

YNGLING 08

40th
Anniversary
Edition

A magazine for Yngling sailors and their friends worldwide



Image Brechtje van der Werf



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Ynglings 40th Birthday 08

Come and celebrate our 40th Birthday at the Worlds in Denmark 2008

A bit of history first:

The plugs and moulds were built at Bringsvaerd's yard during the winter 67/68 and the first 7 boats sailed in the 1968 season.

Five of these took part in Norway's main national regatta and they made such a good impression that orders started coming in to Bringsvaerd's yard.

Jan Linge lent his own Y-N to Paul Elvström, who evaluated the boat during the autumn and winter and then introduced the boat to Danish sailors.

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

The Danes and Norwegians were such good sports they introduced the Yngling to the world.

Class History

- 1967 Designed by Jan Linge.
- 1968 First 7 boats sailed.
- 1971 International Yngling Association founded.
- 1979 Class Recognised by the IYRU.
- 1990 Interior redesigned by Jan Linge.
- 2000 Class announced as the Keelboat Women's Fleet for the 2004 Olympic Regatta.

It's our birthday and come as you want – all past champions, life members, colourful competitors, committee members, race officials, measurers and Yngling friends world wide.

Come and join us and be honored by our President Henrik Graveson and his fine committee.

You know we are famous for our parties, so this year we are planning on a big once in 40 year party.

Friends world wide, racing and partying since 1968.



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08 Contents

Cover main photo: The 2007 Open World Championship winners NED 333 Auke van der Werf, Don van Arem and Hidde-Jan Haven.

Cover inset: 2007 Womens World Championship winners GBR 12, Pippa Wilson, Sarah Webb and Sarah Ayton.

The administering authority for the International Yngling Class is the International Sailing Federation I.S.A.F. Ariadne House, Town Quay, Southampton, S014 2AQ England.
Tel: +44 1703 635111 Fax: +44 1703 635789

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

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)."

YNGLING MAGAZINE 2008 is a non-profit publication, distributed to all Yngling Sailors and their friends world-wide. Total distribution 7,000 copies.

GUIDELINES: Articles, photos, race-results are welcome. Files can be sent by mail, CD Rom and e-mail. Everybody is welcome to contribute to Yngling 2009.

Deadline for Yngling 2009 is the 15th December, 2008.

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Annual General Meeting

0700

Minutes of International Yngling 20/07/2006 Medemblik

1. Representatives, attendees and apologies;

Henrik Gravesen	President	DEN
Huub de Haer	Vice President	NED
Chris Harper	Secretary	AUS
Rene Steimer	Treasurer	SUI apology
Mattias Dahlstrom	Executive Secretary	SWE
Bruce Chafee		USA
Peter Hinrichsen	Chief Measurer	CAN
Alan Reece		AUS
Martha Henderson		WSC & CAN
Frederik Loppenthin		DEN
Helene Huber		SUI
Christoph Kohlschutter		SUI
Martin Seiter		AUT
Samuel Schano		AUT
Thorsten Schutt		GER
Augustinus Wolf		GER
Beer Van Arem		NED
Bostjan Antoncic		SLO

2. The meeting was opened with condolences for Jan Herman Linge's Family and a moment for respect. Beer Van Arem was thanked for providing the meeting facilities.

3. Henrik Gravesen and Chris Harper were elected Chairman and Minutes Secretary.

4. The published Agenda was approved with adjustments for current issues.

5. The minutes of the 2006 AGM were formally adopted. GRE will apply for NYA status and the application will be handled by the EC.

6. The Chairman's Annual Report was approved.

7. Smidmore Yachting Services (Australia) and Petticrows (UK) became ISAF Yngling Licenced builders. Denmark questioned their prices and was assured that they would be competitive. The executive Secretary is to check with ISAF and Mader as to the actual number of Mader boats. Abbot is expected not to build Ynglings for the time being.

The Chairman will speak about the incorrect weight spinnakers during General Business.

8. The Women's Sailing Committee (Martha Henderson) gave a verbal report covering the following;

- No formal meeting was held due to competition reasons.
- No minutes were recorded.
- The WSC issues from the last AGM are to be carried forward
- The WSC requires a clear explanation of the fees to Women.

9. The Auditors Report was read and accepted.

The Chairman reported that due to the importance of the next ISAF meetings that costs may be higher than budgeted. The treasurer was thanked for his work and his report was also accepted.

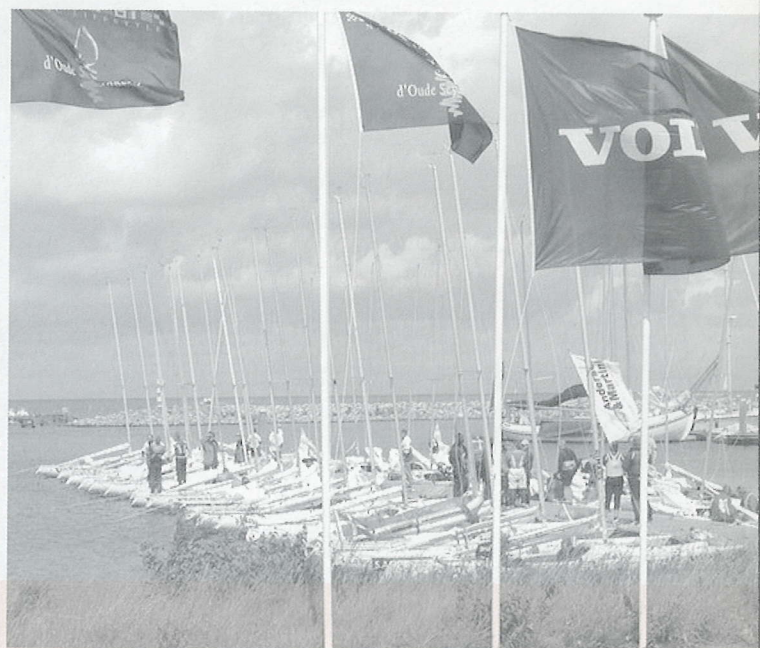
10. The Executive Committee was discharged of it's duties for the year 2006.

11. Amendments to the Yngling Constitution and Class Rules. The President reported that many Class rule changes had to be made during the year, using EC authority, to be expeditious with ISAF. These are posted on the ISAF website. As quick decisions were necessary a Special Paper was put forward for discussion. The meeting agreed that the EC had this authority and the paper was withdrawn. However to answer concerns raised by SUI that rule changes by the EC will make old boats redundant were answered with the following 3 Pillars Policy for rule changes:

- to keep the boats safe
- to keep the costs low
- to keep all boats competitive

If any rule change has a serious impact on these pillars, the change will go to the AGM for approval. Concerns about what rules apply at championships can be provided by the EC as requested.

12. No amendments of the Championship rules were put forward in the allocated time.



13. No amendments of the Class rules were put forward in the allocated time.

14.

1) Canada requested that the Yngling magazine be replaced with an e-copy only. This was rejected however an e-copy will be posted on the Website. The website will now have e-news.

2) Countries affected by money transfer problems (WSC) will be handled by the Executive Secretary.

3) The new website will be online during the championship, Mattias and Chris were thanked for their efforts.

15. Regattas:

2007 WEC Warnemunde GER

2008 WWC Miami USA

2008 OSEC Riva del Garda ITA 7-10 May

2008 WEC Massnou ESP 31-5 Aug

2008 Youth Championships Skovshoved July 3-5

2008 OWC Skovshoved July 6-12

2009 OWC & WWC Sweden

2010 OWC interest shown for Slovenia

2011 OWC interest shown for Attersee AUT

2012 OWC Royal Sydney Yacht Squadron AUS

16. Builders. Smidmore Yachting Services has a web address. Mader built 10 new boats for the Dutch Youth program. Borresen is building again and the Nautivella moulds have gone to Petticrow. No report from the USA DeWolf boats.

17. Membership fees will remain fixed to last years prices, however the Active member's fee is now per boat not per member of the boat.

18. Henrik Gravesen DEN was elected President for one year.

Huub de Haer NED was elected Vice President for one year.

Chris Harper was elected Honorary Secretary for 2 years.

Rene Steimer will serve as Treasurer for his 2nd year.

Mattias Dahlstrom SWE will serve as Webmaster for his 2nd year.

Mattias Dahlstrom SWE was re-appointed as Executive Secretary.

Auditors, Fasser and Leunenberger were re-appointed. Chief Measurer Peter Hinrichsen was re-elected.

Technical Committee members are Jorgen Ring, Peter Schoberl, Bruce Ingalls, Peter Carter and Roel Schellaars. The CM's request for the ACM (Assistant Chief Measurer) be allowed voting rights at the TC meetings and the replacement of the Designer will be made by the EC. The request also for J.P. Marmier to join was heard. The President advised the meeting that the TC can get advice and assistance from any source that they think fit and that the TC should represent Regions where the Yngling is sailed.

19. The IYA representatives to the ISAF meetings are to be decided by the EC.

General Business the following was resolved:

Spinnakers:

- a We use a list of approved cloths as other classes do i.e. the Tornado
- b We keep the 38gsm nominal weight
- c Current spinnakers measured prior to the end of measurement period during the 2007WC can be used till the end of the next OWC.

Youth Committee

Alan Reece AUS spoke about the youth cruises in Denmark and Australia, which promotes youngsters into the class.

As a result of this a Youth Committee is to be set up. Both Jorgen Ring DEN and Bryan Riddell AUS were commended for conducting the Youth Cruises.

20. The date for the next meeting is Friday the 4th July 2008 in Skovshoved.

21. The meeting was closed at 16:00.

Chris Harper

Minutes Secretary

Who's Who in IYA

08

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Torm Yngling Open World Championship Denmark 3-12 July

08



Organising Authority is the Royal Danish Yacht Club in conjunction with the Yngling Club Denmark, the International Yngling Association and the Danish Sailing Association.

The Regatta Office is at the KDY office area, Skovshoved Havn 5, 2920 Charlottenlund (North part of Skovshoved Harbour) and will be open as from July 1, 2008 at 11.00 hrs.

Thursday 03 July

08.00-18.00 hrs Regatta Office opens
09.00-18.00 hrs Registration and Measurement

Friday 04 July

09.00-18.00 hrs Registration and Measurement

Saturday 05 July

09.00-18.00 hrs Registration and Measurement
Appr. 19.30 hrs Opening Ceremony

Sunday 06 July

08.30-12.00 hrs Re-measurement
14.00 hrs Warning signal Practice race

Monday 07 July

11.00 hrs Warning signal

Tuesday 08 July

11.00 hrs Warning signal

Wednesday 09 July

11.00 hrs Warning signal

Thursday 10 July

Spare day if not needed for racing

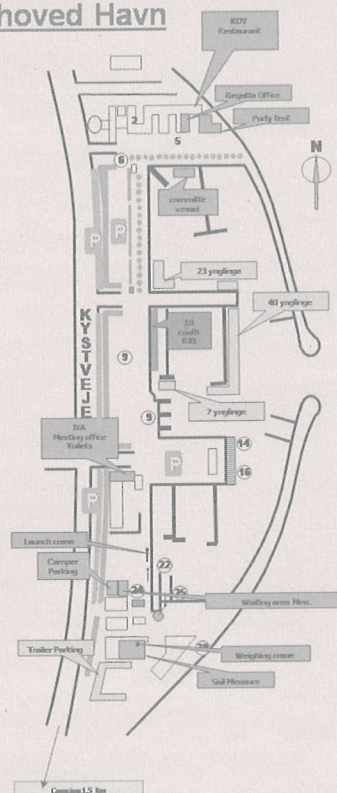
Friday 11 July

11.00 hrs Warning signal

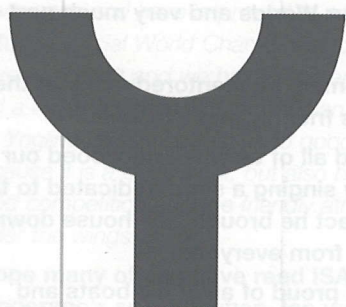
Saturday 12 July

11.00 hrs Warning signal
Prize-giving Ceremony

Skovshoved Havn



The Race Course will be just north of Skovshoved Harbour in the waters of Øresund – the strait between Denmark and Sweden. Tide is relatively non-existing, however some current up to 1.5 knots is normal. Wind direction predominantly West with 3-8 m/s – flat water.



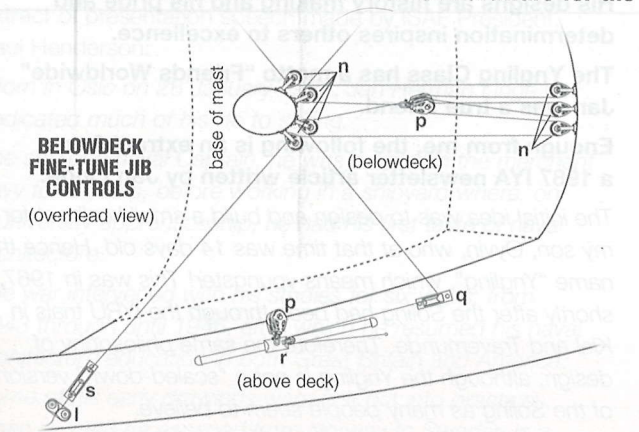
THE INTERNATIONAL YNGLING

In 2008 the Yngling will once again be the Women's keelboat for the Olympics in Beijing. Designed by Jan Linge in 1967 as the little sister to the Soling, this nimble three-person racer features a well-balanced rig, responsive helm, and reacts quickly to small trim and crew weight adjustments. With an optimal crew weight between 400-500 lbs, the Yngling is a great boat for junior and averaged-sized sailors. Over 4,000 boats are sailing worldwide.

www.yngling.org

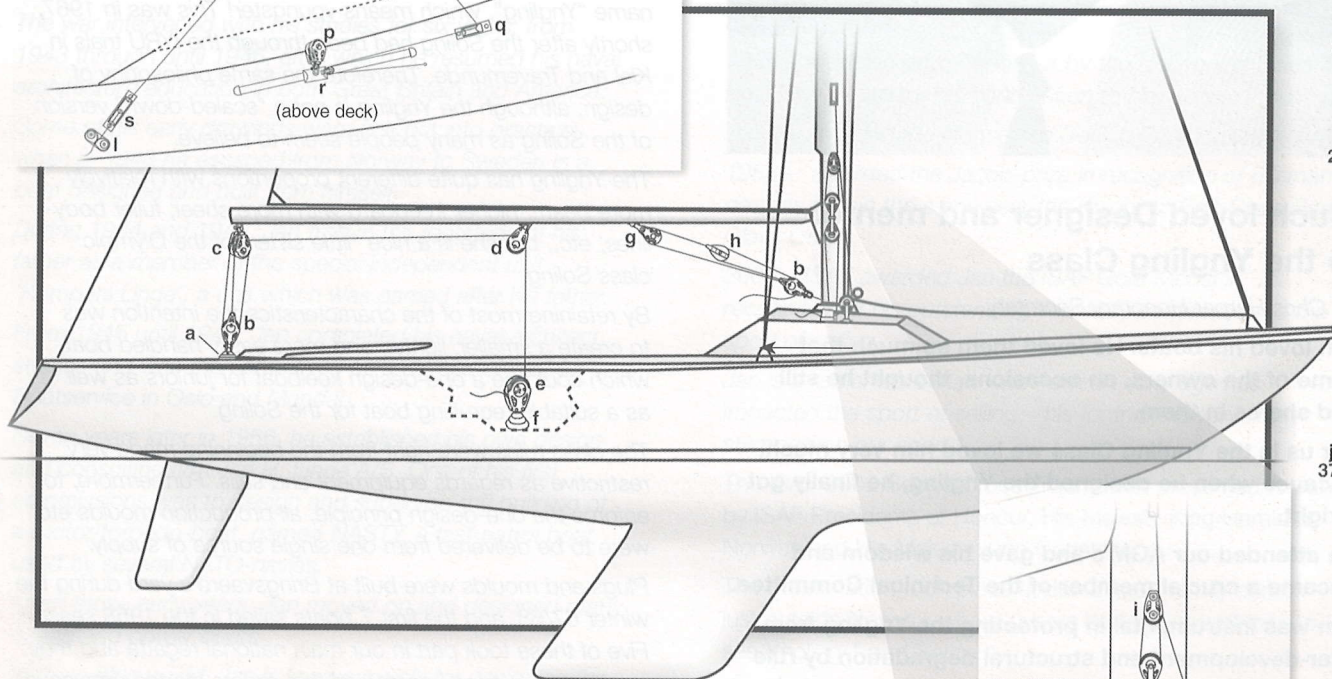
For more information on Harken hardware for the Yngling, visit www.harken.com

BELOWDECK FINE-TUNE JIB CONTROLS (overhead view)



BELOWDECK FINE-TUNE JIB CONTROLS

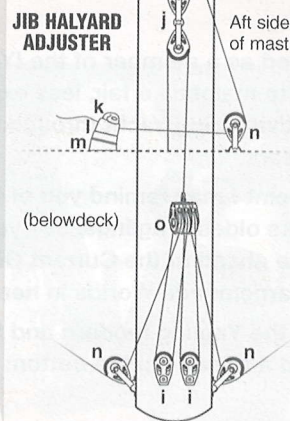
This 4:1 double-ended system allows crew to simultaneously control the movement of both traveler cars from the weather rail. Cars stay in the same position helping to maintain jib trim from tack to tack. The belowdeck feature keeps decks clean.



JIB HALYARD ADJUSTER

The gross-trim controls let crew hoist the jib quickly. Small adjustments to jib halyard tension with the fine-tune controls help to optimize sail shape.

JIB HALYARD ADJUSTER



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Jan Herman Linge 1922-2007



Much loved Designer and mentor to the Yngling Class

By Chris Harper Honorary Secretary

Jan loved his boats. He loved them so much that some of the owners, on occasions, thought he still had shares in them.

For us in the Yngling Class we loved him very much, because when he designed the Yngling, he finally got it right.

He attended our AGM's and gave his wisdom and became a crucial member of the Technical Committee.

Jan was instrumental in protecting the Yngling from over-development and structural degradation by rule changes.

He worked as a member of the IYA along with the owners, to maintain a fair, less expensive and freely competitive racing Yacht throughout its life expectancy of 20+ years.

At this point I may remind you of when one of Denmark's oldest Ynglings, 35+ years, crossed the finish line ahead of the Current Olympic Champion in the Warnemunde Worlds in her new boat.

To keep the Yngling modern and truly self bailing, he designed a raised double bottom floor, which is the

only structural addition to the Yngling in all of the Yngling's life.

It is hard for us to separate Jan from the Yngling Class as he was always at our Worlds and very much part of the event.

A softly spoken gentleman, he mentored many of the sailors. He was always friendly and available.

In Holland he surprised all of us when he wooed our female competitors by singing a song dedicated to the Olympic hopefuls, in fact he brought the house down with applause and joy from everyone.

Jan was a proud man, proud of all of his boats and his country and will be surely missed.

His lifes work will still lives on.

His designs are history making and his pride and determination inspires others to excellence.

The Yngling Class has a motto "Friends Worldwide" Jan was a true Friend.

Enough from me, the following is an extract from a 1987 IYA newsletter article written by Jan Linge:

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

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

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

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

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

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

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

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

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

I hope many of you have read ISAF President Paul Henderson's speech when Jan was awarded the Beppe Croce Trophy.

In brief Paul says it all:

Extract of presentation speech made by ISAF President, Paul Henderson:

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

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

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

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

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

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

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

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

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

The Soling, designed in 1965 and popular as a national class, was selected for the Olympics in 1968, and first used at the 1972 Olympic Regatta in Kiel. The Crown Prince competed in the Soling's inaugural regatta, placing 10th. The Soling remained in the Olympic Regatta until 1996, with over 2000 boats having been built.

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

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

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

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

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

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

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

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

1971 – awarded the Norwegian Design Prize for the Yngling.

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

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

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

The ISAF 2002 Beppe Croce Trophy was presented to Jan by ISAF Presidents of Honour, His Majesty King Harald of Norway and His Majesty King Constantine.

The presentation took place at Jan Linge's family home, just outside Norway, where guests had the opportunity to see Yngling 1 and Soling 1.



Treasurer's Report

08

BALANCE SHEET AS PER 30 APRIL 2006

	Balance as per 30.4.06		Balance as per 30.4.07		Notes
	Assets	Liabilities	Assets	Liabilities	
Bank	77,126.90		102,693.22		1
Bonds	15,158.00		15,188.00		2
Accounts Receivables	5,650.85		4,600.00		3
Accruals	2,627.00		2,858.00		4
Accounts Payables		22,613.20		21,325.50	5
Accruals		16,499.65		36,369.06	6
Accruals for Olympic activity		8,828.00		8,828.00	7
Accumulated funds		52,671.65		52,622.85	8
Result of the period		(48.80)		6,193.81	9
	100,563.70	100,563.70	125,339.22	125,339.22	

Notes

1	Bank account according to Bank statement as per 30.04.2007		
2	Bonds: 128 parts Swiss Francs bonds		
3	Accounts Receivables:		
	Ads (Yngling Magazine 2007)	5,600.00	5,600.00
4	Costs for Secretary May 2007		2,750.00
	4 Boatstickers not yet paid		108.00
5	ISAF 2007/07	447.15	
	Yngling magazine costs	20,878.35	21,325.50
6	Various prepaid expenses	59.80	
	Entry fees WC 2007	270.00	
	Membership for Olympic sailors 07/08	13,576.26	
	Expenses paid from Medemblik 07	(537.00)	
	Travelling expenses F. Ciccolo	6,000.00	
	Measurement equipment	5,000.00	
	Seminars for race officials	5,000.00	
	Information and meetings	7,000.00	36,369.06
7	Accruals for Olympic activities (paid by ISAF)		8,828.00
8	Funds carried forward	52,622.85	
9	Result of the period	6,193.81	58,816.66

INCOME AND EXPENDITURE ACCOUNT 1 MAY 2005 TO 30 APRIL 2006

	Accounts 2005-2006		Budget 2006-2007		Accounts 2006-2007		Budget 2007-2008	
	expense	income	expense	income	expense	income	expense	income
Income	CHF	CHF	CHF	CHF	CHF	CHF	CHF	CHF
ISAF fees on New Boats Built (share)		1,247.60		1,200.00		1,653.90		2,000.00
Olympic Active Women Member fees		12,234.03		13,000.00		21,574.25		18,000.00
Boat Sticker fees		18,927.00		19,000.00		19,305.00		20,000.00
Sail Label fees		32,800.00		28,000.00		44,950.00		29,000.00
WC Mondsee		2,646.00		-		-		-
WC La Rochelle (Open)				2,600.00		4,868.35		-
WC La Rochelle (Women)						945.00		
REGATTAS								3) 14,000.00
EC Women 2006				-		756.00		
Advertising		4,900.00		4,000.00		4,600.00		4,200.00
Bank Interest		249.60		500.00		403.67		500.00
Adjustments on Securities		(596.45)				30.00		
Extraordinary Income/Expenses		-				992.15		
Profit/Loss on Forex		-				3,245.90		
Accruals for Olympic activity		-				-		
Expenses								
Womens Committee								1,000.00
Youth Development								2,000.00
Yngling Magazine 2006	20,236.95		20,000.00		22,275.75		22,000.00	
Committee	300.00		500.00		867.85		500.00	
ISAF Meetings and Conferences	3,614.75		9,000.00		7,293.50		5,000.00	
IYA General Secretary	33,617.35		33,000.00		34,023.80	1)	34,000.00	
Promotion articles (half models)	1,525.25		-		2,885.45		2,000.00	
EC Medemblik					2,540.95		-	
WC Mondsee	9,031.50				-		-	
WC La Rochelle			9,000.00		6,638.15		-	
REGATTAS							18,000.00	3)
Accruals					17,000.00	2)		
Administration	2,067.95		2,100.00		1,575.70		2,100.00	
Bank charges	573.53		600.00		660.91		600.00	
ISAF Fees	426.30		500.00		447.15		500.00	
Internet home-pages	-		1,000.00		-		1,000.00	
Other expenses	525.00		1,000.00		383.20		1,000.00	
Auditor	538.00		550.00		538.00		550.00	
	72,456.58	72,407.78	71,750.00	68,300.00	97,130.41	103,324.22	90,250.00	87,700.00
Operating Result	(48.80)		(3,450.00)		6,193.81		(2,550.00)	
	72,407.78	72,407.78	68,300.00	68,300.00	103,324.22	103,324.22	87,700.00	87,700.00

Account 2006/2007

Denmark ordered erroneous too many, therefore there will be less in 2008

1) IYA General Secretary

Rent	5,321
Salary	16,071
Social and VAT	10,863
Administration	182
Travelling	1,586
	34,023

2) Accruals 2006/2007

Measurement equipment	5000
Seminars for race officials	5000
Information and meetings	7000
	17000

Budget 2007/2008

3) Regattas

	costs	income
Open WC Medemblik 2007	4000	-3500
WC Women Cascais 07	4000	-3500
EC Women Warnemünde 07	4000	-2000
Springtime EC Garda 08	1000	-1000
Youth EC Medemblik 07	1000	-1000
Women WC Miami 08	4000	-3000
	18000	-14000

Executive Secretary's Report

08

Women's European Championship in Warnemunde

Warnemunde have proud Yngling tradition and many of us remember the very well organised Open World Championship of 2003 when over 90 Ynglings were racing in the waters outside Warnemunde.

In 2007 Warnemunde again welcomed the Yngling fleet, this time for the Women's European Championship. The regatta was sailed in September and served as a European season closer for the Women's circuit.

The Race Committee team made an excellent job with getting the races in as scheduled in very tricky conditions. The last day a gale was moving in and the RC made the unusual call to bring all Ynglings on land for safety reasons. The next morning the entire Yngling dock was under water due to high sea levels and the decision saved the class a lot of damages. The winner of the regatta was Ekaterina SKUDINA, Diana KRUTZKIKH and Natalia IVANOVA from Russia.

The IYA thanks all the people involved in making this regatta successful.

ISAF Sailing World Championship 2007

The 2007 Yngling Women's World Championship was included in the 2007 ISAF Sailing World Championship for all the Olympic Classes. This huge event was hosted in Cascais, Portugal and was much appreciated by the sailors. One of the comments heard on the dock was "It's fun just to be here and watch this spectacle, to be part of it and compete against absolute top world class sailors makes it a fantastic experience".

The many classes had a rotating schedule with different Race Committees on different race areas. The Schedule was tight and many classes experienced some problems. The Yngling class was lucky and most races were held as scheduled. The conditions were varied, from very much wind to very light conditions. The Yngling again showed it's robustness with no serious damages even if the wind was howling at moments!

The Medal Race was a very exciting match between first and second placed British teams of Sarah Ayton and Shirley Robertson. The Medal Race contained all the ingredients to keep the tension up; tight racing, lead changes, penalties and crew falling in the water. The comments from media was that the relative slower speed of Ynglings on a short course made it easy to understand the tactics and strategy of the different teams. TV people also commented that white sails and white hulls provided a good contrast with the blue water which gave good images, especially the helicopter shots.

After the Medal Race the winner was finally Sarah Ayton, Sarah Webb and Pippa Wilson from Great Britain. With this Gold Medal the team were rounding up a very successful



©PTV2007/JFF

©PTV2007/JFF

season and it was later decided that they are the team representing Great Britain at the Olympic Games in China.

10 of the total 15 nations that will participate in the Olympics were decided at the Championship. China is already qualified as the host nation and the remaining 4 nations places were raced for at the 2008 Women's Worlds in Miami in February 2008.

ISAF Conference, November 2007

Olympic Events

The hot topic of this conference was which Olympic Events should be for the 2012 Olympic Games in London. It was only the Events that would be decided at this conference, the actual equipment, the classes, is selected at next ISAF Conference in November 2008.

It was already decided by the IOC that the number of events for sailing should be 10. This meant that whatever the decisions were, there would be one less event and of course this fact put extra tension in the meetings.

The first question was how the events should be divided between Women, Men and Open. The IYA position was that it should be equal, with 5 Women and 5 Men events. Because even if the current situation is that more men than women are sailing we have to send the right signals down through the organisation. All the way down to the sailing schools, that women and men have equal opportunities to reach the Olympics. Unfortunately it was decided that it will be 6 Men events and 4 Women events for the 2012 Olympics.

For the women's keelboat event the discussion was if it should be fleet racing or match racing. The IYA felt that it was not proper to have a position about this since IYA is an expert in equipment, not in events. Also among our women members both fleet racing and match racing have been favoured. The IYA position is that the Yngling has proved to be a good fleet racing boat and it would also be a good match racing boat. After much discussion it was decided that the women's keelboat event will be sailed as match racing with supplied equipment at the 2012 Olympics.

ISAF Events

The ISAF Sailing World Championship in Cascais was considered very successful. This event takes place every fourth year and there were several applications to host the event next time. The winner was Perth, Australia which will host the event in 2011. Because of the popularity of this event it was also decided that from 2011 and onwards this event will be sailed every second year instead of every fourth.

Yngling Class Rules

The ISAF Technical and Class Rules Committees and the ISAF Technical Staff have been very helpful in assisting with creating good Yngling Rules. The fact that Ynglings from four

different builders qualified for the Medal Race in the Cascais Worlds proves this. The changes for the coming season are that the spinnaker cloth issue is solved and that there have been some clarifications made regarding the deck beams and other things. You can find all the updates of the Class Rules at yngling.org or sailing.org.

Mattias Dahlstrom

Yngling for Match Racing

Why the Yngling will be a good Match Racing boat

World Wide spread:

Being an Olympic Class since 2001, the Yngling is well known, well established and spread throughout the world. Previous Yngling World Championships have attracted sailors from all continents Africa, Asia, Europe, Oceania, North America and South America.

World Wide availability:

There are currently 6 licensed Yngling builders on three continents. ISAF being the licensing authority gives you stability and high quality.

Good Match Racer:

The Yngling has proved to be very speed equal and very tactical. The limited turning radius gives you classical match racing with locking and controlling/attacking your opponent. The limited and equal upwind/downwind speed will make races easy to follow and do commentary on.

Affordable purchase:

The Yngling is a small boat and more affordable compared to larger boats. Many independent builders guarantee that there will be healthy market competition.

Affordable logistics:

A three person crew will keep the costs down for both competitors, event organisers and national teams. Easy transportation opens the possibility for several event organisers to share equipment. The boat can be transported by a small car and trailer or two boats can fit in a 40ft container.

More nations:

The number of participants is limited at the Olympics and other events. A three person boat would limit the number of participants and still allow many nations.

Strong Class:

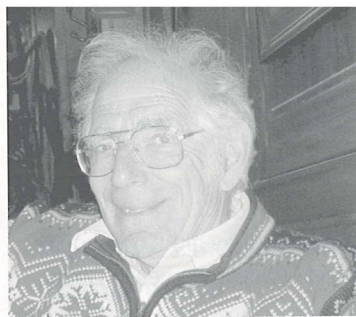
A strong International Class Association and National Associations will assist in any event organiser wanting to use Ynglings for regattas without purchasing them.

Safe and durable:

The Yngling construction is solid and durable. Breakdowns are very unusual also at a high racing level. The boat meets tough security standards and is unsinkable. Discussion is underway if drop hiking should be banned during match race pre start or the entire race.

Yngling Rules Corner

08



It is now 4 years since I was elected as the Yngling class chief measurer and it has been an interesting and challenging time, which I have greatly enjoyed. For those who I have not had the pleasure of meeting let me briefly introduce myself. I team raced Fireflies at University in England in the 1950s, after which I raced keelboats in Annapolis, USA, before coming north to Canada where I sailed FDs for many years, and now am the middle man racing on an Etchells. In 1976 I was the Chief FD measurer at the Olympics and have been a measurer at a number of Olympics since then. I was the Yngling Chief measurer at the Athens Olympics in 2004 and at your championships since then. I look forward to seeing many of you in Denmark.

The Rules format

The Yngling class rules are Standard Class Rules format (SCR) and closed class rules. This means that anything not specifically allowed by the class rules is forbidden, even minor gadgets you might think harmless. Thus for instance we had to include flag staff sockets and outboard motor brackets in the rules, as many Ynglings would otherwise have had to remove them.

The second constraint is that only measurements which are determined by a single item are in Sections D to G of the class rules, while section C covers rules which involve more than one item, and also rules regarding things which may be changed by the sailor, provided they remain class legal. Firstly this means you may have to look in two places for a rule. However, the main points to bear in mind, as a Yngling sailor, is that you shall not change the equipment itemised in Sections D to G, and that although you may change items in Section C, YOU are then responsible for ensuring that they are class legal when racing.

Certification

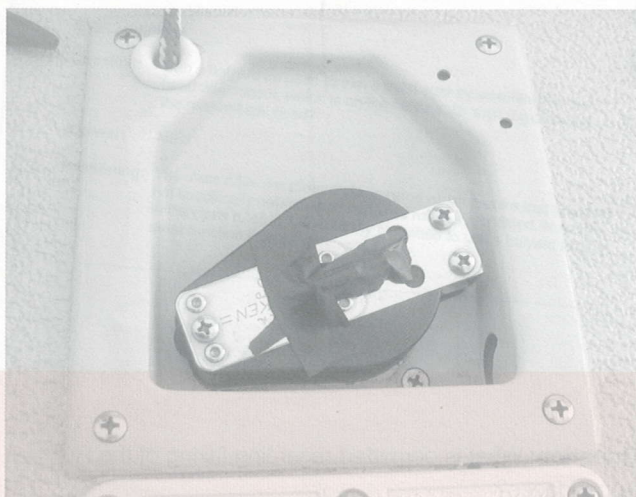
Sections A and B deal with certification etc. All Ynglings that race are required to have been fundamentally measured for certification control, have a completed measurement form and a certificate issued by the national sailing federation (MNA), or Yngling association (NYA), rule A.12.4. Although

hulls may comply with the rules in force at certification control all Ynglings have to comply with the rules of Section C, which now include the minimum Yngling weight of 645 kg, rule C.6.2. Note that Section C rules are not part of certification control, however, the class is in the process of issuing a 2008 revision of the measurement form, which will have separate sheets for section C items and for the rig. The latter is required as many Ynglings are now supplied without masts, and subsequently have two or three. I have established a database of the measurement forms for post 2000 Ynglings, and add earlier boats when available. In this way I hope eventually that when you arrive at a championship you will not need to present your measurement form, if I have you in the database. Note that when a Yngling changes owner it needs a new certificate from the MNA (but not re measurement), and it would be helpful if you could also let the class know the details of the new owner. In this way your Yngling will retain more of its value.

Many Yngling sailors now have more than one mast and we therefore introduced a mast plaque and separate mast measurement sheet. However, ISAF objected to IYA becoming a Certification Authority, and so this has temporarily been withdrawn until ISAF finalises the protocol for In House certification (IHC) of masts. Previous rules B.2.4, F.1.4 requiring a mast plaque have been eliminated. However, it is still mandatory for all masts to be certified, and it is the sailor's responsibility to ensure that this is done, as manufacturers do not as yet have that authority.

A similar situation applies to sails. We are presently encouraging sailmakers to sign up for the ISAF scheme for IHC of sails, but this is taking much longer than anticipated. Thus at present you have to have all Yngling sails fundamentally measured by an official measurer, appointed by your MNA. The only exception is for sails manufactured in Germany and Denmark, where there is an IHC scheme with blue buttons, instead of a measurers stamp. All other sails need an official measurers stamp, clearly showing the measurers name, the date and his signature. Regatta stamps are NOT certification stamps.

Popular, but illegal spinnaker sheet block dish in the deck.



2008 Yngling Class Rules

The following outlines some of the 2008 changes to the Yngling class rules, and their rationale.

Section C, Combined items and those for which the competitor is responsible.

Rule C.7.1 Holes in the deck and deck beams has been re written to make it clear that holes larger than 120mm in the cuddy, and/or cutting the mast deck beam are illegal, that open holes in the deck shall be less than 1000mm² and also only four 16 mm holes in the mast deck beam are allowed. There are also specific rules applying to the cockpit coaming.

These new rules are the result of prolonged discussions with ISAF. The class basically required that any holes cut into the deck molding, including the cuddy, would not be greater than 120mm in any direction (i.e. diagonal or diameter). This was to ensure that the deck was not excessively weakened. Unfortunately this meant that a popular fitting for spinnaker blocks, see photo, is now illegal, as it requires a hole which is larger than 120mm.

A second requirement, which was more important for single bottom boats, was that any openings, after fittings had been mounted, should not be larger than 1000mm², in order to ensure that excessive amounts of water do not get into the cockpit. It was also decided that too many cuts through the cockpit coaming would weaken the deck, so these were limited. Finally the mast deck beam was considered to be essential, and should not be weakened, and so the number and size of the holes allowed in it were limited.

Section D: Hull and deck

Rule D.3.2 now specifies that Chain plates must be fixed. Some recently built Ynglings had movable chain plates which were movable fore and aft within the tolerance range of 30mm. The fore and aft tolerance was intended as a building tolerance, and chain plates were never intended to be movable, so this loophole is now closed.

Appendix 1 the floatation test has been replaced by buoyancy material requirements, see new rules D.3.1(a) and D.3.3.

The floatation check has not even been applied to the prototypes, and is difficult to implement during regatta inspection. Performing it prior to racing would be a major disadvantage to the chosen boat, and subsequent to the regatta such a check would block the crane required for lifting the boats. Thus a rule which is not being implemented, has been replaced by one that specifies the required buoyancy foam, and can be easily checked.

Rule C.7.2 Halyard quick release systems, and elastic cords on the foredeck for temporary storage of sails are now allowed.

Section F: Rig, mast boom, running and standing rigging.

Some old, previously legal, masts had their sail grooves cut away by more than the presently allowed 15 mm, so this has been increased to 25 mm to make these masts class legal again, rule F.2.3(c).

Removable rigging screw covers are now also allowed, rule C.9.6(c)(10).

Section G: Sails, jib, mainsail and spinnaker.

New rule G.1.2(d) and new Appendix 1 details the permitted cloth for spinnakers. Note if you have a spinnaker made of a permitted cloth it must have a signed sailmakers cloth certification stamp on it. Sailmakers may retroactively stamp sails for which they are prepared to certify the cloth.

Some sail cloths used for Yngling spinnakers were found to be below the class sailcloth weight limit of 38gm sqM. It is often difficult to differentiate between class legal and illegal samples of spinnaker cloth so one must take a sample from the sail itself. Such destructive tests are not practical during regatta inspection, so at the suggestion of ISAF an alternative approach, which specifies a list of approved cloth types has been adopted. This new rule applies to all new spinnakers, and those for Women's events, however, for open events all previous spinnakers with the sailmakers stamp certifying that they are more than 38gm sqM will remain class legal.

Yngling Rules Corner

08

Recent requests for ISAF interpretations of Class rules

A number of queries have been raised at recent regattas, and in order to clarify the interpretation of the class rules, these have been submitted to ISAF, who are the ultimate arbiters. The class is currently awaiting formal replies to these requests, so the following are tentative interpretations, which should be checked against the authoritative postings on the ISAF website, when available.

1) The Yngling class rules specify that:

A.14.2 "Upon alteration or repair to an item required by the certification control form to be controlled the relevant item shall be re-measured by an official measurer and details entered on a new form"

And

C.8.2 MODIFICATIONS AND MAINTENANCE

(a) "Hull appendages may be filled, sanded, painted and polished provided they comply with class rule appendices."

It is therefore not clear under what circumstances a keel has to be re-certified after alterations. If a keel is taken to a "speed shop" and faired to alter the shape then in my opinion it should be officially re-measured, however, if you just run aground and fix the bottom this is hardly required. Where the line between these two should be drawn is not clear.

Question: Can the Hull Appendages be re-profiled within the tolerances without recertification?

Answer: Maintenance – such as sanding, painting and polishing that does not alter/modify the keel can be done without new certification control or re-certification.

Alteration/modifications to the shape such as re-profiling of the keel can be made, but in accordance with rule A.14.2 require new certification control. The details shall be entered on a new Certification Control Form (and ideally noted on the measurement certificate).

Question: What is permitted regarding fairing of the Hull Appendages?

Answer: Class rule C.8.2. permits fairing of the hull appendage within the tolerance of the official templates. The appendages may have fairing compounds such as polyester or epoxy resins added which may have low density bulking agents such as microballoons or glass bubbles added. Further checks, in addition to the application of templates, may be made. The tolerance at the templates applies in general to the entire surface of the hull appendages. It should be noted that the keel and rudder are fundamentally controlled by the construction manual and shall be from a licensed manufacturer.

2) Use of the jib halyard

The practice of pulling the mast forward downwind by means of the jib halyard, attached to the forestay fitting or other point has been observed. This was allowed at the Athens Olympics, by a specific regulation for that regatta only. Thus the confusion is understandable. However a piece of equipment is defined by the use to which it is put while racing, and so a jib halyard, as specified in closed class rules must only be used as a jib halyard, and not as a forestay.

The ISAF interpretation is:

Question: Can a halyard be used to trim a mast spar by attaching the sail head attachment which is the halyard to anything else than the relevant sail head.

Answer: No

Reasoning: The class rules are closed class rules which require that anything not specifically permitted by the class rules is prohibited. Nowhere in the class rules is it specifically permitted to use a halyard for any other function than as a halyard.

3) Use of Gybing lines

The use of gybing lines for pumping downwind has been observed, and as explained above, a gybing line is only allowed to be used for gybing, and not for pumping, even when this is allowed by RRS 42. Only the mainsheet may be used for pumping.

YNGLING CLASS RULES INTERPRETATION

Mast Trimming

Question: Can a halyard be used to trim a mast spar by attaching the sail head attachment, which is on the halyard, to anything other than the relevant sail head?

Answer: No

Reasoning: The class rules are **closed class rules** which require that anything not specifically permitted by the class rules is prohibited. Nowhere in the class rules is it specifically permitted to use a halyard for any other function than as a halyard.

YNGLING CLASS RULES INTERPRETATION

The following interpretations of the 2008 Yngling Class Rules are in response to formal requests from the class International Measurers, in response to event equipment inspection issues. The interpretation were issued by the Class Rules Working Party (formed of members of the class rules sub committee and the equipment controlled sub committee) on the 7th April 2008.



Hull Appendages

Question: Can the **Hull Appendages** be re-profiled within the tolerances without **recertification**?

Answer: Maintenance - such as sanding, painting and polishing that does not alter/modify the keel can be done without new **certification control** or re-certification.

Alteration/modifications to the shape such as re-profiling of the keel may be made, but in accordance with rule A.14.2, which requires new **certification control**. The details shall be entered on a new Certification Control Form (and ideally noted on the measurement certificate).

Question: What is permitted regarding fairing of the **Hull Appendages**?

Answer: Class rule C.8.2, permits fairing of the **hull appendages** within the tolerances of the official templates. The **appendages** may have fairing compounds such as polyester or epoxy resins added which may have low density bulking agents such as microballons or glass bubbles added. Further checks, in addition to the application of templates, may be made. The tolerances at the templates applies in general to the entire surfaces of the hull appendages. It should be noted that the **keel** and **rudder** are fundamentally controlled by the construction manual and shall be from a licensed builder.

Jib Luff Lines

Question: Is a loose line (attached only at one end) allowed in the jib luff?

Answer: No

Reasoning: A bolt rope is permitted by the Yngling class rules. The definition of a bolt rope is either to secure the sail into a luff groove device or to reinforce the sail edge. Because the loose line is not sewn in along its length it cannot be seen to reinforce the luff.

4) Jib Luff lines

A number of jibs were observed to have lines, which were only fixed at the head, and ran down inside the hollow luff tabling, so that they could be tensioned at the tack, independently of the cloth tension. The class rules allow a bolt rope on the jib and the interpretation was that this line is a bolt rope. However, it is my opinion that a bolt rope is fixed to the luff along its whole length, and usually is inside a sail groove in a spar or foil.

The ISAF interpretation is:

Question: Is a loose rope allowed in the jib luff?

Answer: No

Reasoning: A bolt rope is permitted by the Yngling class rules. The definition of a bolt rope is either to secure the sail into a luff groove device or to reinforce the sail edge. Because it is not sewn in along its length it cannot be seen to reinforce the luff.

5) Mainsail leech lines

Many current mainsails have leech lines which are threaded through the clew cringle and lead to a cleat which is half way along the foot. This makes it easier to reach for adjustment, but it could be interpreted as also affecting the foot tension,

and so not just a leech line. On the other hand the placement of the cleat is not specified by the rule, so as with other controls its position could be considered as free.

6) Sheet and Halyard guides

Some small plastic guides on the aft deck, to retain the spinnaker sheets on deck while sailing upwind, and on the spreaders, to prevent the spinnaker halyard from tangling, have been observed, see photos. Within a strict interpretation of closed class rules these are illegal, as they do not qualify as fairleads. However, it is questionable whether one should push the rules to outlaw such minor and cheap gadgets.

Apart from correction of some minor typographical and editing errors it is not intended to introduce any Yngling class rule changes in 2008. This of course is subject to there not being any serious loopholes found in the run-up to the Olympics.

Peter Hinrichsen

11 April 2008

Yngling Class Chief Measurer

Yngling

Australian Report

08



Yngling racing for the current season has embraced all levels from the complete beginner to Olympic standard and created some very exciting and also fun racing. The season started with the Australia Day regatta and concluded with the Australian Championships and the Gold Cup.

The Audi Sydney Harbour Regatta was held in March with over 300 boats competing on the harbour.

Australia sent 3 teams compete at the European Youth Championships and 3 teams to the open worlds. With mixed results fun was had by all.

This season also saw 4-5 Ynglings braving the cold to compete in the winter pointscore. After 11 races the Ynglings finished 2nd and 4th.

The Parramatta River Regatta on the October long weekend was another great success. Racing on the unfamiliar waters of the river and after 5 races with many tricky wind shifts the regatta concluded with a fantastic dinner.

6 boats contested the Auspac Regatta (17-18 November 2007). This regatta is intended to encourage women to move into racing. 24 women from 5 different sailing clubs took part in this year's AUSA Regatta on 17/18 November. The objective of the regatta for the last 2 years has been to promote women's sailing. It provides an excellent avenue for LOTS graduates interested in racing, plus a way to draw additional sailors from other clubs to the Yngling class. On both counts the event proved very successful. A half day of class room theory was followed by on the water training in some very testing conditions (lulls of sub 5 knots gusting to

20 with the odd 360 degree wind shift when close to land!). Sunday entailed 6 short course races with spinnakers, ably conducted in the spirit of fun and learning.

The 4th Youth Cruise was held just prior to Christmas. With Paul and Martin visiting from Holland the cruise had a real international feel. This year the cruise took a tour of Sydney Harbour, including a tour of Cockatoo Island, a trip to Manly, camping up the Parramatta River and pancakes Dutch style the cruise was again a great success. Hope to see more international sailors for the coming year.

Both SIRS and the National Titles saw a good number of entries this year and some excellent racing. The consistent double first for the Olympic team was more hard fought than might at first appear. With 18 entries to the Nationals, going into the last day, several boats were still capable of winning the event. The breeze changed during the regattas from light to some stronger breezes, providing a variety of challenges to the fleet, with close sailing and excellent racing for the whole fleet. Krystal Weir, Karen Gojnich and Angela Farrell won by 1 point overall. Tom Reece, Ian Quartly and Ben Barzach put in a very convincing performance to finish second, with Nicky Souter and crew third. Thanks to RSYS for all their excellent work in hosting the event – both on the water (including some interesting courses) and during the very social off the water time.

Krystal Weir, Karen Gojnich and Angela Farrell have now been officially appointed as the Olympic team to represent

PRSC River Regatta – 29-30 September 2007

1st AUS8 Hamish Jarrett
2nd AUS45 Simone Deane
3rd AUS56 Gary Pearce

Auspac Regatta – 17-18 November 2007

1st AUS56 Dee Draper
2nd AUS27 Ruth McCance
3rd AUS 19 Gabrielle Howard-James

King Haakons Cup – 1-2 December 2007

1st AUS8 Hamish Jarrett
2nd AUS58 Patricia Warn
3rd AUS56 Gary Pearce

Sydney International Regatta – 15-16 December 2007

1st AUS59 Krystal Weir
2nd AUS57 Katie Spithill
3rd AUS23 Nicky Souter

**Australian Championships for Jan H Linge Trophy,
Season 2007-08, 27-29 December 2007**

1st AUS59 Krystal Weir
2nd AUS43 Tom Reece
3rd AUS23 Nicky Souter

Australia in Beijing. This follows Nicky Bethwaite's unfortunate cycling accident in October and continued recovery. All good wishes are due to Nicky during what must be a frustrating time. Congratulations go to the new team as they demonstrated an exponential learning curve during the Rolex Miami OCR to seize silver at the Women's World Championships (also in Miami). This is a stunning result for their first two international events as a team and bodes well for Beijing.

2008-09 Regattas

Sept 08	Mini 1
October	Mini 2
November	Mini 3
November	Auspac Regatta
December	King Haakons Cup (Mini 4)
December	SIRS
December	Youth Cruise
December	Australian Championships
December	Gold Cup
February	Mini 5
February	NSW State Titles
March	Audi Regatta
March	Mini 6
April	Mini 7
April	Autumn Championships



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Austrian Report

80

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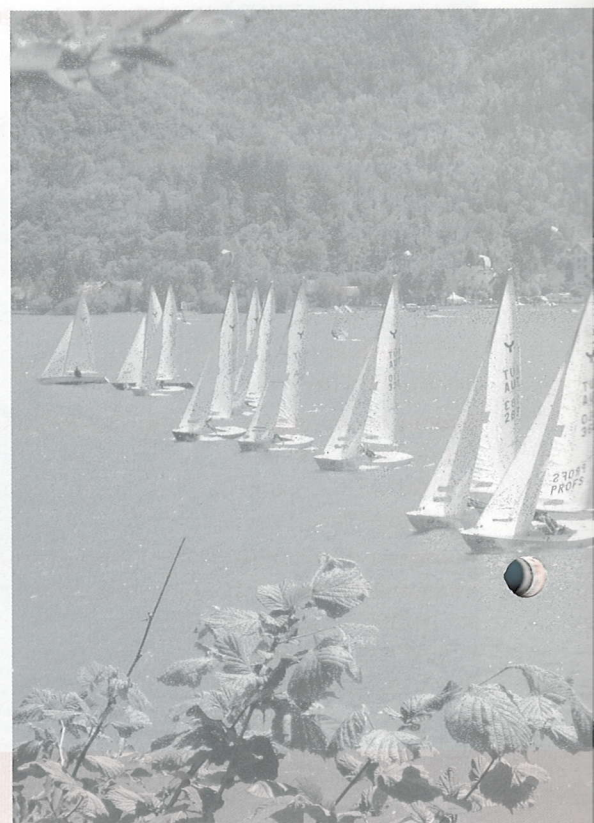
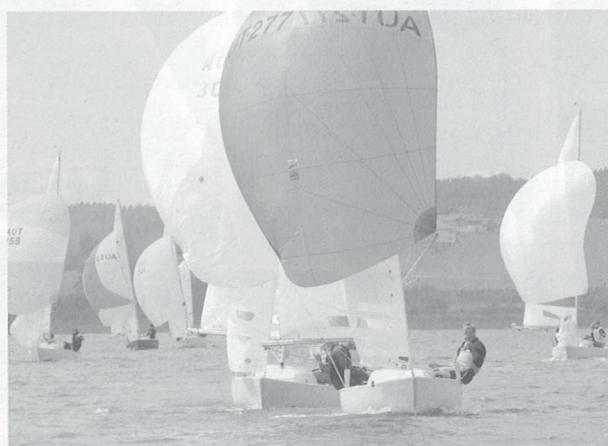
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Treasurer: Jake Selinger

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Committee:

Chairman: Peter Cahel Bryan Bidder



2007 was another great year for the Yngling Club Österreich as we had the pleasure to organise the Yngling Open European Springtime Championship at Lake Garda at the famous Fraglia Vela Riva. 27 entries from 11 nations is a great success for the class and we will give our best to improve and promote this regatta also for the next years. Congratulations to the winning team of Kristin Wagner, Anna Höll and Anne Pfister!!

We think it's a great offer for all ambitious sailors (female, male, young and old) to compete on a high level at one of the best sailing spots in Europe at the beginning of the season to be best prepared for the worlds, etc...

Beside sailing, for us the social side is also highly important, the Italian "Dolce Vita" and the great hospitality of the "Fraglia" (free training possibilities!) should be another attraction to come and join us!

A big "Thank you" at this point to Andreas Knittel, who spends so much time and enthusiasm in this regatta.

Beside that the Yngling class changed slightly over the last year, 2 great sportsman playing an important role in the class for at least the last 10 years, Rudi Mayr and Christoph Skolaut, both winning a few medals at WC's, retired from the Yngling to find other challenges in our sport. We wish them the very best and they will always be warmly welcomed in our class. So it's time now for new young sailors to push to the top.

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Regatta Schedule 2008

May

- 06 Dolce Vita, Fraglia della Vela Riva, "VSOP"
- 07-10 Springtime European Championship –
Gardasee, Fraglia della Vela Riva
- 23-25 OMEGA Traunseeweek, SCE – Traunsee

June

- 14-15 Mattsee, UYC Ma – Mattsee

July

- 19-20 Salzkammergutpreis, UYC Wg – Wolfgangsee

August

- 16-17 Achensee, TWV – Achensee
- 23-24 Rosenwind Pokal, UYC As – Attersee

September

- 04-07 IÖSTM – Drachenwand Preis, UYC Mo –
Mondsee
- 20-21 Weinleseregatta, SC Krems/Donau

Our Season highlights 2008 are again the Yngling Open European Springtime Championship at Lake Garda at the beginning of May. We want to invite everybody to come, sail and celebrate with us. Also the Omega Traunseeweche (Russel Coutts and the RC 44 class as side event!) and the Austrian Championship at Mondsee should be attractive events for local and foreign sailors to come, for details just have a look at www.yngling.at.

Wolfgang Riha



Dutch Report

08

May

- 07-10 Yngling Open EC (qualifier >23years), Gardameer
- 17-18 Klassevenement Workum (qualifier), IJsselmeer
- 21-25 Holland Regatta, IJsselmeer

June

- 14-15 Training 09, Medemblik
- 28-29 Zomerwedstrijden, Sneekermeer

July

- 03-06 Yngling Youth Europeans, Skovshoved
- 03-12 Yngling Open Worlds 2008, Skovshoved
- 05-06 Vrijbuitenweekend, Loosdrechtse Plassen
- 12-06 Kaagweek, Kager Plassen

August

- 02-07 Sneekweek, Sneekermeer
- 09-10 Yngling 40 years!!!, Sneekermeer
- 30-31 Open Wedstrijden, Langweerder Wielen

September

- 12-14 Open Dutch, Medemblik
- 27-28 Sluitingswedstrijden, Sneekermeer

October

- 04-05 Klassevenement Roermond, Zuidplas

November

- 22-23 Nikolausregatta, Lohheider See

December

- 06-07 Botterletter, Rotterdam

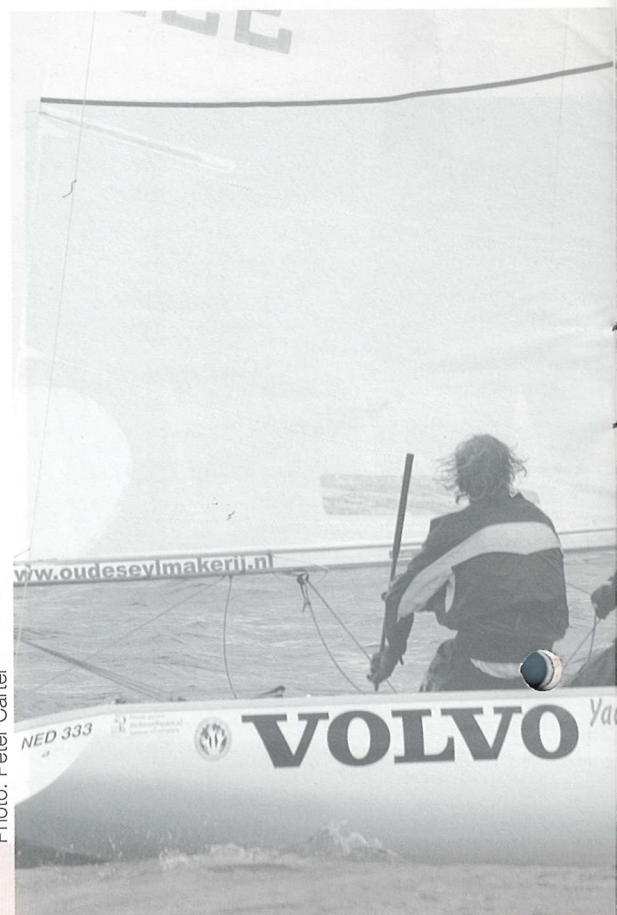


Photo: Peter Carter

After 4 years of putting a lot of effort in the development of the class the year 2007 was a kind milestone in realising the strategic plan as was formulated and implemented in 2003. The Yngling Club Holland organised in this period one Open European Championship, three Volvo Eurocups, two Youth Europeans, a Womens European Championship, a Womens European Matchrace Championship, and an Open World Championship.

The YCH managed to get funding for it's youth plan and over 20 boats are sailing in this foundation now. That means that the YCH's focus on youth sailing is rewarding yet as more and more youth sailors are getting in the Class.

Two new fleets are located now at the Loosdrecht lake and at the Reeuwijk lake.

Training and coaching where structural organised and resulting in a dramatic increase of results at European and World Championships.

Participation in regatta's is now all over the Netherlands above an average of 20 boats.

Our aim is still to improve the Yngling's position in the Netherlands as the keelboat to sail and still keep our focus on the youth. (So not only by sailing but also by creating a lot of fun for them)

We only can say that with a good plan and a lot of energy and belief you can make a class flourish as never before.

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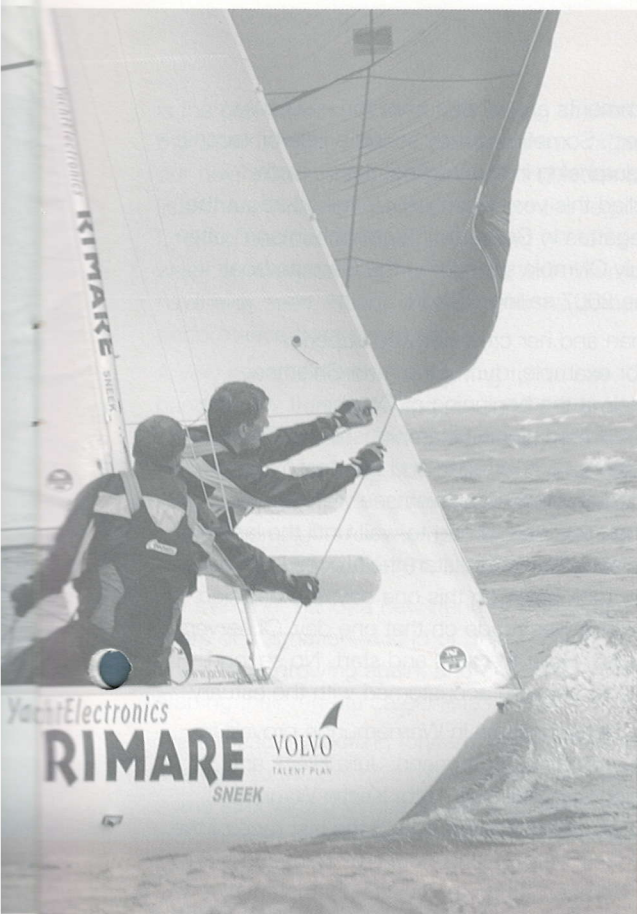


Photo: Drechtje van der Werf

German Report

08

Regatta Schedule 2008

02-04 May

Nordrhein-Westfalen-Cup,
Lelystad (Netherlands)

31 May-01 June

Niederrheinpokal, WSVRh,
Lohheider See/Duisburg

07-08 June

Duisburger Yacht-Club (DUSC),
Sechs-Seen-Platte/Duisburg

25-29 June

Kieler Woche (women only)

16-17 August

Duisburger Kanu und Segelclub (DKSC),
Sechs-Seen-Platte/Duisburg

30 Aug-01 Sept

Essener Sailing Week, Baldeneysee, Essen

08-09 September

Segelkameradschaft Leopoldshafen,
Leopoldshafen

11-12 October

Yngling-Herbstregatta, WSVRh,
Lohheider See/Duisburg

22- 23 November

Nikolausregatta, WSVRh,
Lohheider See/Duisburg

Sometimes comments are full of admiration – such as “women’s power”. Sometimes they sound a little bit laconic – like “that’s not surprising in the Yngling class”. Both comments applied this year when people talked about the results of the regattas in Germany. “Team Schümann” often appeared at truly Olympic strength in the German boat races during the 2007 sailing season.

The helmswoman and her crew showed superior performance, for example, during the Audi Chiemsee Champions Week at the beginning of October. It was the first time that this International Championship for Olympic classes also acted as a contest to find the best Yngling crew. But the conditions at the Chiemsee were nearly bizarre: more than 600 sailors had to wait until the last day of the regatta before they could start their races – all four races necessary took place on this one day; the decision about the champion was made on that one day. Observers found clear words: “Hoist the sails and start. No second chance. No time to become accustomed with the estuary.”

The European Championships in Warnemünde proved to be the decisive one. Ulrike Schümann, Julia Bleck and Ute Höpfner celebrated finishing 10th, Kristin Wagner’s team came in 13th. A dismasting during the last race of the Championship destroyed Kristin’s hopes of a second start at the Olympic Games. During the World Championships in Cascais Portugal, Ulrike’s team was even more successful. They took 8th place, whilst Kristin came in 15th. Who will start for Germany at the Olympic Games in China this year seems to be decided. Ulrike has to provide only one more proof of performance in the beginning of 2008 – nobody really doubts that they will make it. All members of the Yngling Association in Germany will keep their fingers crossed and hope that Ulrike and her team will be rewarded with a medal at the Games.

The duel between the ladies’ teams aroused a great deal of interest. With less presence of reporters, sponsors and representatives, all the other German Yngling sailors fought with the same dedication and passion during the 2007 sailing season. Their activities started at the “boot 2007”, the world’s greatest marine trade fair in Düsseldorf. T-Systems, the Telekom subsidiary which not only sponsors the Ladies Olympic Team, but also the “Shoholoza” from South Africa, hosted the Yngling class. Active sailors were at the guests’ service to answer their questions as they will be in 2008. Germany’s Yngling Association will continue its presence at the “boot” fair, you will find us in hall 2, presented as one of the Olympic classes in the “Segel und Olympia-Center”.

The Chiemsee Championship premiere was not the only one in 2007. The Yngling class also joined the tradition-rich “Essener Segelwoche” at the Baldeneysee in Northrhine-Westphalia for the first time this year. Travelling to the Gardasee is also a must for German sailors; joining this Yngling Open Springtime European Championship often

is the perfect kick-off for a new sailing season. Of course, the Open Yngling World Championships, organised by our neighbours in the Netherlands, in Medemblik at the IJsselmeer, must not be omitted from the regatta's schedule. Looking back at 2007, all the sailors will remember this week on the IJsselmeer as the one with the most wind they have ever seen. Nearly constant storms demanded extreme performance from everybody.

A very eventful season is drawing to a close. On the one hand, with a very satisfying result: Without counting the Women's European Championship in Warnemünde, 144 sailors attended 9 regattas. Sailors from abroad are always very welcome. The Yngling Association wants to say "Thank you for coming" – for example to the teams of AUT 330, BEL14, DEN204, NED187, NED72, NED318 and NED342.

On the other hand, a new trend is emerging: After several years of stagnation, a kind of "rejuvenation" is beginning. The fleet is growing again, and especially young sailors are starting their regatta career – fascinated by Yngling.

We are eagerly looking forward to the future. Because of changes to the Olympic rules, we are sure that there will be some structural changes in our organisation, too. Anyway, we look forward to meeting our Yngling friends again in 2008.

German Ranking 2007

1.	GER 161	Torsten Schutt
2.	GER 262	Hans Heinrich Gerth
3.	GER 199	Sabine Schedlinski
4.	GER 191	Frank Witzer
5.	GER 121	Uwe Köstermann
6.	GER 233	Katharina Hub-Balven
7.	GER 222	Holger Urbaczka
8.	GER 247	Ralf Teichmann
9.	GER 115	Jürgen Troeltsch
10.	GER 7	August Wolf

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Swedish Report 08

The 2008 season will see a lot of new people active in the Swedish Yngling Association. The effects of clubs using Ynglings for their sailing education is starting to show and the next step is to make training crews take the step to start racing the Yngling.

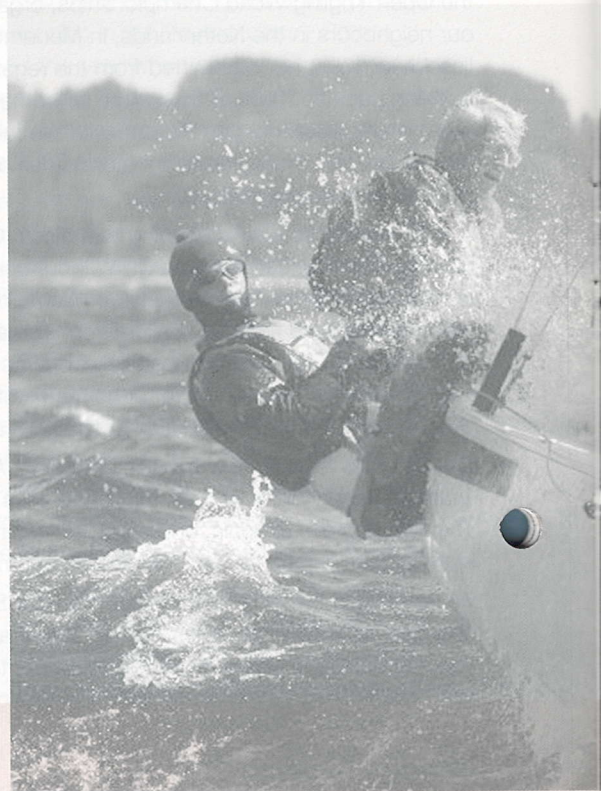
The Swedish Championship was sailed in Borstahusen during the Nordic Week and we would like to thank the Borstahusens Segelsallskap for a nice

regatta. The racing itself was done in very varied conditions with an opening race in heavy weather and the last race of the series in very light winds. After a tight duel Jorgen Ring showed how important experience is and won the regatta. Congratulations.

Already now we look

forward to the 2009 Open World Championship which will be held in Kalmar in the Swedish Southeast. Kalmar is a good regatta venue and we feel certain that they will make an excellent Yngling Championship.

For 2008 the Open Nordic Championship will be sailed at the Nordic Week in Borstahusen the 30 July – 1 August. As usual the Nordic Week is a multi class event with Nordic and Swedish Championships in many classes. More info at www.nordicweek.se



images: www.borstahusbild.se

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Results Swedish Championship:

1st DEN 111 Jörgen Ring, Niklas Rosenkilde, Joakim Stoltberg, KDY 7

2nd SWE 36 Mattias Dahlström, Malin Planander, Jens Allroth, HYC 7

3rd SWE 39 Staffan Andrén, Peter Andrén, Hannes Edström, MSS 17

4th IRL 1 Jonas Munck, Niklas Emond, Jakob Munck, BOSS 20

5th SWE 5 Måns Allroth, Petter Hallberg, Linn Efsing, LERSS 23

6th SWE 51 Simon Holmqvist, Cedric Delorme, Anton Delorme, BOSS 28

08 Swiss Report



The Yngling Year 2007 started, as usual, with the annual meeting and the prize giving ceremony for the Suisse Yngling Cup early in January. The first quarter of the year is much too cold for sailing, therefore we shortened this odious time with fleet parties, which were very well attended, and some courses in sailing rules, weather, boat tuning etc.

Sailing started late April on Lake of Sempach followed by races on Lake of Zurich and Lake of Constance.

Sandra Termignone and Lily Zweifel organised the Ladies Cup for the second time on Lake of Thun. Motto: sun, fun and hot races. The ladies enjoyed sailing close to SCNI-harbour and the gentlemen prepared a barbecue on shore.

On Saturday evening, after 3 races, all of the 11 Ladies teams got beautiful prizes including roses and a glass of Prosecco.

Five SUI-Teams travelled to Medemblik for the Worlds in July. This Championship was a really tough for our teams, 13 races and winds up to 5-7 Bf! More rain than sunshine required some talent among our backpackers in keeping things dry.

At the end, Hidde-Jan, Don and Auke, NED 333 were the meritorious winners. The SUI-teams won experience and many good impressions!

The international Swiss Championship was the highlight of the second half of the sailing season. Teams from all over Switzerland, Germany and Austria travelled to Beinwil am See. 35 Boats on the starting line! The oldest Yngling was



built in 1972, the newest in 2006, the youngest sailor was 13 years old, the oldest 75; one big happy family, this is what makes up the Swiss Yngling Spirit!

We all enjoyed unforgettable days with sun, fun, shifting winds and only a little rain.

The Suisse Yngling people are a sound mixture of very active regatta sailors but also people who like Yngling Sailing in their leisure time without any ambitions for racing. Very often, these people were the most committed helpers in organising Yngling events. Thanks to all who help to keep Yngling Sailing so popular in Switzerland!

For the season 2008, we again prepared interesting events: fleet parties, training, the Ladies Cup, moon shine sailing, many regattas and as the highlight of the year, the Swiss Yngling Championship at Steckborn on lake of Constance from September 11 to 14.

You will get all the info at www.yngling.ch



Best of Swiss Yngling Cup 2007

(57 Helmswomen and Men)

1. SUI 455 Christoph Kohlschütter
1. SUI 303 Jan van der Kruk
3. SUI 454 Jürg Wenger
4. SUI 451 Thomas Moser
5. SUI 77 Thomas Kristiansen
6. SUI 410 Katrin Barth
7. SUI 398 Patrick Haag
8. SUI 447 Thomas Huber
8. SUI 446 Marcel Güttinger
10. SUI 195 Max Bissig

Top crews of the Swiss Championship 2007

(35 Participants)

1. AUT 283 Justin Kurz/Gregor Jelinek
2. SUI 456 Flavia Gregorini/Angelika Siegfried/
Stefan Eggimann
3. SUI 455 Christoph Kohlschütter/Marc Bichsel/
Markus Jakob
4. SUI 447 Thomas Huber/Roland Fische
5. SUI 397 Urs Wenger/Marlise Wenger
6. SUI 454 Jürg Wenger/Rhea Beltrami/
Peter Kupferschmied

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Swiss Calendar 2008

03/04 May
ZSC; Frühjahrsregatta, Zürichsee
17/18 May
SCH; Regatta Port-o-Böju, Hallwilersee
31 May to 1 June
TYC; Frühlingsregatta, Thunersee
21/22 June
YCS; Sommerregatta, Untersee
30/31 August
SVT; Herbstregatta, Zürichsee
04/05 October
YCSp; Herbstpreis, Thunersee
11-14 September
YCS; Schweizermeisterschaft, Steckborn,
Untersee



USA Report 08

2007 Yngling North American Championship

Okoboji Yacht Club

Place	Boat	Skipper	Points
1	US 41	Christine Kronich	30.00
2	US 298	Tom Hessian	32.00
3	US 275	Bill Tomlinson	45.00
4	US 306	Jock McDonald	46.00
5	US 415	Val Upham	47.00
6	US 232	Pete Ankeny	48.00
7	US 304	Julie Mitchell	54.00
8	US 327	Brad Jones	55.00
9	US 348	Jim Coddington	56.00
10	US 299	Joe Jacquemin	56.00
11	US 336	Tom Everist	57.00
12	US 322	Walt Jacquemin	65.00
13	US 444	Bob Graham	79.00
14	US 324	Pete Wahtera	106.00
15	US 337	George Greene	118.00



America gave up another Cup this year.

OK, having John Ingalls win the Yngling Worlds once is not the same as keeping the "Aulde Mug" for 132 years (but we thought it might have been a good beginning?). Alas, John put up an admirable defense this year in Medemblik, with his same boat and crew (Mike Komar and Jamie Randall) as during his victory in La Rochelle. As we know, the flying Dutchmen and the racing Russians were too much for all of us, and John relinquished the trophy. It's time to offer big congratulations to Hidde-Jan, Don, and Auke – wow, what a tremendous regatta they had!!

Our leading ladies, Sally Barkow, Carrie Howe, and Debbie Capozzie, are still doing pretty well at leading. In 2007 they racked up more silver, and another Rolex (Yachswoman of the Year in USA) as well. As they turn their sights toward the Beijing Olympics, we wish them the best and hope with confidence that they will bring the full momentum of their dominance of this "quadrennium" onto the waters of Qingdao.

The other leading lady in the USA is our new North American champion, Christine Kronich. Christine and crew Dale Hinman (yes, they sailed with just two!) won the 2007 continental affair held in Iowa. (Yes, there's water in Iowa, amidst all the corn fields and presidential voters.) Many of the International racers can get the full story from Christine

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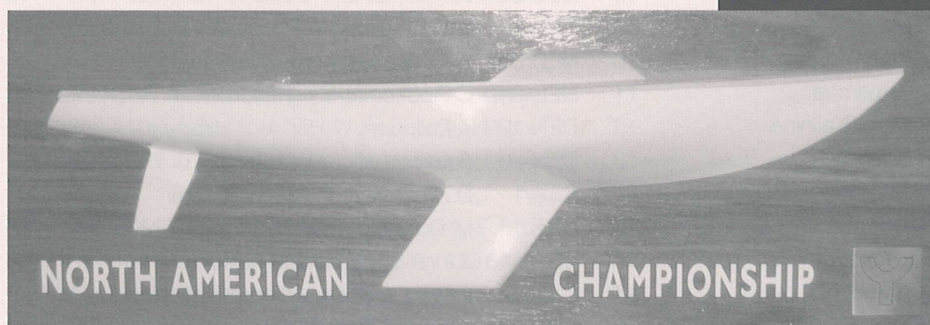
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herself – she will be racing in the Open Worlds in Denmark this year!

Outside of our leading racers, the Yngling fleet in America remains largely unchanged. Our fleet in Michigan continues to do an enviable job of bringing youth into the boat and spreading the talented adults around, too. Simple lesson: to grow your fleet, give up a few wins to share your skills with others! This August, 2008, our Minnesota fleet will host North Americans (7-10 August). Several visiting Scandinavian Yngling racers have raced on this lovely lake before (Nergaard, Harmsen, others) for this regatta. If you'd like to come this summer, please do – contact Bruce for details.

Best wishes to all for a fun Yngling season in 2008.

Bruce, USA



Major Regatta Results

07

2007 Womens European Championship, Warnumunde, Germany

Place	Sail no	Competitors
01	RUS 8	E Skudina, D Krutzhikh, N Ivanova
02	NED 1	M Mulder, B van der Werf, M Kampen
03	GRE 7	S Bekatorou, S Papadopolou, C Charamountani
04	NED 111	J Hin, A Bes, F Hendriksen
05	NED 11	R Groeneveld, M Faber, P De Jong
06	RUS 4	A Basalkina, V Ukraintseva, N Kristina
07	NOR 406	S Sundby, L Brigitte Fredriksen, A Koefoed
08	DEN 199	T Palludan, I Hartvig, S Boidin
09	ESP 3	M Azon, S Azon, G Pisonero
10	GER 261	U Schumann, J Bleck, U Höpfner
11	ITA 16	C Calligaris, F Scognamillo, G Pignolo
12	NED 350	A Thies, L Wierenga, C Heerema
13	GER 268	K Wagner, A Höll, A Pfister
14	RSA 1	D Provoyeur, P Alison, K Rew
15	FRA 8	A-C Le Berre, A Ponsar, M Deplanque
16	FIN 2	S Lethinen, A Struckat, L Väresmaa
17	UKR 1	M Dolynska, S Matevusheva, G Kalinina
18	NED 335	L Kedde, E Schildmeijer, H Harms
19	CAN 14	S Bury, M Henderson, K Abbot
20	NED 336	J ter Horst, M Eelkman Rooda, C Hakkel
21	FIN 1	A Borenus, S Kanerva, E Bäckstrom
22	FRA 6	A Le Helley, C Lepesant, J Gerech

2007 European Youth Championship, Medemblik, Netherlands

Place	Sail no	Competitors
01	NED 333	H-J Haven, D van Arem, A van der Werf
02	DEN 24	M W Pedersen, M Gronning, K Schaldemose
03	NED 336	J ter Horst, M Eelkman Rooda, C Hakkel
04	NED 335	L Kedde, A Zweistra, M Versteegt
05	DEN 205	C Evers, R Holm, S Boidin
06	DEN 191	J B Hansen, A Rabot, F Felding
07	NED 324	R Tromp, D Kuipers, K Kattenberg
08	DEN 207	G Bry, L S Christoffersen, K Aabenhus, H Andersen
09	AUS 43	J Reece, S Pollard, M Reece
10	NED 345	J-P van der Meeren, A van Riet, M-L van der Meeren
11	DEN 183	P Aschenbrenner, B Habekost, C S Andersen
12	NED 337	F Sneijers, A Righolt, M Drenth
13	AUS 5	D Chapman, T Scardfield, A Wheen
14	DEN 62	M Haamann, T Steen, M Math
15	DEN 186	C Reidar Jorgensen, S Reidar Jorgensen, F D. Nimskov
16	NED 307	J ter Horst, P Otto, N van de Zweep
17	DEN 132	S Styr, Si Felding, M Lacoppidan
18	NED 127	T van Loon, A Geneste, A van Ommen
19	DEN 2	M Boidin, JStolbjerg Hansen, C C Sagaard
20	NED 339	J Siep, R Malschaert, D Romkus
21	AUS 39	A Fluck, K Brown, G Clarke
22	BRA 1	M Basilio, TBC, L B Juk
22	NED 348	C Heerema, M Hensen, V Krzeminski

2007 Open World Championship, Medemblik, Netherlands

Place	Sail no	Competitors
01	NED 333	H-J Haven, D van Arem, A van der Werf
02	RUS 4	A Basalkina, V Ukraitseva, E Maximova
03	RUS 8	E Skudina, D Krutskith, N Ivanova
04	NED 328	T Otte, M Haven, F de Vries
05	DEN 177	M Palludan, K Klausen, A Michaelsen
06	RUS 1	I Vlada, N Gaponovich, R Malschaert
07	NED 322	M Jamin, J Smolders, G-H Bakker
08	NED 58	W Toornstra, V Dukel, J Molenaar
09	FRA 8	A-C Le Berre, A Ponsar, M Deplanque
10	NED 350	A Thies, T Zandstra, C Heerema
11	NED 340	C Roukema, E van Norden, A Roukema
12	DEN 199	T Palludan, N Hansen, I Hartvig
13	DEN 202	A Gotschalk, J W Nittegaard, H Brendstrup
14	RSA 1	D Provoyeur, P Alison, K Rew
15	UKR 1	M Dolynsfa, S Matevllshcva, G Kalinina
16	USA 348	J Ingalls, J Randall, M Komar
17	CAN 14	S Bury, M Henderson, K Abbott
18	NED 335	L Kedde, A Zweistra, L Wierenga
19	NED 310	W Poiesz, M de Jong, J Willemsen

Place Sail no Competitors

20	DEN 149	B Reker Andersen, E Prins, L Norgaard
21	NED 318	R de Kler, K Kattenberg, D Kuiters
22	USA 302	B Chafee, H von Summer, M Harmsen
23	DEN 24	M W Pedersen, M Gronning, K Schaldemose
24	NED 320	M I de Jong, J van der Broek, R Eichhorn
25	DEN 205	C Evers, R Holm, S Boidin
26	NED 87	H de Haer, J Nooitgedagt, M Groenland
27	SWE 36	M Dahlström, M Planander, P Klang
28	GER 247	R Teichmann, J Vaes, H Rehe
29	NED 74	B Huber, M Schokker, A Deen
30	NED 336	J ter Horst, M Eelkman Rooda, C Hakkel
31	NED 323	M Tak, S Tak-Hendriks, A Schurer
32	SUI 455	C Kohlschütter, M Jakob, M Bichsel
33	DEN 204	C O Thaulow, M Mellerup, F Loppenthin
34	DEN 191	J B Hansen, A Rabot, F Felding
35	DEN 2	M Boidin, J S Hansen, C C Sagaard
36	NED 322	G Roukema, S de Jong, R Tromp
37	DEN 207	G Bry, L S Christoffersen, K Aabenhus, H Andersen
38	GER 161	T Schütt, V Bücken, B Marx
39	SLO 1	B Antoncic, Z Perovic, A Jadek
40	DEN 183	P Aschenbrenner, B Habekost, C S Andersen
41	AUS 5	D Chapman, T Scardifield, X Wheen
42	GER 222	H Urbaczka, U Köstermann, K Morwinski
43	NED 345	J-P van der Meeren, A van Riet, M-L van der Meeren
44	NED 109	W Dijkstra, R Wetting, F Dolle
45	DEN 111	J Ring, N Rosenkilde, J Cholewa
46	DEN 132	S Styr, S Felding, C Evers
47	NED 337	H Harms, A Righolt, M Drenth
48	DEN 137	N Dvelund, J Hellinghus, J Petersen
49	SUI 398	P Haag, N Beckhaus, O Widmer
50	NED 225	B Heintzenberger, W Rupert, L Rupert
51	DEN 67	O Berthelsen, S Messmann, L Lythcke
52	AUS 19	C Harper, J Harper, S Deane
53	AUS 43	J Reece, A Reece, M Reece
54	SUI 451	T Moser, X Bourguignon, M Wittwer
55	NED 3	A W de Jong, C Brands, H Brands
56	NED 307	J ter Horst, P Otto, N van der Zweep
57	GER 266	T O Probst, M Schramm, R Lindenblatt
58	DEN 62	M Haamann, T Steen, M Math
59	GER 199	S Schedlinski, A Hinz, S Hödl
60	AUT 230	G Flödl, H-H Kretschmer, W Hauer
61	SUI 410	K Barth, A Teuscher, H Huber
15	DEN 186	C Reidar Jorgensen, S Reidar Jorgensen, F D. Nimskov
63	GER 244	G Derksen, G Spruytenburg, F Tetzlaff
64	SUI 304	P Ilg van Huben, P Ilg, A Hubmann
65	AUT 360	M Seiter, S Schano, T Holzner
66	BRA 1	M Basilio, TBC, L B.Juk
66	NED 348	C Heerema, M Hensen, V Krzeminski

2007 Womens World Championship, Cascais, Spain

Place Sail no Competitors

01	GBR 12	S Ayton; S Webb; P Wilson
02	USA 337	S Barkow; C Howe; D Capozzi
03	GBR 17	S Robertson; A Lush; L MacGregor
04	NED 111	M Mulder; A Bes; F Hendriksen
05	RUS 8	E Skudina; D Krutskikh; N Ivanova
06	NZL 4	S Ferris; R Smeal; S Buckley
07	ESP 3	M Azon; S Azon; G Pisonero
08	GER 261	U Schuermann; J Bleck; U Hoepfner
09	GBR 16	V Rawlinson; E Rawlinson; S Monson
10	AUS 60	N Bethwaite; K Gojnic; A Farrell
11	FIN 2	S Lehtinen; M Klemetz; L Varesmaa
12	RSA 1	D Provoyeur; K Rew; P Alison
13	NED 11	R Groeneveld; B van der Werf; M Kampen
14	RUS 4	A Basalkina; V Ukraintseva; E Maximova
15	GER 268	K Wagner; A Hoell; A K Pfister
16	GRE 7	S Bekatorou; S Papadopoulou; C Charamountani
17	FRA 8	A C Le Berre; A Ponsar; J Gerech
18	NED 1	J Hin; M Faber; P De Jong
19	NOR 406	S Sunby; A Koefoed; L B Fredriksen
20	NED 335	L Kedde; L Wierenga; A Zweistra
21	RUS 1	V Iliencko; N Gaponovich; E Kovalenko
22	CHN 1	X Song; R Wang; Y Yu
23	ITA 16	C Calligaris; F Scognamillo; G Pignolo
24	FIN 1	A Borenius; C Renvall; S Kanerva
25	CHN 3	J Li; X Li; Y Gao
26	UKR 1	M Dolynska; G Kalinina; S Matevushva
27	DEN 202	T Palludan; I Hartvig; M Gade
28	SWE 51	I Soderstrom; J Larsson; C Aberg
29	USA 339	E Alison; A Callahan; L Icyda
30	JPN 1	Y Shige; Mi Horiuchi; F Akiyama
31	CAN 14	S Bury; M Henderson; K Abbott
32	BRA 1	M Basilio; M Kienitz; L Juk
33	ESP 2	S Roca; E Gonzalez; L Cacabelos
34	FRA 7	A Le Helley; M Deplanque; C Le Pesant
35	CAN 16	S Webster; P Foscarini; C Robson

Sailing Calendar

08

May

01-04	Dutch Youth Regatta (qualifier youth), IJsselmeer	NED
03-04	Huggertpokal	DEN
03-04	Fruhjahrsregatta, Zürichsee ZSC	SUI
06	Dolce Vita, Fraglia della Vela Riva, "VSOP"	ITA
07-10	Open Springtime European Championship, Riva del Garda	ITA
17-18	Sundby	DEN
17-18	Klassenevenement Workum (qualifier), IJsselmeer	NED
17-18.	Regatta Port-o-Böju, SCH Hallwilersee	SUI
21-25	Holland Regatta, IJsselmeer	NED
23-25	OMEGA TRAUNSEEWEEK, SCE – Traunsee	AUT
31-01 June	Niederrheinpokal, Lohheider See, WSVRh	GER
31-1June	Frühlingsregatta, Thunersee TYC	SUI
31-01 June	Hellerup	DEN

June

07-08	Duisburger Yacht-Club (DUSC), Sechs-Seen-Platte Duisburg	GER
14-15	Mattsee, UYC – Mattsee	AUT
14-15	Training 09, Medemblik	NED
14-15	Svensk mesterskab	SWE
21-22	Somerregatta, Untersee YCS	SUI
25-29	Kieler Woche (women only)	GER
28-29	Zomerwedstrijden, Sneekemeer	NED

July

03-05	Youth European Championship, Skovshoved	DEN
05-06	Vrijbuiterveekend, Loosdrechtse Plassen	NED
05	4 – Std. von Au, Langstreckenregatta, YCAu, Regional	SUI
06-12	Open World Championship 2008, Skovshoved	DEN
12-16	Kaagweek, Kager Plassen	NED
19-20	Salzkammergutpreis, UYC – Wolfgangsee	AUT
30-01 Aug	Nordic Championship, Borstahusen	SWE

August

02-07	Sneekweek, Sneekemeer	NED
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August

07-10	North American Championship, MY.C. Minnetonka, Minn. (2009 Open Worlds Qualifier)	USA
07-10	DIF DM Svaneke, Bornholm	DEN
09-10	Yngling 40 years!!!, Sneekerveer	NED
09-21	Olympic Games, Qingdao	CHN
16-17	Achensee, TWV – Achensee	AUT
16-17	Duisburger Kanu und Segelclub (DKSC), Sechs-Seen-Platte/Duisburg	GER
16-17	Old Fashion Race, ZYC, Regional Regatta	SUI
23	Ladies Day, ZSC	SUI
23-24	Rosenwind Pokal, UYC – Attersee	AUT
30-31	Open Wedstrijden, Langweerder Wielen	NED
30-31	Herbstregatta Thalwil, Zürichsee SVT	SUI
30-01 Sept	Essener Sailing Week, Baldeneysee, Essen	GER

September

04-07	IÖSTM – Drachenwand Preis, UYC Mondsee	AUT
08-09	Segelkameradschaft Leopoldshafen, Leopoldshafen	GER
11-14	Schweizermeisterschaft, Steckborn, Untersee, YCS	SUI
12-14	Open Dutch, Medemblik	NED
20-21	Weinleseregatta, SC Krems/Donau	AUT
27-28	Sluitingswedstrijden, Sneekerveer	NED
27-28	Herbstpreis, Regional Regatta, ZYC	SUI

October

04 -05	Klassenevenement Roermond, Zuidplas	NED
04-05	Herbstpreis, Thunersee YCSp	SUI
11-12	Yngling-Herbstregatta, WSVRh, Lohheider See/Duisburg	GER

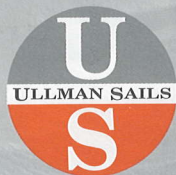
November

22 -23	Nikolausregatta, WSVRh, Lohheider See/Duisburg	GER
TBA	AUSPAC Regatta, RSYS, Sydney	AUS

December

06-07	Botterletter, Rotterdam	NED
27-29	2008 Australian National Championship, RSYS, Sydney	AUS

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