 and now again in the year 2000 the Segelclub Hallwil offered us its generous hospitality.

Under changing weather conditions, four races could be rated.

In the evening, swinging party mood came up in the SCH-Clubhouse.

The winner was, who else could it be, the Skolaut-crew from Austria. Andreas and Anita Knittel from Austria took second place.

In mid-July six Swiss teams trailered their Ynglings a long way up to Aarhus. When we finally found the Kalovig Badelaug Yachtclub we were given a warm welcome by the officials. We experienced quite a lot during this week.



Swiss boats are waiting for wind, WCA2000



*Ceremony of baptism, SUI 447 with Neptune. Helene's new "Lady B"*



Information is available from our  
homepage: [www.yngling.ch](http://www.yngling.ch) or  
<http://www.brunnentourismus.ch>

The Swiss Yngling sailors wish all the sailors  
a successful 2001 season and do look  
forward to meeting each other at regattas  
in Switzerland and abroad.

#### ASPROY Cup 2000

1. SUI 378 Thomas Huber
2. SUI 381 Margrit Güttinger
3. SUI 039 Stefan Meister
4. SUI 355 Margret Then
5. SUI 103 Ueli Ammann
6. SUI 283 Jürg Wenger

#### SWISS CHAMPIONSHIP 2000

1. AUT 201 Christoph Skolaut
2. AUT 016 Andreas Knittel
3. GER 138 Jost Garthe
3. SUI 378 Thomas Huber
5. SUI 283 Jürg Wenger
6. GER 115 Jürgen Tröltsch

#### Yngling world Championship 2002

Friday, 19 July  
Registration and measurement

Saturday, 20 July  
Registration and measurement

Sunday, 21 July  
Tune-up race, Opening Ceremony

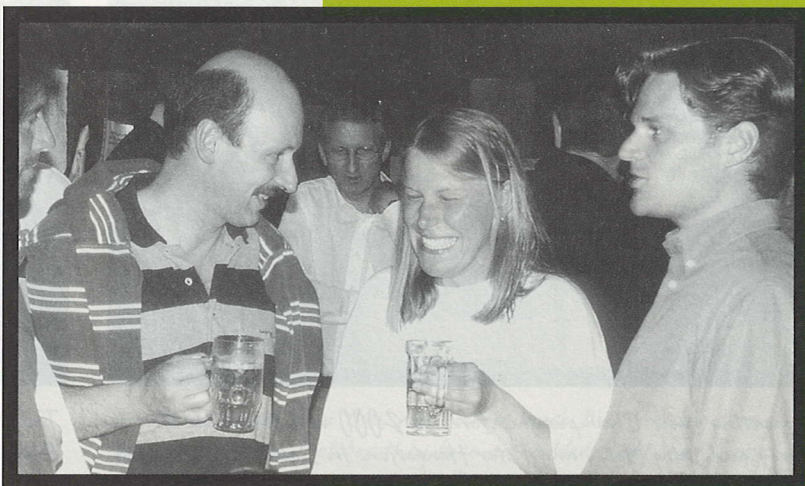
Monday, 22 July – Friday, 26 July  
Races (incl. 1 spare day)

Friday, 26 July  
Prizegiving Ceremony

*Time for cocktails at the Swiss Championship.  
L to R: Jurg Wenger, Sabine Schedlin, Christoph Skolaut.*



*Swiss championship, Beinwil am See 2000*



## WHO'S WHO IN SWITZERLAND

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# USA REPORT

## 2000 NA's:

Those East Coasters Kick Boat (again)!

The 2000 Yngling NA's was fun and exciting. Greg Merz and his team, consisting of his wife Sally and Peter Henderson (of the Alpena Yngling Hendersons) defended their title in good style.

They bulletted Races 3, 5, and 6, finished in second or third in the other races that counted (there was one throw-out) for a point tally of 9.25.

Congratulations to an excellent team that rarely missed a lift or gave up an advantage to dominate the final standings at beautiful Lake Okoboji.

We were blessed with an awesome Regatta Committee headed by Tom Thornton. They brought us great winds for the event, although from an unlikely direction: NNE.

The Rumbles were clearly up to their name (for those, of you around in the 50's) as they scored a series of first, second, and third in sequence in races 2 through 4. I'm pretty sure they nosed and decked the new Taboo from DeWolf, chopped the roof and had fender skirts on the keel.

It was good to see this Alpena team do so well.

The Tomlinson-Wilson team grabbed fourth, with the help of winning the first race of each of the first 2 days. Tom Thornton couldn't resist catcalling from a committee boat as Bill and Kathy gave each other an embrace in celebration of winning race 4. It sounded like he said "get a room" but it must have been something about buoy room.

More boats from the Minnetonka Fleet followed, Fred Appell, Dick York, Tom Hessian, and Pete Ankeny. Then a batch of Okoboji sailors: Bob Graham, Tom Everist, and Brad Jones.

It was great event, and a lot of the fun was brought down to us from more northerly latitudes by the MacKenzie Brothers of the Canadian Air Force. It was a toss-up whether their sailing skills exceeded their partying skills.

Starting off strong with a second and third in the first 2 races, Walter Monteiro and crew were leading the regatta at the end of the first day. Maybe they should not have partied quite so much, as they eventually dropped to second place – still very respectable, mind you.

They are great competitors and add a lot of life to the regatta, even if they can't explain

why the Canadian Navy has no sailing team, but its Air Force does!

Before the start of the final race of the regatta on Sunday, these guys sailed around with a water blaster gun giving nasty sudden showers to the unsuspecting, including the RC Line boat, which they stormed! Life must be really boring in Canada!

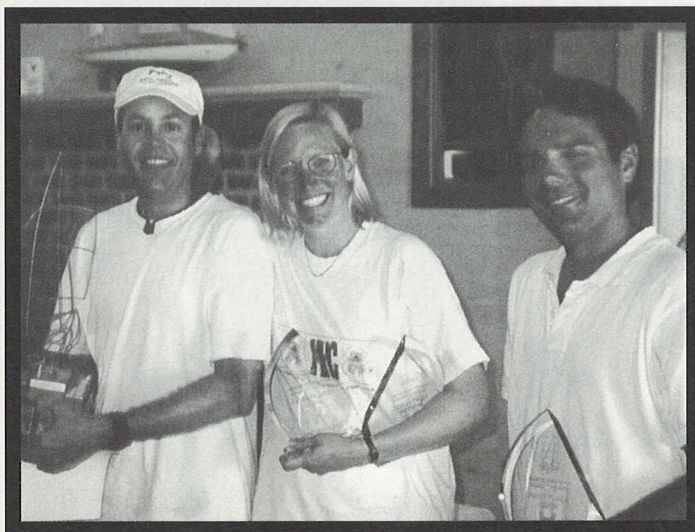
It was a great regatta! Great food, festivities, consistent wind, and lots of fun and Yngling camaraderie!

Everyone agreed that using gates at the leeward end of the course was an experiment gone right, and we've adopted the practice for the future.

Thanks and kudos to Tom and all the volunteers that put this great regatta together, and the wind gods for giving us not too strong, not too light, but unfortunately, not always where I needed them.

Bill Tomlinson

(OK– it's Benjamin Merz!)



*Repeating their Championship form in 2000 was the team of Greg and Sally Merz, and Peter Henderson. In December Sally gave birth to Okoboji-Minnetonka Merz, a healthy new crew member.*



*The MacKenzie Brothers get plastic and (hey!) an ICE bucket! (Monteiro team)*



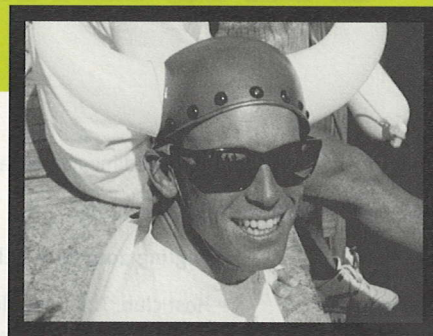
# 2000 NA's Results:

1	Gregory Merz	9.25
2	Warner Monteiro	23
3	Tim Rumbles	27.75
4	Bill Tomlinson	29.5
5	Fred Appell	39
6	Dick York	42
7	Tom Hessian	42
8	Pete Ankeny	43.75
9	Bob Graham	44
10	Tom Everist	49
11	Brad Jones	60
12	Pete Wilson	67
13	Chris McCoy	78
14	Stuart J Hanley	79
15	Colin Jensen	82
16	Harry Campbell II	83
17	Dick Thornton	87

Total: 27 Participants!

## YNGLING WORLD CHAMPIONSHIP 2001

Organised by the Sakonnet Yacht Club in conjunction with the North American Yngling Association



*Bruce the Viking!*

## SCHEDULE OF EVENTS

### North American Championship

Tuesday July 10

Wednesday July 11

Thursday July 12

### Newport regatta

Friday July 13

Saturday July 14

Sunday July 15

### YNGLING WORLD CHAMPIONSHIP 2001

Sunday July 15

Early registration

Monday July 16

Early registration and measurement.

PM practice followed by Opening Ceremony

Tuesday July 17 Race 1 and 2

Prize Ceremony for the days races

Wednesday July 18 Race 3 and 4

Prize Ceremony for the days races.

Regatta party

Thursday July 19

Lay day

Friday July 20 Race 5 and 6

Prize ceremony for the days races

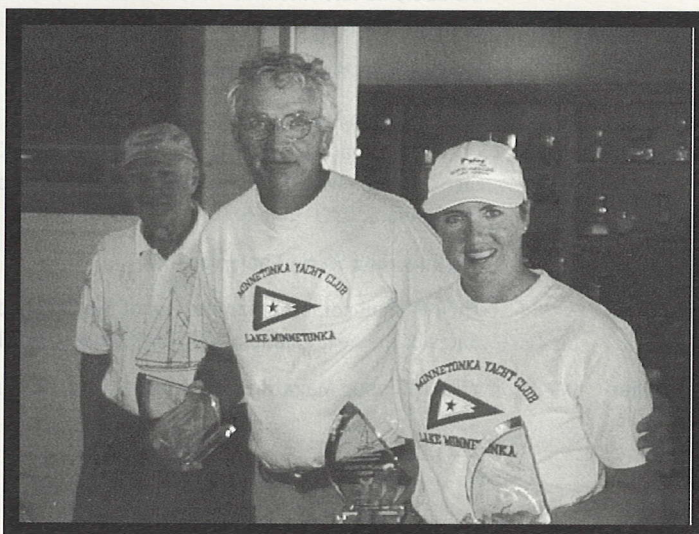
Saturday July 21 Race 7

Prize Ceremony for the days races.

Prize Ceremony for the World Championship and Clam Bake



*OK Tim, you got your trophy, now will you please shave??!! (Rumbles)*



*Fourth Place to these two, who had so much fun winning two of the races that in October they became wedded Capt. and Crew! Your guess as to which is which. (Bill and Kathy Tomlinson)*



# IYA DEADLINES

The deadlines below are the main ones of interest for the NYAs and the Yngling sailor.

## Date and Action

## Subject Matter

### Yngling 2001 World Championship

**March 27**

Sakonnet Yacht Club

Host club. The Host Club shall not later than four months before the first race in the both NYAs and NAs according to a mailing list supplied by IYA. At the same time, to every NYA or NA one IYA "Application for Entries" form in duplo, for use as specified in Rule 6.1, is to be sent also. (IYCC Rule 5.2)

### Annual Subscriptions:

**April 1** IYA, NYAs

The annual subscription for the current year shall be received by the IYA not later than the 1st of April. Yngling Owners, an IYA boatsticker will be distributed to each member as a receipt for payment. (IYA Rule 6.2) 7

### Yngling 2001 World Championship

**May 8** NYAs

Each NYA (or NA), wishing to enter yachts, shall complete in NYAs the manner prescribed, the "Application for Entries" form. This form accompanied by SF 20 per boat shall be sent by airmail to the IYA Secretariat postmarked no later than ten weeks before the first race of the series. A copy of the application is to be sent to the Host Club, (IYCC Rule 6.1) Sakonnet Yacht Club. The Host Club shall 10 weeks before the first race send the appropriate number of "Final Entry" forms to each NYA (or NA). (IYCC Rule 6 2.1)

### Yngling 2001 World Championship

**May 22**

Not later than 8 weeks before the first race in the series, the IYA shall inform the Host Club and each NYA (or NA) applying for entries, how many entries in accordance with Rule 4.2 and 4.2.1 – can be accepted. (IYCC Rule 6.2.1)

**June 3**

IYA Annual General Meeting Information: Suggestions for alterations or additions to the International Yngling Class Rules, the International NA's Yngling Championship Rules, or the International Yngling Association Rules shall in writing be in the hands of the IYA at the latest six weeks before a general meeting. (IYA Rule 7.3) Any major subjects for the agenda shall be in the hands of the IYA no later than six weeks before the meeting. (IYA Rule 9.1.2)

**June 17**

IYA Annual General Meeting Agenda: An agenda shall be issued by the IYA to all committee members no later than four weeks before the meeting (IYA Rule 9.1.1) Only if the AGM is held the 15th of July as expected.

### Yngling 2001 World Championship

**July 17**

Sakonnet Yacht Club

The Host Club is authorised to accept only "Final Entry" forms which are: a) certified by the NYA or NA of the yachts concerned. b) received by the Club Host not later than 30 days before the first race. together with the entry fee. c) accompanied by a copy of the valid Certificate as specified in IYA Rule 4.4. (IYCC Rule 6.3)

### Yngling 2002 World Championship

**July 21** IYA

The IYA shall not later than the end of the Championship series announce the location and the dates of the next Championship (IYCC Rule 3.3) in Brunnen Switzerland.

**December**  
IYA, NYAs

YNGLING 2002 Magazine: Closing date for contributions to the Magazine for 2001.



# 2001 CALENDAR

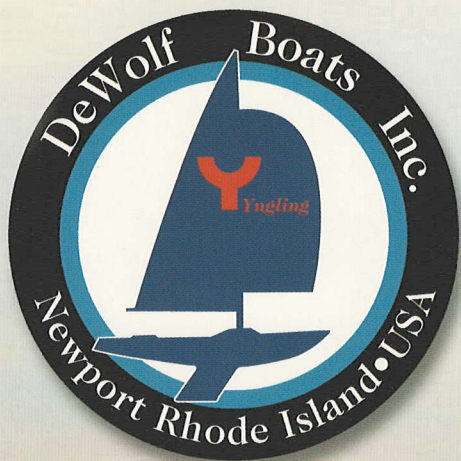
<b>APRIL</b>	28-19	Heeg	Holland
	21/22	Sejlkлубben Sundet	Denmark
	21-23	Dolce Vita, Lake Garda "VSOP"	Italy
	24 - 28	European Championship, Fraglia Della Vela Riva, Lake Garda	Italy
	28/29	Heeg	Holland
<b>MAY</b>	5/6	Yachtclub Horgen, Lake of Zurich	Switzerland
	12/13	NC1, Trondheim	Norway
	18-20	Open Dutch Championship, IJsselmeer	Holland
	19/20	"Alpencup" UYC Traunsee	Austria
	19/20	Sunby Sejlforening	Denmark
	19/20	NC2, Fredrikstad	Norway
	19/20	Segelclub Hallwil, Lake of Hallwil	Switzerland
	23-25	SPA Regatta	Holland
	23-28	SPA Regatta IJsselmeer	Holland
	24-27	Lohheider See, Duisburg, German Cup and 25th Anniversary Party DYKV e.V.	Germany
	24-27	Sneekregatta	Holland
	26/27	Horsens Sejlklub	Denmark
	26/27	NC3, Oslo KNS	Norway
	26/27	Memorial Day, Newport RI	USA
	26-28	Swiss Championship, Segelclub Hallwill, Lake of Hallwill	Switzerland
<b>JUNE</b>	1-4	North Sea Regatta, Scheveningen	Holland
	2-4	Danish Open, Kerteminde	Denmark
	2	Zürcher Segelclub, Lake of Zurich	Switzerland
	9/10	Salzburger Landesmeisterschaft, UYC Mattsee	Austria
	9/10	Sechs-Seen-Platte, Duisburg	Germany
	14-17	Staatsmeisterschaft, UYC Wolfgangsee	Austria
	16/17	Edertalsperre, Kassel	Germany
	16/17	Thuner Yachtclub, Lake of Thun	Switzerland
	16/17	RIISA, Barrington RI	USA
	20-24	Kieler Woche (women only) - Baltic Sea, Kiel	Germany
	24-26	St Hans Regatta	Norway
	21-24	Swiss Championship, Lake of Thun, Thuner Yachtclub	Switzerland
	30	Yachtclub Au, Lake of Zurich	Switzerland
<b>JULY</b>	2/4/6	Thuner Yachtclub, Lake of Thun	Switzerland
	5/8	Hankø Race Week, KNS	Norway
	7/8	North District Championships	Holland
	10-12	North American Championship, Newport, Rhode Island	USA
	11-15	German International Championship, Baltic Sea, Warnemunde	Germany



# 2001 CALENDAR

<b>JULY</b>	13-15	Newport Regatta, Newport, Rhode Island	USA
	14-18	Kaag Week	Holland
	15-21	<b>World Championship 2001, Sakonnet Yacht Club – Newport, Rhode Island</b>	<b>USA</b>
	28/29	Steirische Meisterschaft, STYC Grundlsee	Austria
	28-30	North Americans, Okoboji Yacht Club – Okoboji, Iowa	USA
<b>AUGUST</b>	4	Yachtclub spiez, Lake of Thun	Switzerland
	4-9	Sneek-week	Holland
	10-13	NM, Christiansand	Norway
	18/19	Schwerpunktregatta, UYC Attersee	Austria
	18/19	Skanskt DM, Borstahusen	Sweden
	18/19	“Lakes Week“ WM Generalprobe for 2002, RVB Urnersee	Switzerland
	18/19	Regattaverein Brunnen, Lake of Luzern	Switzerland
	23-26	CORK – Kingston, Ontario	Canada
	24-26	Norwegian Championship	Norway
	25/26	Baldeneysee, Essen	Germany
<b>SEPTEMBER</b>	1/2	Class event Langweer	Holland
	1/2	Seglervet Thalwil, Lake of Zurich	Switzerland
	7-9	Swedish Championship, Helsingborg	Sweden
	8/9	Leopoldshafen, Karlsruhe	Germany
	15	Segelclub Enge, Lake of Zurich	Switzerland
	15	Thuner Yachtclub, Lake of Thun	Switzerland
	15/16	Niva Badelaug	Denmark
	15/16	NC4, Moss – WC 2002 qualification	Norway
	18/19	Lohheider See, Duisburg	Germany
	21-23	NC5, Larvik – WC 2002 qualification	Norway
	22/23	Bogense Sejlklub	Denmark
	22/23	“Weinlese“, SC Krems	Austria
	22/23	Zurcher Segalclub, Lake of Zurich	Switzerland
<b>OCTOBER</b>	29/30	Yachtclub Spiez, Lake of Thun	Switzerland
	4-7	Land Rover Open Dutch Championship, Roermond	Holland
	13/14	Open Dutch Team Sailing Sneek	Holland
	20/21	Open Dutch Team Sailing Sneek	Holland
	27/28	Class Event Roermond	Holland
<b>NOVEMBER</b>		NSW State Titles	Australia
<b>DECEMBER</b>	1/2	Boterletterregatta Rotterdam	Holland
	27-29	Australian Open Championship RSYS	Australia
<b>JANUARY</b>		Sydney International Regatta	Australia





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