

The Magazine for Yngling sailors and their friends world wide



Yngling '95

IYRU International Class

João
94

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INTERNATIONAL YNGLING ASSOCIATION

YNGLING MAGAZINE '95

is a non-profit publication, distributed to all Yngling Sailors and their friends world-wide.

Total distribution 5,000 copies

Guidelines

Articles, photos, race-results are welcome.

Text can be transmitted by letters or diskettes.

Colour prints or slides are acceptable, but black and white photographs are preferred.

Everybody is welcome to contribute to YNGLING '96

Advertising

(Black and white)	US\$
Full page	500,
Half page	300,
Third page	200,
Quarter page	150,
Eighth page	100,

Reduction - 10% for 2nd advertisement insertion:

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Deadline for YNGLING '96
15th November 1995

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"The objects 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 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)."

The administering authority for the INTERNATIONAL YNGLING CLASS is the

INTERNATIONAL YACHT RACING UNION - I.Y.R.U.

27 Broadwall Waterloo
LONDON SE1 9PL/ England
Tel: +44/17/9286611
Fax: +44/17/4018304

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

Who's Who at a Glance

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Dansk Yngling Klub
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Yngling
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John Ingals Dewolf Boats USA
Tel +1 401 635 4085

Presidential Message

Godday mates!

But first, "Bienvenue" on behalf of Club Nautique de Versoix on the Geneva Lake, the venue for our next WC – starting on Friday 7th July 1995.

Then, in January 1996 in Sydney!

Just think about all the Yngling Sailors from all countries sailing on Sydney Harbour in front of the famous Opera House.

I hope that everyone receiving this new *Yngling Magazine* 1995 will start to practice saying "Godday Mate" with a perfect Aussie accent, this favourite friendly welcome expression of the Australians.

To say "Godday Mate" will be vital for everyone who wants to participate in the WC96, however, it could also be used with success in Switzerland, or in Germany for that matter during the European Championship, which will follow in the summer of 1996. The venue is Groemitz on the Baltic Sea in the northern part of Germany.

Right now, in the dark month of December, while writing this, the preparatory work to arrange these events and turn them into great successes is going on at full speed.

At the same time future events are being discussed and ...

Firstly, we should all thank the organisers of our WC94.

Just think of all the effort that was put in to make this Regatta so enjoyable.

Now, may we all say in a chorus: "thank you, thank you all nice people of Moss Seilforening for the grand WC94".

It had everything: a full number of races with a full range of wind directions, not to mention the high and low wind speeds and ... those currents in different directions, sometimes very strong.



And lastly, thank you for lots of sunshine, (you made up for Denmark 1993) and the smiles from all the nice ladies. Great!"

Our IYA Annual General Meeting took place in Moss during the WC as usual. The AGM made several important decisions and you can read the full minutes in this magazine.

However as several NYA's think that the IYA is running without their participation, I think it is vital that all NYAs send their representatives to the AGM, which really is very important for the class.

It is the only time when the business of the class can be fully discussed. It is also the time when the Executive Committee is elected, essential for running the business.

I just want to stress that the organisation of an International Class like ours does not run by itself.

It is required that some people use time and effort to keep it running. It is also obvious that if the class is well organised and several people are involved in running it, the danger of malfunction is reduced.

Lots of essential Class Rule changes have been decided over the years to make the Yngling a perfect and reliable Regatta boat.

During 1995 the International Yngling Class Rules (IYCR) will be revised in full and printed from the IYRU, the first time since 1986.

The reprint of our Class Rules is a must in order to produce a new Yngling Guide last printed in 1989.

However, not only the International Yngling Class Rules (IYCR) also the rules of our Association (IYA), the Championship Rules (IYCC) will be revised.

To modernise and correct these rules will help to run the Association smoothly for several years ahead.

The new Yngling Guide can be expected sometime during 1995, provided their are funds available.

If anyone reading this has a good idea about suitable sponsors, willing to advertise and contribute, please contact me.

If the Association can be run smoothly, better possibilities to promote the class will become apparent.

That will be the most essential task in the future for the executive committee and all NYA's.

Another major problem needs to be addressed and solved.

I think of the cost of new boats in Europe! I believe it is time for the IYA to take command and find a positive solution in the interest of the sailors.

I wish you all a happy 1995 in general and especially in sailing your Yngling.

Ingemar Strömblad

INGEMAR STRÖMBLAD
President IYA

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Annual General Meeting of Association, Moss, Norway

IYA Annual General Meeting 9/7/94

Time: 2.00 pm

Present:

Ingemar Stromblad
Chris Harper
Jorgen Ring
Per Thorshoej
Paul van Erp
Merel Noordenbos
Joyce Warn
Pat Warn
Peter Stromblad

President
Secretary
Denmark
Chief Measurer
Holland
Holland
Australia
Australia
Sweden

Apologies:

Svein Andreassen Vice President
Gunther Schmidt-Ginzkey Treasurer
Rudi Mayr Austria

Agenda:

The President's Agenda was adopted.

Correspondence:

A. A letter was received from Pino Ferlini from the Associazione Italiana Classe Yngling stating that the Class is developing and the organisation is now ready to join in with IYA matters.

C. A request to hold the 1995 WC was received from Club Nautique De Versoix in Switzerland. From Gromnitzer Segelklub in Germany a request to hold the 1995 WC and the 1996 EC was received.

D. The formal Request from the Royal Sydney Yacht Squadron for the 1996 WC.

1. The 1994 AGM was opened at 2:15 pm 9/7/94 at SEATRONICS Moss.

2. Ingemar Stromblad and Chris Harper were elected Chairman and Secretary respectively.

3. The agenda was adopted.

4. The Presidents Annual Report was read and adopted.

5. The report from the auditors was tabled and adopted.

6. The Executive Committee was discharged and thanked for their hard work over the past year.

7. Ingemar Stromblad was elected for another year by unanimous vote as President.

8. As was Svein Andreassen as Vice President.

9. As was Chris Harper as Secretary.

10. As was Gunther Schmidt – Ginzkey as Treasurer.

11. ACF S. A. were appointed as certified auditors.

12. Per Thorshoej was appointed as Chief Measurer.

13. The President noted that Official Class Measurers were to be listed and published in the Yngling Magazine and The Chief Measurer will organise the list.



"Let's get out of here" – race officials

B. Huub de Haer, President of Yngling Club Holland would like to hold the European Championship in 1996. An apology was given for the delay in payment of fees. The Yngling Club expressed concerns over the price of the Yngling, and the Club has put a lot of energy into their new strategy and have a new committee.

the International Yngling

Gybe of the Year



14. The previous Technical Committee was re-elected.

15. The President was appointed as the IYRU delegate.

16. The 1994-5 budget was tabled and adopted. In order to be able to print a new guide the membership fee and the cost for sail lables will rise to 20SF. The Technical Committee will rewrite the Guide.

17. It was decided that Gromitzer Segel Clubev will be asked to include the Ynglings in the Gromitzer Woche with a special arrangement so that the racing will be from the 30th of June to the 5th of July 1995.

The 1995 WC application from Club Nautique De Versoix 7th to the 15th of July was accepted with the procedure to be 5 races completed before a lay day.

The 1996 WC will be held in Sydney as per the advance notice of race ie, Open Australian Championship Dec. 24 1995 – Dec. 31 1995.

WC 1996 Dec. 31 – Jan. 7. Alternative courses and pool racing may be required.

The 1996 European Championship will be held at Gromitzer Segel Clubev. Jul. 5 – 12.

18. A list of amendments to rule 7 IYA Rules was tabled and adopted.

19. 20. The Chief Measurers Report was given as per the Minutes of the Technical Committee.

The report was accepted with an addition to the "float test procedure", ie all boats to be tested may be tested upon the owners request at any time during the Regatta.

21. A proposal for changes (drafted by C. Brask Thomson and B. Chaffee) was tabled for editing by the President, Secretary, Chief Measurer, Treasurer and C.Brask Thomson. The changes are for the IYA Class and Championship Rules.

22. A Match Racing Rules Committee is to be formed to write a set of Class Rules.

Names suggested are S. Hatch, N. Wittey, S. Mohr, J. Bendix.

23. A proposal for a committee from Denmark, Norway and Sweden should be asked to write a set of Nordic Championship Rules was adopted. The president is to organise.

24. Proposals were tabled for the Y Magazine and Spot News to remind NYA's about what is required and when, to contain the costs and meet delivery the date.

25. A report on how to market Yngling Associations and the racing was presented by the secretary as well as some ideas on presentations.

26. The Dutch reported on their strategy on making new fleets.

27. Other Business – The Australian President reported a pilot program with disadvantaged youth that is being undertaken in outer Sydney with Botany Bay Yacht Club.

28. The date of the next meeting is Sat 8th July 1995 with the Technical Committee meeting just prior. The meeting closed at 19:47.

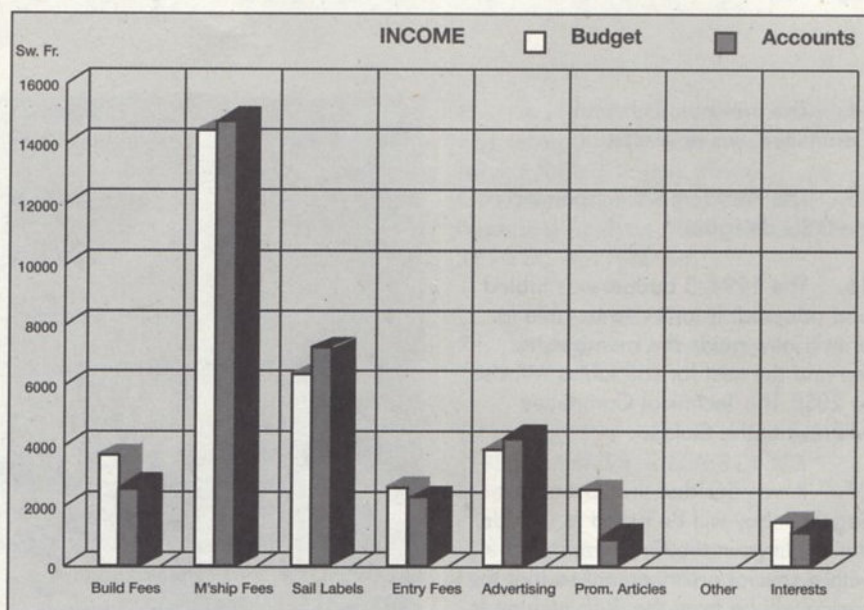
Secretary C. HARPER

President I. STRÖMBLAD

The Treasurer's Report

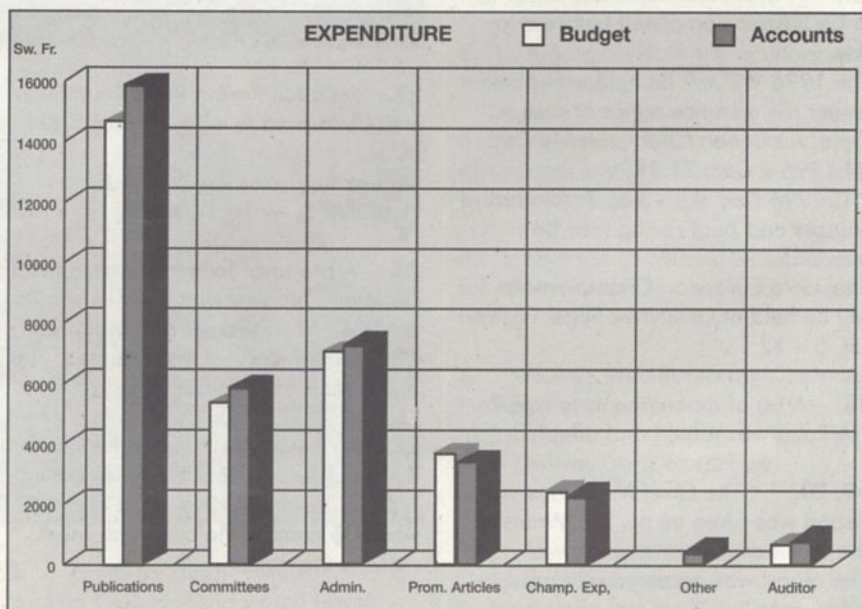
IYA Income 1993-1994

	SFR
1 Building Fees	1,935.56
2 Membership Fees	14,502.25
3 Sail-labels	7,076.15
4 Entry Fees	2,088.26
5 Advertising	3,838.95
6 Promotion Articles	752.70
7 Other	— 30,193.87
8 Bank and Bonds Interest	942.31
9 Bonds-Value Increase	453.00
Total	31,589.18



IYA Expenditure 1993-1994

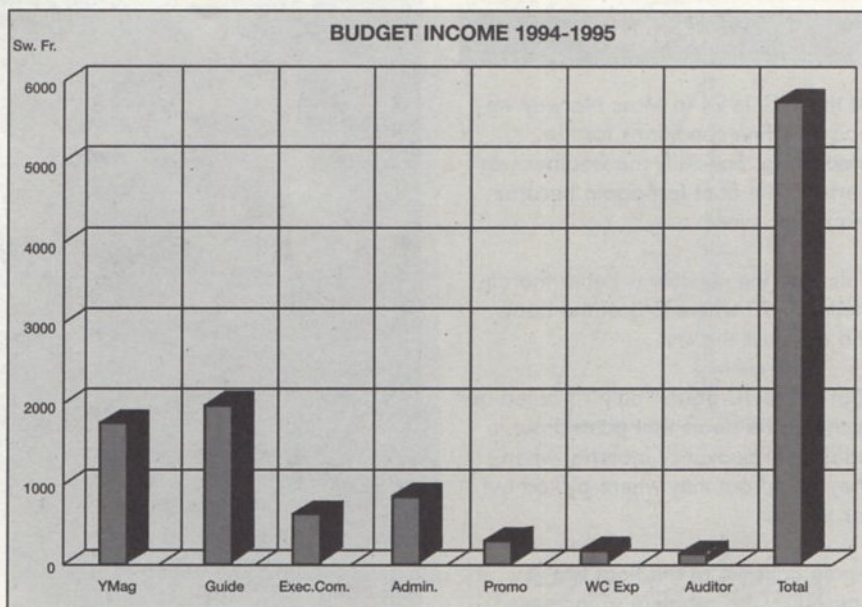
	SFR
9 Publications	15,576.65
10 Committees	5,372.25
11 Administration	6,484.95
12 Promotion Articles	2,946.50
13 Championship Expenses	1,851.75
14 Other	76.70
15 Auditor	400.00
Total	32,708.80



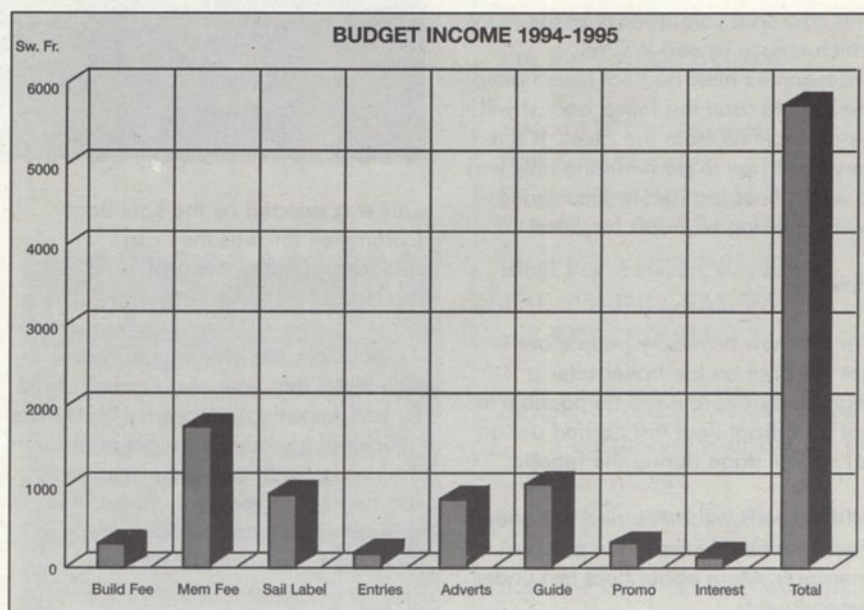
**Excess of Expenditure
Over Income** **(1,119.6)**

IYA Budget 1994-1995

Income	SFR
Building Fees	2000
Membership Fees	16000
Sail Labels	8000
Entries	1200
Advertising	6000
Guide Costs	10000
Promotional Items	2800
Interest	1000
Total	47000



Expenditure	SFR
Y Magazine and Spot News	19000
Guide	20000
Executive Committee	5000
Administration	8000
Promotional	3000
WC Expenses	1600
Auditor	400
Total	57000



Measurer's Corner

WC 1994

At the WC 1994 in Moss Norway we had very fine conditions for the measuring. Specially the weather was perfect. The float test again became the major event.

This year the result was better than in Hellerup 93 where 2/3 of the boats did not pass the test.

Out of the 10 boats "only" 3 failed but some of the boats that passed put in additional buoyancy material when they found out they were picked out for the test.

Again criticism of the float test was caused by the problem of increased weight after a float test. Many found it unfair for those few who were chosen (randomly) to get this handicap shortly before racing.

This caused a compromise at the AGM which means at next WC all prizewinners **must** be float tested after the regatta, and the failed boat(s) will be disqualified from the races. It is a very hard way to do it but the only way to avoid float test before the regatta without taking all boats for a test.

However.

We all know how busy people are to get the boat on the trailer after a regatta, therefore it will be possible to get an official float test carried out on an earlier stage during the regatta.

All float tests will be carried out under the superintendence of the chief measurer. More about float test under amendments.

Amendments 1995

At the IYRU meeting 94, our amendments were accepted but with one exception. In the appendix concerning "Guidance for Additional Buoyancy" we wanted to include inflatable air bags as accepted buoyancy material.



This was rejected by the Keel Boat Committee for reasons I can understand but not accept in all matters.

Air bags are the only way to secure side tanks that leak very easily (caused by bad fastening). Buoyancy blocks are difficult (if impossible) to get in through the hatch, use of smaller pieces or as granulate, get heavy when wet. As does in situ expanding foam materials which are prohibited to be used.

All this means, when float tested the air bags (if there are any) must be taken out of the boat, which is a difficult task to do and very easily causes a puncture.

Included in the Guide will be an appendix which contains a "Guide-line for Float Test".

This is to ensure a homogeneous way to do the float test all over the world and of course to avoid discussions at the regatta about how long the boat must be under water.

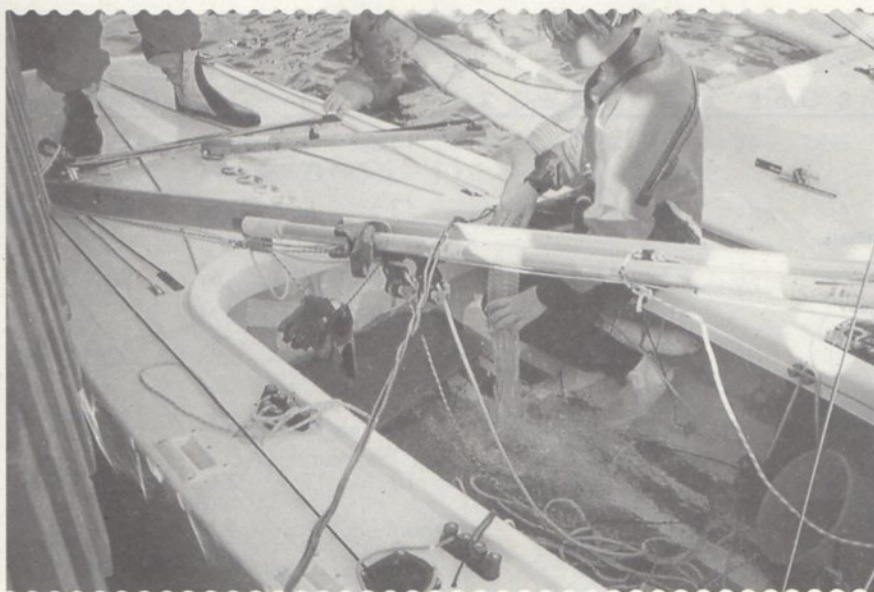
Moreover the guidelines enclose a demand to the club arranging the regatta, that there must be at least one motor pump with a large capacity and able to get through the hole to the double bottom.

Rule 3.8.2 is changed (concerning the number of turnbuckles used) and rule 3.5.3.1 (concerning boom definition).

This is all for this time. I look forward to see you in Versoix in July at the WC.

Don't forget to bring your swimsuit.

PER THORSHOEJ



Rule Changes March 1 1995

Rule 3.5.3.1

Boom

Delete

"Tapered or permanently bent booms are prohibited."

Insert

"Tapered or permanently bent booms between the measurement bands are prohibited."

Rule 3.8.2

Rigging Adjustment

The lengths of the shrouds and the forestay shall be altered only by one turnbuckle each.

Guide lines for Additional Buoyancy.
appendix to IYCR 3.2.12
see also Measurement Manual 8.2

An Yngling with 0.4m^3 buoyancy blocks will normally not be able to fulfil the Float Test (IYCR 3.2.12) and it is then necessary to put in additional buoyancy material.
By experience the required amount of additional buoyancy material is about sum $0.1\text{m}^3 - 0.15\text{m}^3$ of which the most shall be placed in front of the cockpit area.

The additional buoyancy material can be in the form of one or more of the following:

Buoyant rigid foam or expanded polystyrene.

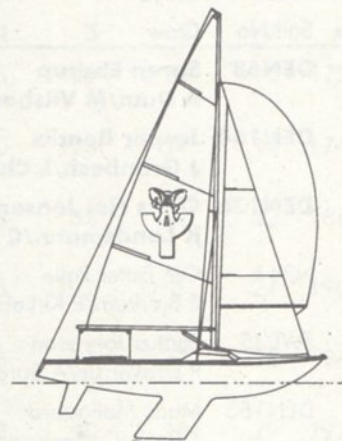
Closed cell foams as for instance PVC and PE.

It is not allowed to use foams expanded in situ, such as side tanks, double bottom, etc ...

Guide line for Float Test

All hatches must be open. This means hatches in side tanks, in fwd./aft. bulkheads, double bottom (high or low) the hull shall be totally filled with water. To ensure this the boat shall (when filled with water) be tipped 30 degrees to each side where after the crew must go first to the stern then to the stem of the boat. The idea is that the boat must be able to float only on the additional buoyancy material and all air must be out of the hull.

Then the boat shall float level with the crew in the cockpit area (IYCR 3.2.12).



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max dia ... mm, length ... mm
min dia ... mm, length ... mm
note the taper takes 1000 mm



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1994 International Yngling

Moss Seilforening 8-16 July, 1994

Max 7 Races, 1 Discard

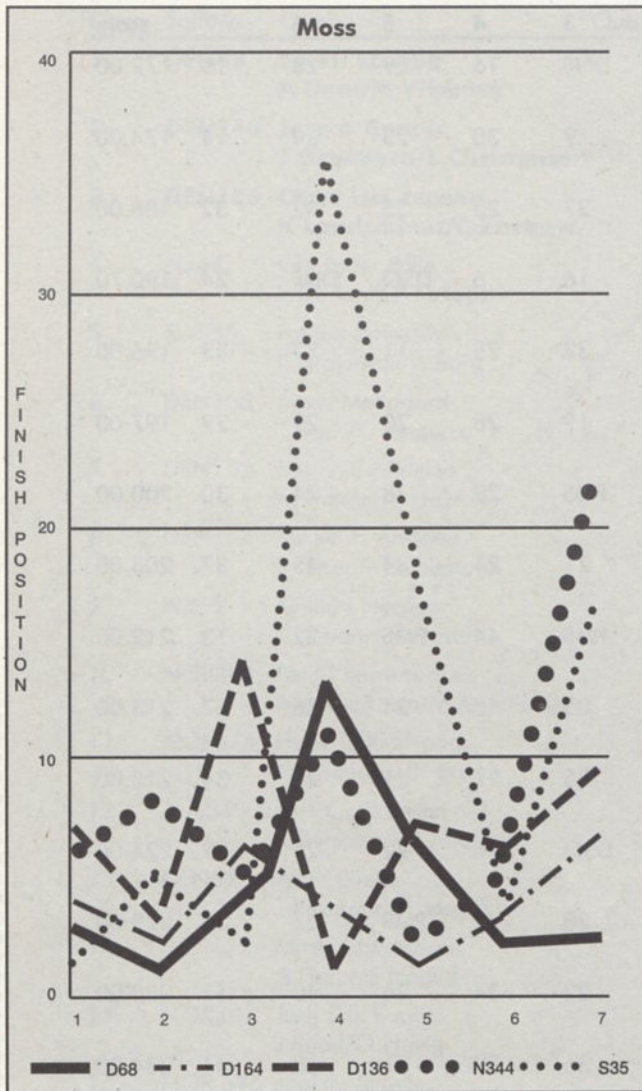
Place	Sail No	Crew	Club	1	2	3	4	5	6	7	score
1	DEN68	Soren Ebdrup A Dam/M Vilsbaek		3	1	4	13	6	2	2	31.40
2	DEN164	Jesper Bendix J Grønbech/L Christensen		4	2	6	3	1	3	6	34.10
3	DEN136	Claus Høj Jensen K Landsmann/C Zastrow		7	3	14	1	7	6	9	58.40
4	N344	Ole Petter Polle E Bjørkum/P Kirkebø		6	8	5	11	2	5	21	65.70
5	SWE35	Pontus Johnsson P Drakenste/A Borg		1	5	2	35	18	4	16	67.00
6	DEN155	Mads Møllgaard T Bach/C Jesperse		2	12	3	18	19	14	3	76.40
7	DEN162	Martin S Anderse M Holmer/P Holmer		14	10	13	2	3	8	25	77.70
8	DEN157	Mikkel H Anderse T Olsen/M Mollmann		8	6	18	5	13	1	20	78.70
9	N355	Kristian Nergaard C Johann/H Husum		27	4	10	15	4	DSQ	1	86.00
10	NOR381	Per O Bernhardse A Andreassen/M Andreassen		9	14	11	9	5	23	12	95.00
11	NOR374	Hans O Kvalvaag L Johanness/H Bakke		28	7	7	19	9	11	18	107.00
12	AUS31	Lars Gottfredsen K Bonnevie/N Johansen		17	DNF	12	8	16	19	4	110.00
13	DEN52	Allan Giørtz J Reymond/K Jorgense		19	22	PMS	7	10	10	8	112.00
14	DEN177	Mads Christensen A Fiskur/S Høgild		13	16	17	12	PMS	25	5	123.00
15	NOR391	Jørn Erik Ruud J Ruud/O Havig		10	13	PMS	10	12	12	31	124.00
16	NOR 376	Joakim Skovly V Andreassen/E Andreassen		23	18	1	17	15	30	22	125.00
17	DEN129	Thomas Taatø M Larsen/B Andersen		21	24	26	4	17	15	10	125.00
18	DEN165	Dean Olsen J Tjellesen/P Faurhøj		12	17	8	14	PMS	31	26	144.00
19	DEN131	Bjørn Martensson J Hovgaard/E Prins		5	DNF	29	22	PMS	7	11	157.00
20	N281	Knut Asle J Hatch/L Wilhelmsen		16	19	31	33	30	9	17	158.00
21	NED109	Eelco Blok P Van Erp/M Noordenbos		15	9	23	41	PMS	16	19	159.00
22	DEN170	Jakob Lichtenber B Fredrikse/C Herte		20	15	34	20	33	13	23	160.00
23	NED268	Geert Markx W Kramer/F Lieve		18	21	15	PMS	14	28	28	160.00
24	DEN18	Michael Randløv C Jensen/T Clausen		36	11	20	24	DNF	33	7	167.00

Class World Championship

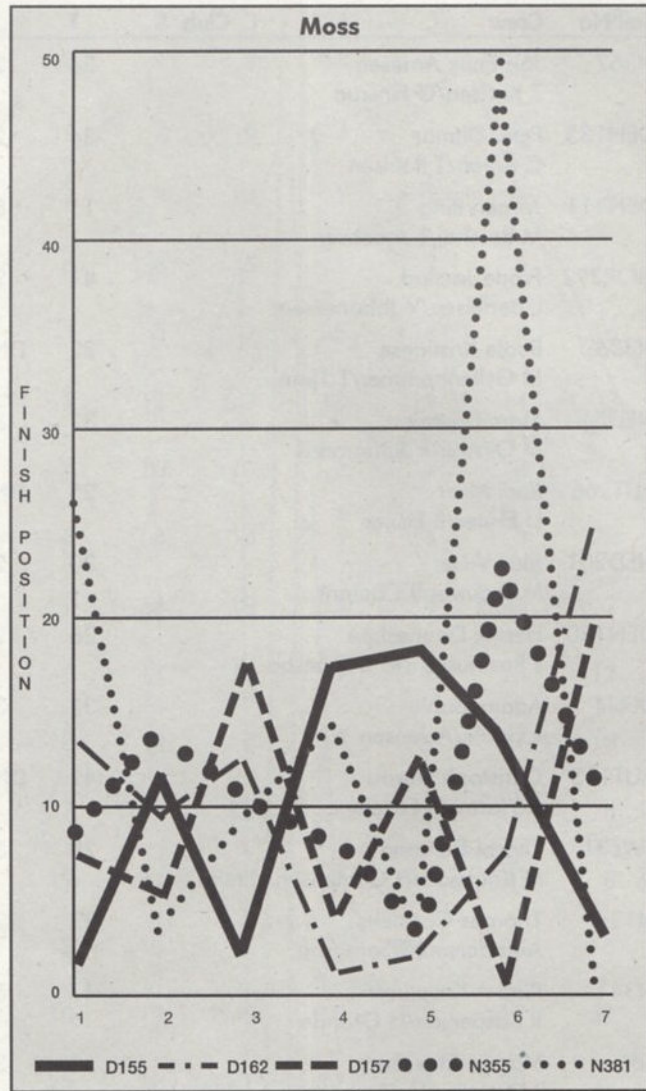
Place	Sail No	Crew	Club	1	2	3	4	5	6	7	score
25	N367	Jan Enok Arnesen T Karlsen/G Finsrud		24	26	DNS	16	29	26	15	172.00
26	DEN135	Peter Ditmar C Antoft/T Poulsen		34	28	9	30	23	34	14	174.00
27	DEN111	Jorgen Ring M Barshoj/L Jacobsen		11	25	27	23	35	32	32	186.00
28	NOR392	Frode Jørstad L Bertelsen/V Johanessen		41	20	16	6	DSQ	DNF	24	190.70
29	N336	Beate Kristianse M Gyllenhammer/T Tjøm		22	DNF	32	25	11	37	33	196.00
30	NED51	Marc Gijswijt M Gijswijt/R Juffermans		37	36	19	28	20	29	29	197.00
31	AUT266	Rudi Mayr U Elsner/B Elsner		25	DNF	PMS	29	8	24	30	200.00
32	NED201	Max Visser M Brouwer/J Contant		30	29	21	21	34	45	37	208.00
33	DEN130	Henrik Dannesboe J Rasmussen/M Dannesbo		26	23	PMS	44	PMS	22	13	212.00
34	DEN4	Adam Guhle J Guhle/A Jensen		33	32	25	45	24	36	27	213.00
35	AUT113	Christoph Harms C Harms/S Fazeny		42	DNF	35	27	21	20	34	215.00
36	SWE31	Thorbj Ekstrand M Knutsson/H Chritensen		29	31	DSQ	46	22	21	39	224.00
37	N136	Thomas Christens A Andersen/S Sørensen		32	27	28	43	PMS	27	36	229.00
38	N341	Rino A Kaspersen R Kaspersen/H Grande		47	30	22	34	26	40	42	230.00
39	S8	Marcus Østerberg J Østerling/A Gustavsson		40	34	36	39	31	18	41	234.00
40	AUS2	Paul Melia L Miller/F Carter		25	DNF	24	31	28	43	38	235.00
41	NOR180	Kjell E Henanger A Tovanger/A Brunvoll		31	33	PMS	38	25	39	35	237.00
42	AUS37	Chris Harper T McKay/B Wood		39	DNF	37	26	27	44	40	249.00
43	NOR46	Hakon Bjerke H Bjerke/A Dreng		38	35	33	36	32	41	46	251.00
44	S5	Oscar Thornell I Strömblad/S Johansson		45	37	40	42	PMS	17	43	260.00
45	AUS25	Pat Warn J Warn/P Barker		44	DNF	39	32	36	35	47	269.00
46	AUT222	Joh W Richard M Cerma/G Priwz		43	39	38	37	DNF	38	44	275.00
47	N223	Ola Semb P Hage/L Eriksen		46	38	30	40	PMS	42	45	277.00

Top Ten

TOP 5 ON THE WORLD CHARTS '94



TOP 6-10 ON WORLD CHARTS 94



Race	1	2	3	4	5	6	7
D68	3	1	4	13	6	2	2
D164	4	2	6	3	1	3	6
D136	7	3	14	1	7	6	9
N344	6	8	5	11	2	5	21
S35	1	5	2	35	18	4	16

Race	1	2	3	4	5	6	7
D155	2	12	3	18	19	14	3
D162	14	10	13	2	3	8	25
D157	8	6	18	5	13	1	20
D355	27	4	10	15	4	48	1
N381	9	14	11	9	5	23	12

WORLD CHAMPION 1993



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The Editor's Desk

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By Bruce Hollis

Situation Analyses

I hear many comments and reports from Denmark, Sweden, Holland, Italy, Austria etc, about the price of the Yngling and the marketing of the Yngling in Europe.

It seems that the Yngling's European / Scandinavian price is prejudicial to the expansion of the class. The marketing of the boat is left up to the IYA and the NYA's alone rather than the licensed builders of the area.

Background

Licenses for building in Europe and Scandinavia must have the consent of the Designer Mr Jan Linge due to his agreement with the IYA and the IYRU. This agreement was written and signed many years ago (1979) and was made to protect the following:

Designers' patent rights and remuneration for inventing, designing, developing plugs, moulds and promotional costs.

Builders costs such as establishing working moulds, storage, promotion, staff training and skilling, business overheads ie. insurances etc.

Members of the International Yngling Association so that authentic Ynglings can be built at a fair market price and that the quality of manufacture will ensure a long and serviceable life.

IYRU's concept of International One Design, rules and commitment to sailors world wide.

Present Situation

The design of the Yngling now 25 years old is virtually locked into a manufacturing specification which controls the materials and labour to produce a hull and keel.

The current builders are all situated in countries which are not members of the EEC. This means extra tariffs and taxes for every one in Europe that wants to import a new boat.

In Norway and in Switzerland labour costs are extremely high.
(Labour actually amounts to two thirds of the cost of the boat).

Labour and material cost in Australia are low, but transport to Europe is high.

Material costs in the USA are low and labour costs are moderate and again transport to Europe is high.

Cost Formula

Yngling =
{[1/3 Materials + 2/3 labour]
x margin} x taxes
+ transport + IYRU Fees

To reduce the price, you must reduce material cost and/or labour cost and/or margins.

For European buyers be aware the taxes will vary between builder countries and non builder countries.

The present builders should examine the costs involved and may be able to find ways of reducing the price.

Fair Prices

The IYA can do some research on the fairness of the price by seeking quotes from other class builders in Europe.

If this does anything at all at least it will make everyone aware of the market price.

We can also do research outside of Europe using IYRU Class builders from eg. Turkey, South Africa, Egypt etc.

Does this sound strange?

I don't think so. I know for a fact that the South Africans are building J22's at a very competitive price.

ALSO these countries are outside of the present European Builders Agreement!

PLUS we may be able to expand the Class into another continent and more countries as well!

For the Future

Better decisions are a result of better information and the IYA has the duty of firstly finding out the facts and then offering a range of solutions.

It is important to have such issues opened up for discussion and put on the agenda of the NYA's as well as the IYA.

I will be putting forward a motion that we seek information from our licensed builders about their building costs and marketing programs, and that the IYA through it's NYA's seek quotes from IYRU builders in their countries and outside Europe.

New builders? If required?

Three possibilities:

Invite the present builders to engage into a fiscal agreement so that the moulds could be leased to lower cost builders.

Invite a new non European builder to purchase a set of moulds.

The IYA purchases its own moulds, then uses a non European IYRU builder of its choice.

To achieve this the IYA would have to raise funds from merchandising, or maybe a special subscription for say 3 years or attract a sponsor who may in return have Y Magazine advertising rights.

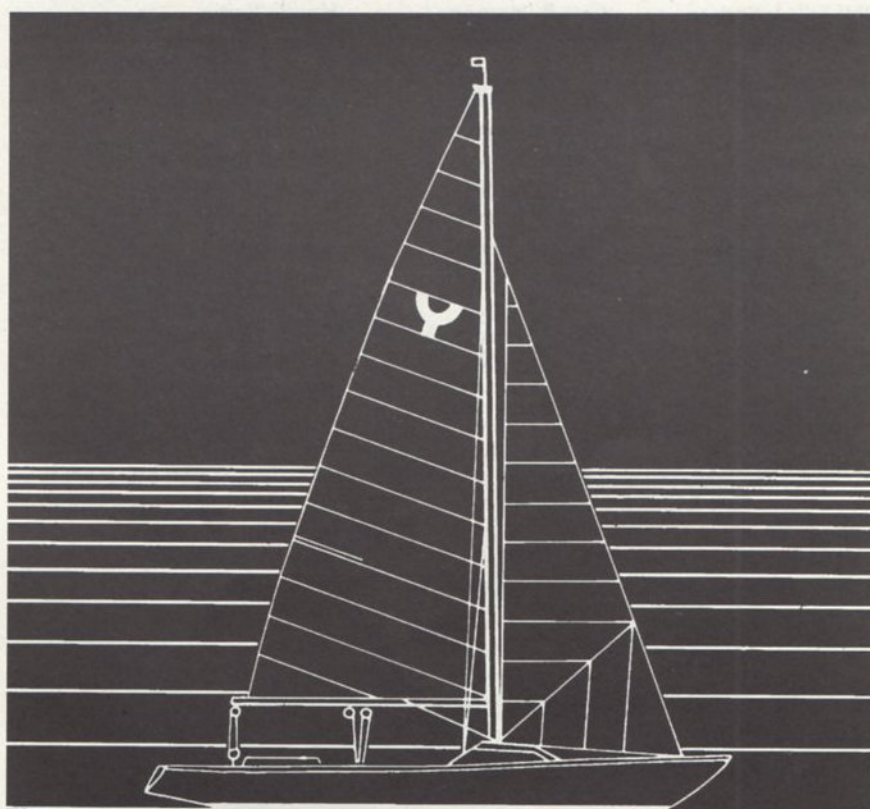
Chris Harper
Editor

The Yngling Magazine

The response this year is much better which heartens me. I have a unique opportunity to study (and sometimes decipher) the articles, opinions and suggestions put forward for publication.

It is a forum for all to have their say, as long as it is printable! It is a pleasure to print on recycled paper the many constructive and bright things happening all around the Yngling world.

I would like to congratulate all the Yngling Friends World-wide who contributed to the magazine and a special thanks to the Advertisers.



Yngling

Design: Jan Herman Linge

Bau und Verkauf:



**YACHTWERFT
PORTIER AG
8706 MEILEN**

Tel. 01 923 02 37 / 923 22 66 · Telex 875 181

Reflections from Moss

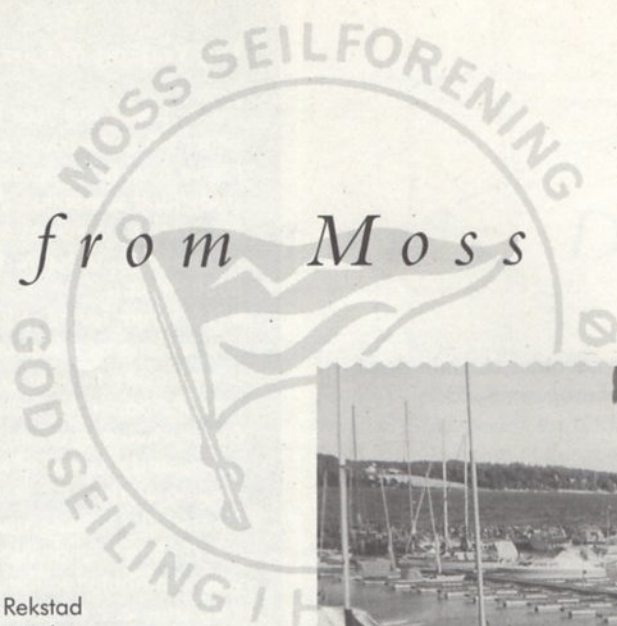
Thank you very much for a very memorable Worlds The Helly Hansen race week

A special thank you to the volunteers for a remarkable job

Per Bordal
Runar Thogersen
Lars Grande
Bjorn Eidessen
Eirik Halmstrom
Kristoffer Grande
Eirik Malm
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Bente Paulsrud
Solveig Kanstit
Bend Bordal



Fredericia Ynglingen



A discussion with a champion team.

Sitting outside the club house at Moss were all the Yngling Friends. There was one of those famous parties going on where all are made welcome by the Organising Committee, and a chance to talk to the defending 1993 Champions:

JESPER BENDIX skipper
Jesper runs a bookshop in Fredericia with his wife and his 6 yr old football playing son who helps him with all matters.

The crew,
JACOB GRONBAEK a "Kline Smith" or black smith.

LARS CHRISTENSEN who is from the discipline and art of Physical Education.

It was remarkable how much Australian the boys understood and of course everyone knows how well the interviewer speaks Danskishk, Sweedishk, Deutskishk, Norgishk, Austrishk, Jive, Italianishk & perfect Nederawordishkspokishkrightishk. So if there are any mistakes boys its probably your fault. During the interview I learnt how to speak their language and here are a few words that I picked up for you.

RACEREADINESS this word I got right. It means you sail as many races as you possibly can.

YNGLINGEN means the class with the best competition in Denmark.

INSPIRATION is finding maximum speed.

EXCITED is OK but
EXCITED IS NOT OK

CREW means combat able

CREW means compatible

CREW means respect for each other

CREW means knowing each other's limits

WINNING means don't even think of it

LOSING means dont be afraid of it

COMPETING means sailing your best

POSITION be conscious of it

SOLING means when we are ready, does not mean when Danish Sailing Association says.

SPONSORS means a few small ones
PRACTICE find a pretty woman and sail a lot

WEIGHT - CREW 88-77-88 kgs

WEIGHT - BOAT 645.0 kgs

COACH means an expense

SELF COACHING means yes

REVIEW is done after every race

BETTER is what we can do the next time after reviewing the race

WINDSHIFTS mean the best will win

MIND must be prepared whether it is 5mins or 5 days to the start

PREPARATION means mind, body, boat, sails.

PHYSICAL means sailing an YNGLING

SAILS means ELVSTROM

STARTING AGE means 18, 8, 30

REGATTAS mean experience

FOLK BOATS mean practice

H BOATS mean more practice

TEAM means sailing together a lot 3-4 years

KLINESMITH means BLACKSMITH

WORLD CHAMPIONS 1993 means JESPER, JACOB, LARS

INTERVIEWER means Chris Harper



We Couldn't Wait

"And the winner is ... SYDNEY". With these words Juan Antonio Samaranch, president of the International Olympic Committee, announced to the world that Sydney, Australia, was their choice of venue for the Olympic Games in the year 2000.

But we couldn't wait that long to show ourselves off to the world. That is why Sydney is hosting the Yngling World Championships in January 1996. Our Yngling visitors will have the chance to sail on Sydney Harbour on the same waters where the Olympic regattas will be held in September 2000.

Of course, Australia is in mid-summer mode at Christmas time, with many people taking their annual holidays in January to coincide with the hot weather. Sydney's temperatures in January have a mean daily maximum of 25.8 deg. C and a minimum of 18.9 deg. C. Most afternoons on the harbour are blessed by the arrival of the cooling North - Easterly wind which makes for great sailing conditions.

Multicultural Sydney is a most exciting city to visit. Local travel is not expensive, nor is food, which is amazingly varied. Restaurants cater for all tastes and pockets.

Our spectacularly beautiful Harbour is the setting for many popular events.

On Boxing Day, December 26, the Harbour is alive with yachts starting on the 630n. mile Sydney - Hobart ocean race. The attendant spectator fleet also has to be seen to be believed, as they try to follow the competitors out of the Harbour and send them on their way in this notoriously tough racing classic. New Year's Eve brings out another host of spectator craft for the annual fireworks which are let off from barges in the Harbour, city buildings, and even from the Harbour Bridge itself.

The Sydney Festival and Carnivale is held from January 6-26 and comprises cultural events including free outdoor rock, jazz, symphony and opera concerts in the Domain Park, a special race for ferries on the Harbour, and performances by local and international arts groups to appeal to all tastes.

Some of these events take place in the Sydney Opera House complex designed by Danish architect, Joern Utzon.

The ocean beaches in metropolitan Sydney are easily accessible, whether you go to Manly by ferry, or travel by bus to the furthest north, Palm Beach. Here is another beautiful sailing area, Pittwater, adjacent to the mouth of the Hawkesbury River.

South of Sydney, you can travel by train to Bondi beach, and to the southernmost beach of the Sydney region, Cronulla adjacent to the waterway of Port Hacking. Three hours' drive north of Sydney is the famous Hunter Valley wine region.

Sydney is surrounded by huge national parks, which are now recovering well from the devastating bushfires of 1994, and all boast spectacular scenery. These include the Blue Mountains, a 1000 metre plateau 100k west by train. The rugged bushland and deep gorges presented an impenetrable barrier to the early explorers seeking to expand the settlement and find arable land.

The Australian International Yngling Association is looking forward to welcoming YOU to join us for the 1996 Worlds, and make your own exploration in Sydney.

By Pat Grace.

Australian



The Royal Sydney Yacht Squadron club house has commanding views of Sydney Harbour

The Downunder Worlds

Host Club

The Royal Sydney Yacht Squadron Peel St, Kirrabilli founded in 1862 welcomes you to compete in the Australian Open Championship and the 96 World Championship of the International Yngling Class. The Ynglings are well known at our club and are an integral part of our youth sailing program. The Yngling Class gives a lot of pleasure to many of our members.

Our members both young and old have competed in just about every World Championship of the Yngling Class and it is with much pleasure that we invite you to compete in our part of the world.

Bill Mobbs
Commodore

96 World Championship



Social Events

Barbeques, Sun. Dec 31, Fri. Jan 5 and dinner Mon. Jan 8 are included in the Entry Fees. Coaches, Partners and others can buy tickets at the main office for AUS \$40 for the listed events. There will be several other social functions.

NEED MORE INFORMATION

For all your travel and accommodation needs contact Johanne Kenny from Everything Travel on +61 2 232 1711 or Fax on +61 2 232 7039

For all other information concerning the World Championship contact AIYA President Chris Harper on
 Fax +61 2 517 2208
 Mobile +614 1847 3271
 Phone +61 2 550 1277
 Home +61 2 818 3539
 or write to P.O. Box 587 Mascot
 NSW 2200 Australia

Open Australian Championship Programme:

Sunday Dec 24 09.00-20.00	Race Office will be open. Registration and measurement at Yacht Club.
Tuesday Dec 26 09.00-18.00 12.00	Registration and measurement at Yacht Club. Cruise to view start of Sydney to Hobart Yacht Race.
Wednesday Dec 27 11.00 14.00	Start Race 1 Start Race 2
Thursday Dec 28 11.00 14.00	Start Race 3 Start Race 4
Friday Dec 29 11.00	Start Race 5
Saturday Dec 30 11.00	Start Race 6
Sunday Dec 31 11.00 19.00	Start Race 7 The prizegiving ceremony for the Open Australian Championship, barbeque and New Years Eve Fireworks & celebrations at the Yacht Club.

International Yngling Class World Championship Programme.

Sunday Dec 31 14.00-20.00	Registration and measurement
Monday Jan 1 10.00-18.00	Registration and measurement
Tuesday Jan 2 10.00-18.00 13.30 20.00	Registration and measurement Tune Up Race (measured yachts) Opening Ceremony and prizegiving for the Tune Up Race.
Wednesday Jan 3 11.00 14.30 18.00	Start Race 1 Start Race 2 Prizegiving ceremony for the days races.
Thursday Jan 4 11.00 15.00	Start Race 3 Prizegiving ceremony for the days races.
Friday Jan 5 11.00 14.30 18.00	Start Race 4 Start Race 5 Prizegiving ceremony for the days races and Barbeque function.
Saturday Jan 6	Spare day if 5 races are completed.
Sunday Jan 7 11.00 17.00	Start Race 6 Prizegiving ceremony for the days races.
Monday Jan 8 11.00 19.00	Start Race 7 Prizegiving dinner and ceremony for the days races and the World Championship.

News from Downunder

"There's no fish around here mister" launch of the Disadvantaged Youth Program at Minto



The smile says it all



Incorporation

The Australian International Yngling Association has incorporated. This means that if anyone wants to sue the Association or any of its members they are protected from the results of such action.

Voting Rights

are now given to all members whether they are owners or not.

Fleets

will have proportional representation when qualifying for WC's.

Youth Sailing

Botany Bay Youth Academy has now introduced +300 youngsters to the sport from schools and now from the Disadvantaged Youth Pilot Program of the NSW Department of Sport and Recreation and Aus Sail.

The pilot program gives children who live in the outer suburbs of Sydney an opportunity to get involved in the healthy sport of sailing.

Some of the kids have never seen the sea let alone go sailing!

If you asked them

"Would you like to go sailing?"

the reply would be

"In your dreams!"

but when you tell them its possible and this is how you can do it, the answer changes quite rapidly to "Can I - when - I'm ready".

We went to an outer Sydney suburb, known for it's industry and not much else. (60 kms from the coast)

Trailing an Yngling we drove onto a dry and dusty football oval beside a school to launch the program.

Immediately we were swarmed by kids.

I wound the window down and jokingly asked

"Is there any water around here?" and one replied

" No mister, nobody goes fishing out here!"

The Department was right, these kids need to get a wider view and Botany Bay Youth Academy and their Yngling Friends are doing so, right now. The Academy now has 5 Ynglings.

The Royal Sydney Yacht Squadron also has 5 Ynglings and these are used for the Youth Sailing Program and now for the Women's Sailing Program.

The boats provide a perfect platform to learn to sail because of their ease of use and high manoeuvrability. For the advanced sailors they can increase their skill levels and enjoy the tactical benefits of the boat.

This year the early inaugural intake of trainees at the Royal Prince Edward Yacht Club were also instructed in Ynglings.

Fun in the Sun

The National Championship was fun for all. The racing was fantastic with battles all over the best playground in the world, Sydney Harbour.

The battle for the winner was between the Nev Wittey and David Lumb teams. It has to be said that there were other teams out in front at times (Warn, Wood, Harper) but this pair excelled in providing highly entertaining and skilful racing.



It appeared as if the organisers had tied 20m of rope between them, tack for tack and gybe for gybe (and there were lots of them) they remained locked together. The champagne flowed when David finally headed Nev across the line in the 6th race.

The standard of racing was higher than previous years (due to the Mini Regattas). The fleet was reduced, however, due to 6 teams competing in the 50th Birthday Sydney to Hobart (380 entries).

The prize giving was full of jokes and special awards eg. Ellis Todres won the best and most exciting tack award, when he tacked the boat he sat on his hand and broke his wrist! Please note the prize giving committee will be watching for winners at the Aussie WC.

It was particularly pleasing to see so many young people involved (19) and racing at a high standard, many of them have their goals set for the 96 YNGLING WORLD CHAMPIONSHIPS

The youngest was Michael Dunstan not yet 13 who sailed with Simone Bates 15/Derrick Von Ogtrop 16 on Loctite.

The Hamish Jarrett & Ben Wood teams were very consistent and Mark Ryan demonstrated extremely good heavy air skills.

Two all female teams raced for the first time skippered by Julia Salt and Robin Grosvenor.

A special mention to Phil Vardy on Mad Dog. Phil and his Sailability team have bought the Yngling to train in for the 96 Para - Olympics and enjoyed the racing very much.

Nationals Results

1	Yngalingalongalot N Wittey	AUS 8
2	Young Achiever D Lumb	AUS 2
3	Y's Guys C Harper	AUS 37
4	Canny J & P Warn	AUS 25
5	Caitlin R Baker	AUS 19
6	Merry H Jarrett	AUS 26
7	Tawmii B Wood	AUS 5
8	No Fear M Ryan	AUS 6
9	Piccolo S Hall	AUS 38
10	Husky P Melia	AUS 2
11	Smiling Assassin E Todres	AUS 31
12	Frostbite S Dunstone	AUS 21
13	Hobbit R Grosvenor	AUS 3
14	Loctite A Reece	AUS 27
15	Australia 2 L Miller	AUS 2
16	Mad Dog P Vardy	AUS 15
17	Scallywag J Salt	AUS 30



REGATTA DATES

NSW Titles Botany Bay Yacht Club
11 - 12 Feb 95

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Proud SPONSORS of the following
Regattas

Mini Regatta No4 RSYS
Rupert McCurich
Fire Truck Regatta
18 Feb 95

Mini Regatta No5 RSYS
11 Mar 95

King Haakon Cup
Autumn Regatta RSYS
29 - 30 Apr 95

New Season
Mini Regattas No 1-5
to be advised.

95 Australian Open Championship
24 - 31 Dec 95 RSYS

96 Yngling World Championship
31 Dec 95 - 8 Jan 96 RSY

Mini Regattas

The Aussies in the Yngling Class have been experimenting with the Mini Regatta format for some years now and we have come up with a beauty, as a matter of fact the format has attracted the E22 Etchels, Dragons, J24's and Flying Dutchmen to race as well.

The Australian Climate is beautiful all year round which has led to **You Must Race Every Weekend Point Score Syndrome**. Hence a Spring, Summer, Autumn and Winter series has evolved.

Now you may think that's fantastic, no ice to interrupt your beloved sport, BUT, by the following weekend we have forgotten what we learnt!

Sailing in Australia can frustrate your ambitions to be World Champion.

This had to stop as you need to practice what you found out in the last race to reinforce it into your mind. Besides we Aussies can not allow the rest of the Yngling Nations to have the jump on us (Regattas are quite normal in Europe) so we have Mini Regattas as well as weekend racing!

The format is 3 short windward - leeward courses with downwind finishes to gain a quick turn around. 2 or 3 rounds depending on the Class.

This provides short, sharp, fast and exciting racing and a chance to show the other classes the abilities of the Yngling, especially when the wind is shift or at extremes.

The Yngling Sailors get great pleasure in passing Dragons in light air, and J24's in heavy airs, out manoeuvring the E22's or demonstrating tactics to the Dutchies.

Even when there is no wind we demonstrate water fights to the other classes as Ynglings just want to have fun.

The numbers get larger with every start and thanks to the RSYS, EVERYTHING TRAVEL, THAI AIRWAYS and UNITED AIRLINES as well as the pioneers, the Yngling Sailors.

Who's Who in AUS

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Austrian Aspect



After the 1992 World Championship held in Gmunden the regatta enthusiasm of the Alpine Vikings on their Ynglings decreased dramatically.

As you could see in the Yngling Mag. of last year, no sign of life appeared there from our Class Organisation.

This year, a new organising committee took over the difficult task to increase the number of competing boats in Regattas and to remind the Yngling owners, that Regatta racing still is good fun!

The season traditionally opened with a fleet of 22 Ynglings in Gmunden on Traunsee with the Alpencup. As the participation in the National Championship at Wolfgangsee was too poor, no one could be honoured as the Austrian Champion.

Following regattas took place at Attersee and Ossiachersee.

Three boats competed at the World Championships in Moss, where our results didn't actually make us known, but the gentle taste of "Pepperoni – Schnapps", which heated many faces did.

Ask Ingemar!

New young boats became more competitive this year, ie Jo Richard, Philipp Winkler and Christoph Harms.

Anyway the old experienced guys were in reach.

The season closed with a Regatta at Mattsee and the Grand Final on the River Danube, tenderly called the vintage Regatta. (The Austrian way of studying current!)

The list of the best is led by Carl Ludwig Richard (OE 230), clear in front of Rudi Mayr (AUT 266)

President Rudi Mayr



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Treasurer: Christoph Harms
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Blumauerweg 23
4810 Gmunden
Tel 0 76 12 / 46 67

REGATTA DATES

Golden Yngling 13-14 May	SC Altmunster
Alpencup 25-28 May	UYC Traunsee
Regional Reg 10-11 June	SC Schwarzindien
Regional Reg 24-25 June	SC Kammer
Grundlseer Wassermann 15-16 July	St. YC Grundlsee
Salzkammergutpreis 22-23 July	UYC Wolfgangsee
Ossiacher Segelwoche 29-30 July	KYC Ossiachersee
LM von OO 2-3 Sept	UYC Attersee
Region Reg 9-10 Sept	UYC Mattsee
Weinleseregatta 9-10 Sept	HSV Krems/Mautern

Finally an observation, found by an Austrian spy, who was ordered to investigate the Danish success. Do they even carry their own toilets across the sound?

The Danish Bulletin

DANISH REGATTA DATES

13-16 April Hellerup
Easter Regatta
Tel +45 3940 8281

30 June – July 1 Faaborg
Danish Junior Championship

10-13 August Veddelev
Danish Championship
Tel +45 4675 6151

25-27 August Taarbaek
Danish Womens
Championship
Tel +45 3163 1130
after August 95
Tel +45 3963 1130

BO ECHWALD HANSEN

DYK President

The Yngling 2004 – can it survive?

This headline might be a little provoking, and it is meant to be so. This Magazine contains mostly positive articles about the past, which is very relevant and provides a good feeling of being part of an International Class.

But we have to take up the discussion about the Yngling heading towards year 2004 – ten years from now!

Before this, just a few words about my Yngling background. I bought my first Yngling in 1969 and became involved in:

the development of a boat into a racing boat,
the formation of Dansk Yngling Klub an active committee member for four years and raced successfully for seven years – (2 x WC, 2 x Danish Championships),

I therefore am aware of the early history of the Class and I think it is time to talk about the future, in the sense of:

- 1 The development of the Yngling Class in different countries.
- 2 The marketing of boats and price policy in Europe.
- 3 Keeping the boat modern and attractive.

1 Many positive things have happened to the boat, and the Class has proven to be a solid concept. For the boat to survive in the ten years to come, maintain its IYRU International Status and be able to compete with the attractiveness of faster and cheaper boats, we must look at each country and set up a strategy for growth.

What are the strategies for each country heading towards 2004?

*Goals in boat numbers, events and PR activities.

*Find new ways of growth, like implementation of the Danish concept (using the Yngling as a training boat in Yacht Clubs which is the key to the success of the Yngling in Denmark)

How can we implement the strategies?

*Set up plans and time tables and get people who can help involved.

What can the IYA do?

The IYA should work out a catalogue of ideas containing ways to promote the Yngling and exciting methods of recruiting more active sailors into the class. (the catalogue should contain ideas sent to the editor of this magazine – what about a competition between readers?) The goals of each country and the IYA should be very clear to all Yngling Friends.

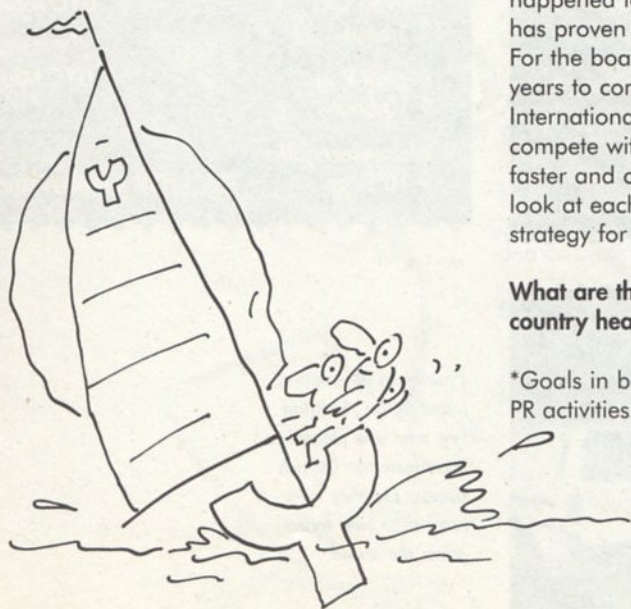
2 The price of the Yngling in Europe has reached a level where only a few can and will participate. In the Yngling Mag 94, the Australians where advertising the price, by offering travel to Australia including a new boat for the same price of a new European Yngling, (the same goes for the double bottom – buy 4 in Australia and ship them to Europe and you still save money compared to the same quantity bought in Europe).

In short the enormous price for a 21' boat has kept the class from expanding in the present and potential Yngling countries in the European area.

And this is not acceptable!

(What about Poland, the former DDR, and the Baltic countries?)

There is a responsibility for the licensed builders to be able and willing to build and market the Yngling professionally at an affordable price.



This I find is lacking in Europe. A professional and skilful builder of Solings and Dragons has shown interest in the boat and has calculated a considerably lower price than the one presently quoted ... However negotiations stopped and this is not helping the Class.

The present situation in Denmark is, that approx., 50 of the 170 Danish boats are imported from Norway, as second hand boats. I am the owner of a former Dutch boat. This cannibalising of the fleets in other countries will not build up the Class.

The questions are:

Are the licence holders (Linge & Portier) interested in the expansion of the class?

What will IYA do to improve the situation.

3 Since the boat was introduced in 1968 many things have been changed with the rules of the boat, which is very satisfying. Bailers, double bottoms and the whole concept of trimming has changed. But are the changes fast enough? Some history for you, as DYK representative at the WC in Geneva in 1973, I suggested that bailers and hiking supports for crews should be allowed. As an active sailor I found these were urgently required. It took between 6 and 14 years for these changes.

The IYA has to be more aware and conscious of the overall trends in sailing the Yngling when rewriting the rules in the future.

Which way should the Yngling Class follow?

We can choose to be a free class with large tolerances in measurements and more or less free layout on deck and in the cockpits, or we can choose to be very restrictive.

If the Class Rules had followed the restrictive path, ie no changes on a standard boat, the Yngling would probably not have reached the

success we see today.

So please give space for the creativity inside the boat and keep a straight line on the Hull and Rigging.

I think it is due time to wake up and do something about the above matters.

- Lets see some goals and visions for each country

- A reasonable price for new boats

- Rules that keep the boat and rigging fixed but allow for the importance of creativity and development of the boat.

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More Expansion in Western Denmark

Dear Yngling Sailors around the World,

as I wrote to you last year the Yngling is still growing in the Jutland / Funen area.

This year we have had both the open Danish Championship in Horsens (Jutland) and the Nordic Championship in Middelfart (Funen).

They were both very successful championships with 30 - 35 participating Ynglings.

Our most successful teams this year are:

DEN 164 with Jesper Bendix, Jacob Gronbaek and Lars Christensen. They were Danish, Nordic and Norwegian Champions and No 2 in the Worlds in Norway.

DEN 162 with Martin Staal, Mads Holmer and Per Holmer. They became No 4 at the Norwegian Championships and No 7 at the Worlds.

The Jutland / Funen area **has grown to have 34 boats** sailing around. During the last 2 years 20 new and used boats have come to our side of the country. Hopefully, we will have just as many boats arriving to Denmark in the next 2 years and I hope other countries will get just as much success in expanding the Yngling fleets as we have.

Lots of Yngling Greetings

P.O. EKSTRAND DEN 12
Vice President DYK

Dutch Dialog

Yngling Club Holland

This report is an overview of sailing in Holland. Last year the Yngling Club Holland operated a new structure to ensure a new breeze through the class.

A development which proved unexpectedly successful in a very short time.

We turned around our organisation from a sailing circus throughout Holland into an organisation with three areas in which local commissioners are responsible for activities in their region.

They want to have that possibility nearby. Our new system gives that opportunity and after half a year we saw the numbers growing again.

A lot of personal dedication is given by the district commissioner's to the new members of the class. They take them out sailing and instruct them how to handle and equip the boat.

The Dutch team posing for the camera at the World Championships in Moss, Norway

Our class measurer Piet Hein Noordenbos also has given an important contribution by developing the polar curves for the Yngling and which are asked for throughout Europe. It's really strange that he does the utmost to send his extensive study for free to our foreign sister organisations and that only the Swiss return their thanks to him. For this year he has developed two new programs. One is an A to Z searchlist concerning everything that has to do with the technical part of the boat and the other program is about the allocation of tasks on board.

And last but not least we restyled our national magazine and is probably now the most beautiful class magazine in Holland.

All these activities result in fleets from 15 to 30 boats racing again. But another problem appears, that is more boats are required in the market than boats offered for sale.

One of the reasons is because of our policy ie sailors in other classes are getting interested in the Yngling again another reason is that the activities of our German friends where Paul Niemeyer is doing a tremendous job. Now even our neighbours are looking at the Dutch market for boats and this leads to a stressed market, that pushes up prices and this gives the Yngling Class the image of being a very expensive class compared to other Dutch classes. New boats are desperately needed as a stimulus for the growth, development and continuity of the class. We therefore appeal to Mr LINGE to take some action after years of discussion. With the cooperation of the designer there must be a way to build the boats considerably cheaper. We really hope that in a short time something will be done to achieve a more attractive price setting.

Another development is that we discovered an unknown fleet of Ynglings on the other side of the WORLD. In the Dutch Antilles Curacao we found out that the local Club Asiento owns six Ynglings which are used for weekly racing.



Since then the amount of events increased rapidly and local Yngling sailors were inspired to participate in the activities again.

Regular different kinds of meetings are organised at the clubs (mainly an excuse to drink beer) and more attention has been given to other kinds of sailing such as sailing on the Dutch Wadden shallows and cruising on the Dutch lakes.

It was obvious nowadays that a lot of sailors do not have or want to invest a lot of time in travelling for the possibility of racing.

IMPORTANT REGATTAS

April:
15-17 Easter Regatta Loosdrecht
29 -30 Heeg

May 6-7 Medemblik

June 3-5 North Sea Regatta,
Scheveningen

August:
5-10 Sailingweek Sneek
18-21 Open Dutch Championships
Hindeloopen

October 30.9 - 1.10
25 years Roermond

December 1-2 Boterletterraces,
Rotterdam



*Touring in the
North of Holland*

We are looking forward to the coming season and invite you all to taste a bit of the Dutch Yngling Spirit and you are especially invited to 25 years Roermond where more than 50 boats are expected from all European Yngling countries (30.9 – 1.10.95).

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The Dutch Open

Sailing in Germany

Neptune" alias P.
Niemeyer with Sabine
and Petra

For the Yngling sailor the 1994 season ended with an uncomfortable, rainy and windy September weekend.

But what happened before?

This year in Germany we organised five regattas.

The first regatta was in the middle of Germany at Edersee (Kassel). Seven Ynglings started on Thursday 12th of May with light winds. The sun was shining and the Edersee Dam was full for the first time in years (due to repairs). Five long races in light air with only one short thunder cloud ended on Saturday. Heiner Gerth won after a really interesting and exciting race series in front of Arne Eisel and Sabine Schedlinski. We had some really nice evenings organised by Gerhard Eisel.



nice lake with the very beautiful and cosy club. Sunday was steady wind and Jens Hubner was the winner with Heiner Gerth second and Jurgen Troeltsch third.

Result – This year was really bewitched! No wind, no wind, no wind, but too much wind, but plenty of sunshine and pleasure, on the water and on the land.

Yngling Ranking 1994

- 1 Sabine Schedlinski
- 2 Hans-Heinrich Gerth
- 3 Paul Niemeyer
- 4 Holger Urbaczka
- 5 Jurgen Troeltsch

The next date was the 11-12th of June at the Lohheider – See (Duisburg). Twenty Two Ynglings raced and for the first time in years two Dutch teams raced. Unfortunately the wind left this weekend too! Only 1-2 Beaufort, that wasn't much. The lake is only 500m broad by 2000m long and guess what the wind came across the lake! In the eyes of the Dutch crew the best of the weekend was the really good barbecue on Saturday night. This ensures that they will come back next year when the wind will of course be better. The winner was Heiner Gerth followed by Jens Hubner and Hans-Dieter Molls.

Leopoldshafen (Karlsruhe) saw eleven Ynglings race on the 20-21st August. What shall I say, we had to send out a search party for the wind! Three races, some with wind, some without (but sun) started and ended on the little but

WIND

The 10-11th of September at the Lohheider-See, the lowest ranking Regatta in Germany saw the most wind 5 Beaufort on Saturday and Sunday as well.

Many sailors had problems with the strong and squally winds. On Sunday the Regatta Office called off the race because of 8 plus Beaufort and with a short shower of hail. There were other classes racing as well such as optimists, Jolly – boats and one Kielsugvogel capsized. One mast broke and 3-4 jibs were torn. Placings were Heiner Gerth 1st, Wilhelmus van der Donk 2nd, August Wolf was third.

Unfortunately the Berlin Regatta couldn't be valued as a ranking list Regatta, because there were only three Ynglings at the start, (one of them a Dutch team which won) but I hope that next year there will be more interest as Berlin is a fantastic and wonderful town.

Some German crews also sailed in the Netherlands and Switzerland this year and we had much fun and met several lovely and interesting people.

This year about forty Yngling sailors started at their own clubs together with other boat classes and its is possible that other sailors will start to get interested in the Yngling class.

Perhaps next year, we will have more active sailors because:

"WIR ARBEITEN DARAN!"

"WE'RE WORKING ON THAT!"

See You Sabine (GER – 199)

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I imported Ynglings into Italy from 1972 to 1977 via my company Pino Yachts. I then started the Italian Class Organisation.

I had many difficulties but I managed to start a small fleet.

Italy has about 3000 kilometres of sea coast but lacks marinas. We have some not very well organised ports. Few Italian people are serious lovers of sailing boats.

The Italian nautical world is "exclusive and very expensive". This makes it almost impossible to help develop a new sailing class which needs permanent moorings or berths that are very expensive.

With all this taken into account the effect of my efforts have decreased.

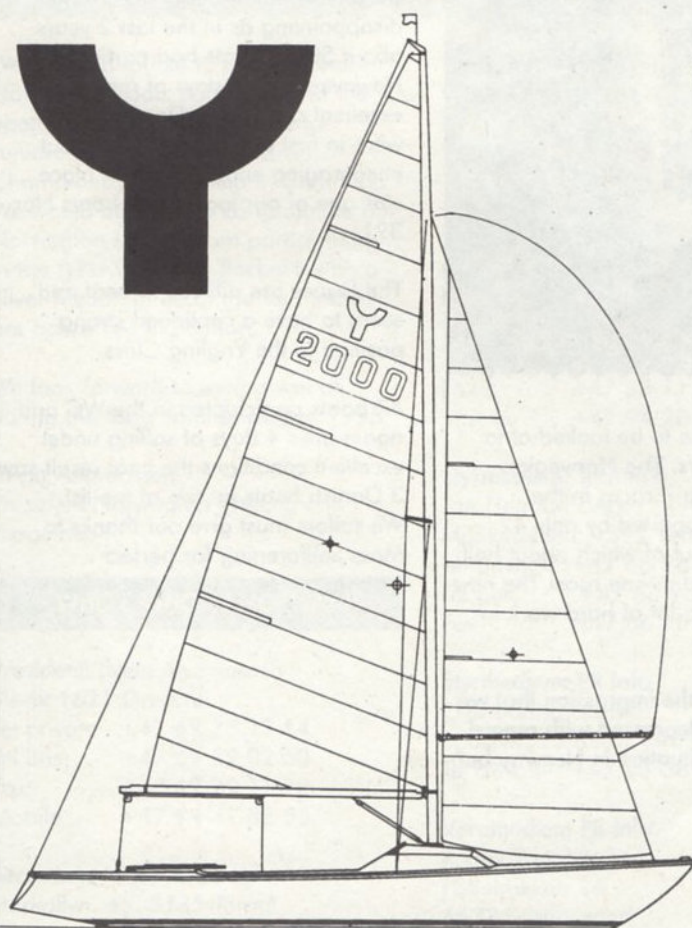
But my personal love for the Yngling Class has not lessened at all.

I will continue to endeavour to further the class in Italy.

I would like any suggestions or support on how to provide new boats at a competitive price, marketing information etc. from you my Yngling Friends.

I would be glad to hear your opinions and suggestions.

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YNGLING



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

DESIGN, PRODUCTION AND SALE:
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Norwegian Report

It should be appreciated that much of our work this year has been directed towards our two main events for the year, the Norwegian Open and the World Championship both held at Moss in the first half of July.

In preparation for these events NYK (Norwegian Yngling Association) sent out invitations to 8 teams in January to form a National team with the aim to give them the necessary support and assistance towards these important events.

All in all we feel that the Yngling Class in Norway presently experiences reduced activity. Many of our sailors have established families and their time is occupied by other activities while the recruiting of young and new sailors is somewhat slow.

Recruiting work will therefore be given priority in 1995.

We have also seen reduced participation in our various races this year, which is alarming. New race

During the 25 years existence of the Yngling we have always seen ups and downs, but in general it has always been a popular keelboat and will definitely remain so.

We are optimistic and look forward to a more favourable 1995 season.

Now some words about our main events of the year, The Norwegian Open Championship and the World Championship at Moss.

The preparations by Moss Seilforening were excellent and when they gave us 14 days of beautiful Norwegian summer weather, nothing could go wrong.

The hospitality was overwhelming and we feel sure that nobody would hesitate to return to Moss for another event at some other time.

43 boats took part in the Norwegian Open Championship of which 30 were Norwegian boats, somewhat disappointing as in the last 2 years about 50-60 boats had participated. However, after 4 days of racing in excellent conditions, Danish boats were in first and second place, but encouraging enough in third place was one of our local Moss boats Nor 391.

The Danes are difficult to beat and seem to have a continued strong position in the Yngling Class.

47 boats participated in the WC and again after 4 days of sailing under excellent conditions the final result saw 3 Danish boats on top of the list. We sailors must give our thanks to Moss Seilforening for perfect arrangements.

Unfortunately for various reasons only 3 teams found time to participate. The idea being the more experienced teams could mix with the fresh new ones.

The 3 teams participating had several training sessions under the guidance of experienced trainers.

Although we did not get the full effect of this work in 1994 it should be continued as it is of great importance and benefit to the Class.

formats will have to be looked at to attract the sailors. The Norwegian Cup, comprising 7 races in the season, was supported by only 42 boats in total, out of which about half, only participated in one race! The new committee has a lot of hard work in front of them.

This might give the impression that we are somewhat depressed with regard to the Yngling situation in Norway but this is not fact.





We would also like to mention that Norwegian boats participated in the open Danish Championships for Juniors as well as the Nordisk Championship also held in Denmark. We would also like to congratulate our Norwegian Ladies team participating in the IYRU WC in La Rochelle with a Silver Medal, three of the four ladies are active Yngling Sailors.

We look forward to seeing you all during the forth coming season 1995.

Svein Andreassen
President Norwegian Yngling
Association

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NORWEGIAN CUP '94

- | | |
|---|----------|
| 1 NOR 374 | Asker |
| H O Kvalvaag/L Horn Johannessen/
A Webster | |
| 2 NOR 355 | KNS |
| K Nergaard/C Horn Johannessen/
A Thorkilsen | |
| 3 NOR 391 | Moss |
| Jorn Erik Ruud/Jan E Ruud/ Ottar Havig | |
| 4 NOR 376 | SS |
| Joakim Skovly/Vidar and Espen Andreassen | |
| 5 NOR 281 | SFS |
| Knut Asle/John Hatch/Lars Wilhelmsen | |
| 6 NOR 348 | Moss |
| Ole Petter Pollen/Erik Bjorkum/Paal Kirkebo | |
| 7 NOR 392 | SFS |
| Frode Jorstad/Vidar Johansen/Lasse
Bertelsen | |
| 8 NOR 381 | SFS |
| P O Bernhardsen/Nina and Svein
Andreassen | |
| 9 NOR 136 | TS |
| Ths.Christensen/Alex. Andersen/
S. Sorensen | |
| 10 NOR 180 | Trondhj. |
| Kjell Erik Henanger/Ane Torvanger/A
Brunvoll | |



News from Switzerland

VERSOIX, a large village with 9300 residents, 8 km from the centre of Geneva is happy to welcome the Yngling Sailors from all the world to their chief attraction of 1995 the

15th Yngling World Championships.

Your host Club – CLUB NAUTIQUE VERSOIX, the Port – Choiseul on the banks of the lovely Lake Leman – "Lac of Geneva" and its Sailing committee are happy to organise the 95 World Championship for all Yngling Sailors in cooperation with the Swiss Yngling Owners Association – ASPROY.

The Club is very active in the Swiss Sailing Association and is experienced with major events and last held the Yngling Worlds in 1984 .

Welcome

Eric Ischi .
President Club Nautique de Versoix

Ynglings for hire

The Swiss Yngling Association will make an effort to hire boats for overseas competitors, as well as all other teams.

Please enquire through your National Association.

Accommodation WC 95 Versoix

You very quickly can receive information concerning hotels, motels, camping, etc ...

It is also possible to hire beds in the dormitories of the anti aircraft defence center which is not very expensive.

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Club Nautique Versoix
at Port-Choiseul, on the
boards of Lake Leman

Try to take some time to visit, Geneva and the International Institutes, the European Centre for Nuclear Research.

Take in the surrounding country side including the very top of Europe Mont Blanc, you can even try to ski on a glacier in Summer.

JULY 95 WC REGATTA PROGRAM

Fri	7	Measurement
Sat	8	Measurement
Sun	9	Measurement Till 12 hr
Sun	9	Invitation Race
Sun	9	Opening Ceremony
Mon	10	Race 1 Race 2
Tues	11	Race 3
Wed	12	Race 4 Race 5
Thur	13	spare day
Fri	14	Race 6
Sat	15	Race 7
Sat	15	Prizegiving Ceremony

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Challenge to Mr Linge!

The following formulae is used to determine the Tonnage of Vessels. It was universally used by Registers of Shipping throughout the world so that the ships manifest could be completed for the safe carriage of passengers.

It was also used for rating of vessels for racing.

The challenge is did our award winning designer conform to the formulae and what is the real tonnage of the YNGLING?

Tonnage of Vessels
Board of Trade Method

Divide the length of the upper deck between the aft part of the stem and the fore part of the stern post into six equal parts, and note the foremost, middle, and aftermost points of the division.

Measure the depths at these three points in feet and tenths of a foot: also the depths from the underside of the upper deck to the ceiling of the limberstrake: or in the case of a break in the upper deck, from a line stretched in continuation of the deck. For the breadths divide each deck into five equal parts and measure the inside breadths at the following points, viz: at point 2 and point 8 from the upper

deck and the foremost and aftermost depths: and from point 4 and point 8 from the upper deck of the amidship depth. Take the length at half the amidship depth from the after-part of the stem to the fore - part of the stern post.

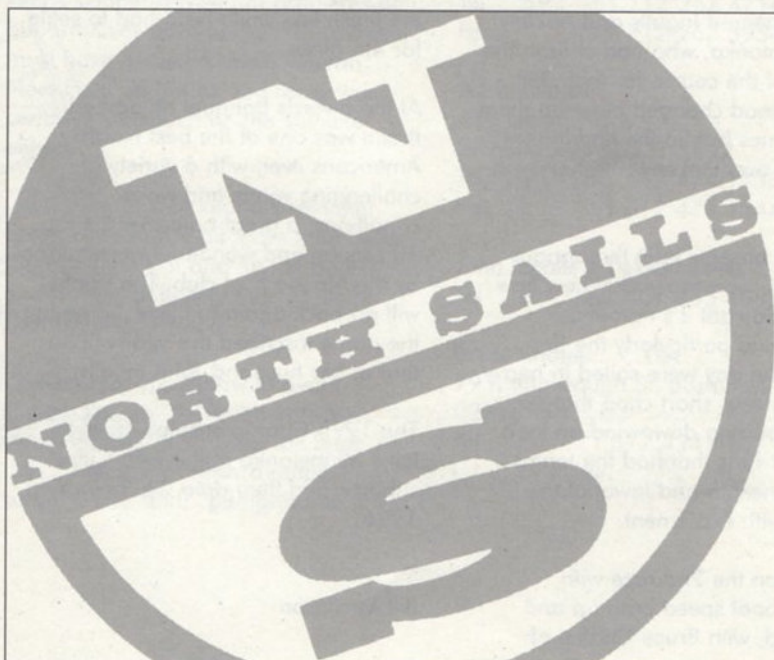
Then to twice the amidship depth add the foremost and after most depths for the sum of the depths and add together the foremost upper and lower breadths, 3 times the upper breadths with the lower breadths at the midship and the upper and twice the lower breadths at the after - division for the sum of the breadths.

Multiply together the sum of the depths, the sum of the breadths, and the length, and divide the product by

3500, which will give the number of tons or "Register". If the vessel has a poop or half deck, or a break in the upper deck, measure the inside mean length, breadth, and height of such parts thereof as may be included within the bulkhead: multiply these three measurements, and divide the product by 92.4: the quotient will be the number of tons to be added to the result as ascertained above.

The answer of course will be provided by Mr H Linge.

It will be checked by our Chief Measurer Per Thorshoej and Naval Architect Peit Hein Noordenbos and will be available to all at the WC in Geneva.



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From the USA

Ingalls wins 94 Yngling North Americans

Twenty one Yngling teams from Florida, Iowa, Minnesota, Michigan, New York, North Carolina and Rhode Island descended on Alpena Yacht Club on Aug 10 to contend for the 1994 North American Championships.

The site for the competition was beautiful Thunder Bay on Lake Huron, the event hosted by the fastest growing fleet in the Yngling Class Association.

RESULTS TOP TEN

Place	Sail	Skipper
1 2	Ingalls	8.25
2 1	Field	15.5
3 28	Chafee	19.75
4 232	Ankeny	30
5 333	Jones	32
5 476	Leslie	32
7 311	Kelsey	34.75
8 275	Tomlinson	36
9 230	Rachleff	54
10345	Lund	55

The Yngling is a 21 foot "little brother" of the Soling designed by Jan Lange to be the youth training boat for teams aspiring to keelboat competition in the Olympics. It has become known in the US for it's gracious hull shape, sensitivity to helm and sail shaping, and it's easy trailering.

In recent years it's annual Championship has been dominated by Ellie Field of Sakonnet, RI, former Captain of the Brown College Women's Sailing team and whose husband, John Ingalls, is the US builder of the Yngling.

This year Ingalls chose to demonstrate his new DeWolf Yngling on the race course, while Field defended her title aboard Teal, US 1, the first Yngling to be registered in the USA some 25 years ago. The decision set the theme of the 1994 event: a family affair.

When the starting gun sounded for the 1st race on Thursday, the competitors must have wondered how the bay got it's name, because the light westerly breeze seldom rose above 5 knots, the big lake was calm as a pond, and the wind shifts were at times unpredictable. Alpena skipper, Al Kelsey, turned his local knowledge to great advantage on the first downwind leg of the Windward/Leeward course by gybing away from the fleet to catch a rising shaft of new air that propelled him from mid fleet to a nice lead at the leeward mark. Defending champ Ellie had to settle for 2nd place.

By afternoon, the wind had settled into a 5-10 knot breeze from the SE, and Field won the race going away from the fleet, so after the first days races, she led the standings with Ingalls in 2nd place and Walter Pratt of Minnetonka MN 3rd.

Friday the pleasant SE breezes continued but a sudden backing to the east favored Ingalls and Ankeny of Minnetonka, who had chosen the left side of the course for their 1st beat. The lead changed between them several times but, in the end Ingalls prevailed over Ankeny with Kelsey in 3rd.

Local sea breezes built throughout lunch and soon everybody new how Thunder Bay got it's name! The 2nd and particularly the 3rd races of the day were sailed in heavy air on a steep, short chop that sent Ynglings surfing downwind on long spinnaker runs that had the teams from Minnesota and Iowa lakes buzzing with excitement.

Ingalls won the 2nd race with superior boat speed both up and downwind, with Bruce Chafee of

Sakonnet finishing 2nd and Bill Tomlinson of Minnetonka 3rd. Then Chafee stormed to an early lead in the 3rd race, leaving Ingalls and Field to finish 2nd & 3rd.

After 5 races, the Sakonnet teams were clearly the best on the water. Ingalls had taken the overall lead, with Field, 2nd, and Chafee not far behind. Pete Ankeny and Jim Leslie of Minnetonka, MN were tied for 4th place.

Saturday the winds abated and settled back to a comfortable 6-8 knots from the SE and the windward / leeward course was run along the breakwater of the Alpena Harbour where the local spectators turned out to watch the competition. Visitors watched the local Alpena yachts head for the breakwater right after the start and on every beat thereafter. The spectators must have enjoyed the show and the local teams enjoyed wonderful lifting starboard tacks that sent many visiting teams who chose the left side of the course to despair. Field moved quickly to the front in the 2nd race and held on to win, Ingalls 2nd and Chafee 3rd.

Then in the final race Ingalls overtook Tomlinson on the last leg to clinch the Championship. The President Brad Jones nipped ahead of Tomlinson at the finish line while Field had to settle for 4th place.

At the awards banquet all agreed that it was one of the best North Americans ever, with a variety of challenging winds and wave conditions, a great battle for the top 10 places, and wonderful hospitality by the Alpena host club. The trophy will go back again to Ellie's home but the name inscribed this year will be that of her husband John Ingalls.

The 1995 Championships move to Lake Minnetonka in the Twin Cities' suburbs and then onto Okoboji, IA in 1996.

Bill Tomlinson

Surfing in the Steep Chop

In the afternoon of the 2nd day of the North Americans at Alpena, the sea breezes filled in to 20+ knots and the waves built up to a steep 4-5 foot chop on the course.

On "Non Sequitur", we were excited to be the 2nd boat around the windward mark in the first race after lunch, only to watch in dismay as first John Ingalls, then Pete Ankeny, and then Ellie Field sailed by us as though we had a sea anchor out our stern.

So that evening at the club I followed my No 1 rule for correcting Brain Dead Performance and I cornered Ellie for some advice. Here it is as best I remember it:

Skipper sits to windward and steers the boat to take "push" from larger troughs created by multiple large waves.

As boat's stern rises, skipper pumps mainsheet and middle crew (standing forward on centre line of boat) pumps spinnaker guy and sheet to propel boat onto surf.

Skipper steers down trough, avoids burying bow and maintains fast track as long as possible. Front crew sits to leeward, stabilises boom with back or hand, uses body weight to keep boat flat, watches conditions astern and keeps skipper advised of problems or opportunities developing. (Of course it must have helped to have veteran Noel Field on board and Molly was certainly no slouch on the spinnaker either!)

I noticed that Pete kept his spinnaker pole pointed up a bit more than usual (to open the slot and lift the boat?) and he was definitely Mach 1 as he shot by us downwind!

I asked Ellie about how to avoid "Death Rolling" that moment when increased wind hits, and the boat rolls / heels to windward before surging. She said: "pump that main".

We experimented with leaning forward to start the surfing and leaning aft as far as possible to hold the surfing, and that seemed to help.

As John passed us, I noticed him angle his body way back to the windward end of the traveller and hold it there as he pumped his boat into a long surf downwind.

By the last race I tired out and lost the steering and sheet / traveller- easing rhythm necessary to keep the boat flat and dry in the steeper chop. So we took on a lot of water and it took the whole downwind leg to clear it through our small bellow - waterline bailers. How I longed for the self bailing feature of the new DeWolf Yngling. John Ingalls assured me that he'll have the new cockpit sole kits available before too long so those of us who take on water can get rid of it easily without the distraction of using the pumps.

Jim Leslie.

WHO'S WHO

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A note from Bruce and a question

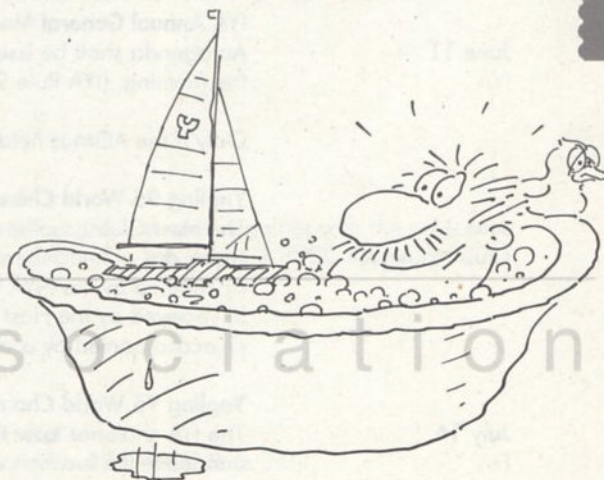
It gave us much pleasure to meet the Aussie Ynglingers that were racing in the New York Yacht Clubs (150th) Sesquicentenary Anniversary Regatta at Newport Rhode Island.

I was going across to the Club on a ferry and spotted the famous Y on this pretty young girls' clothing which immediately caused a conversation to start! "Hi there Yngling Friend, I'm Bruce Chafee" and to my surprise the reply was "Gooday Mate, I'm Fiona Carter" I new instantly that she was an Aussie.

I was competing in an old 12 Metre and the Aussies were competing in J44's and NY40's in the teams event where they ended up 3rd. Later at the NYYC ball (approx. 3000 people) John Ingalls and his wife Ellie Field met up with all the Aussies that raced in Norway.

At our NAY Championship much discussion was held about the Class Rules and I think that every country can benefit from the newly printed version. I have a suggestion that the rules should be printed in the Class newsletter. What do you Think?

Bruce Chafee



International Yngling Association Deadlines

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

Date and Action	Subject Matter
March 11 Host club Club Nautique Versoix	Yngling 95 World Championship ... the Host Club shall not later than four months before the first race in the series send via airmail and in English the appropriate number of "Notice of Race" to both NYA's and NA's 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. (IYCC Rule 5.2)
April 1 IYA, NYA's	Annual Subscriptions: 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)
May NYA's	Yngling 95 World Championship Each NYA (or NA), wishing to enter yachts, shall complete, in NYA's the manner prescribed, the "Application for Entries" form . . . This form accompanied by US \$15 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)
Club Nautique Versoix	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)
May 16	Yngling 95 World Championship 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)
May 28 NA's	IYA Annual General Meeting: Suggestions for alterations or additions to the International Yngling Class Rules ,the International 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 11 IYA	IYA Annual General Meeting: 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 on the 9th of July as expected.
June 11 Club Nautique	Yngling 95 World Championship 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 Host Club 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)
July 16 IYA	Yngling 95 World Championship 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)

International Yngling Association Deadlines

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

Date and Action	Subject Matter
Sept 1 Host club Royal Sydney Yacht Squadron	Yngling 96 World Championship ... the Host Club shall not later than four months before the first race in the series send via airmail and in English the appropriate number of "Notice of Race" to both NYA's and NA's 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. (IYCC Rule 5.2)
October 17 NYA's Royal Sydney Yacht Squadron	Yngling 96 World Championship Each NYA (or NA), wishing to enter yachts, shall complete, in NYA's the manner prescribed, the "Application for Entries" form . . . This form accompanied by US \$15 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) 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)
Nov 1	Yngling 96 World Championship 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)
November 15 IYA, NYA's	YNGLING' 96 Magazine: Closing date for contributions to the Magazine for 1996
Nov 20 NYA's	IYA Annual General Meeting: Suggestions for alterations or additions to the International Yngling Class Rules ,the International 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)
Dec 1 IYA	IYA Annual General Meeting: 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 on the 1st of Jan as expected.
Dec 1 Royal Sydney Yacht Squadron	Yngling 96 World Championship 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 Host Club 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)
December 15 IYA, NYA's	YNGLING' 96 Magazine: Closing date for advertisements for the Magazine.
Jan 8 96 IYA	Yngling 97 World Championship 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)

The Editor's How to Win List

Do you have a positive attitude
towards the series?

Have you planned ahead?

Have you checked your boat?

Is your boat able to race without
breakdown?

Is your boat set up with the best
systems?

Is your boat tuned for the conditions
and your sails?

Are you going to sail & check the
course before racing?

Are you fit enough?

PRIOR TO START

Check sail and windward leg
Note the wind shifts & patterns

STARTING

Cover your principle competitor

Good starts are timing & speed

Plan OK if not why not?

Wind and Cloud Predictions – are they
correct?

WINDWARD LEG

Stick to plan check if OK

Maximise waves, gusts & shifts

Stick to your competition

Sail flat trim speed & height against
competitor

Tack your best

Finalise tactics at weather mark

Pre-check position of next mark

REACHES

Best course to gybe mark

Trim spinnaker & main fast & well

Use waves, weight and gusts

Boat speed stick to competitor

Next mark

GYBING

Plan your gybe execute it without error

Pre-plan your path out of the gybe

RUN

Plan tactics gybe without speed loss
and position yourself

Maintain speed

FINISH

Check for favoured end

Cover & try to used favoured end

Thank the Editor



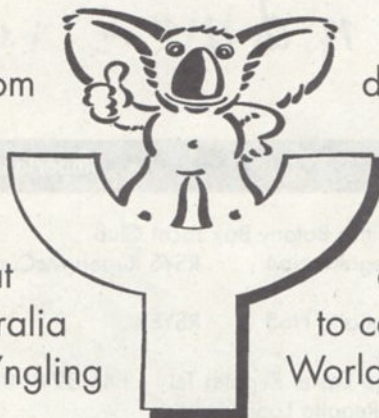
1995 Calendar

Important Regattas

February	11-12	NSW Titles Botany Bay Yacht Club	Australia
	18	Mini Regatta No4 RSYS Rupert McCurich Fire Truck Regatta	Australia
March	11	Mini Regatta No5 RSYS	Australia
April	13-16	Hellerup Easter Regatta Tel +45 3940 8281	Denmark
	15-17	Easter Regatta Loosdrecht	Holland
	29-30	Heeg	Holland
	29-30	King Haakon Cup Autumn Regatta RSYS	Australia
May	6-7	Medemblik	Holland
	13-14	Golden Yngling C Altmunster	Austria
	25-28	Alpencup UYC Traunsee	Austria
June	3-5	North Sea Regatta, Scheveningen	Holland
	10-11	Regional Reg SC Schwarzindien	Austria
	24-25	Regional Reg SC Kammer	Austria
	30 - July 1	Faaborg Danish Junoir Championship	Denmark
JULY			
		95 WC REGATTA PROGRAM	Switzerland
	Fri 7	Measurement	
	Sat 15	Prizegiving Ceremony	
July	15-16	Grundlseer Wassermann St. YC Grundlsee	Austria
	22-23	Salzkammergutpreis	Austria
	29-30	Ossiacher Segel Woche KYC Ossiacher	Austria
August	5-10	Sailingweek Sneek	Holland
	10-13	Veddelev Danish Championship Tel +45 4675 6151	Denmark
	18-21	Open Dutch Championships Hindeloopen	Holland
	25-27	Taarbaek Danish Womens Championship	
		Tel +45 3163 1130/+45 3963 1130	Denmark
		North American Championships Twin Cities Lake Minnetonka	USA
September	2-3	LM von OO	Austria
	9-10	Region Reg	Austria
	9-10	Weinleseregatta HSV Krems/Mautern	Austria
		Mini Regatta No1	Australia
October			
	30/9 -1/ 10	25 years Roermond	Holland
		Mini Regatta No2	Australia
November		Mini Regatta No3	Australia
December	1-2	Boterletterraces, Rotterdam	Holland
96 WC REGATTA PROGRAM			
December		THAI AIRWAYS / EVERTHING TRAVEL / UNITED AIRLINES	
	24 - 31	Australian Open Championship	Australia
	31 Dec 95- 8 Jan 96	Yngling World Championship 96	Australia

Captain Koala gives the thumbs up to Aussie built Ynglings

"The Blokes from
know how to build
price that is truly
now's the time to
of this great
coming to Australia
fun in the sun Yngling



downunder really
fine fast boats at a
affordable."
take advantage
opportunity when
to compete in the 96
World Championship

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Hull and deck fitted with watertight bulkheads and double bottom floor with teak plywood, chain plates for stays, rudder, stock and bearings, fitted and faired keel.

- a Transfer **AUS\$12,500** to the Secretary of the AIYA
- b Your IYRU fees will be Paid by the AIYA and your plaques will be fitted to the boat and the boat will be provided with a valid measurement certificate.
- c Contact your local shipping line and to arrange the transport and we will wait for your delivery instructions.
- d The boat will be tied down onto a frame for transport.
- e Shipping and packing are extra and any import taxes are to your account.

COMPETE AND EXPORT

You can test your new Yngling during the WC96 and then take it back with you.

If you want a John Mast send it to Australia or purchase a local mast and fittings for **\$3,500**

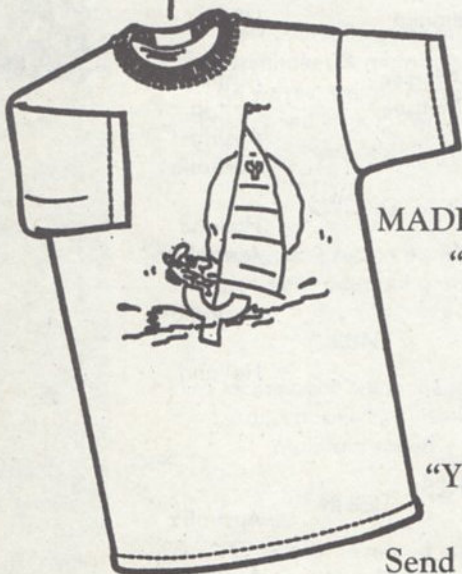
Then fit out the boat yourself.

Total **\$17,500** (including tax).

or we can fit out the boat (for \$1500)

\$19,000 (including tax).

All you need is your sails and life jackets!



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Send AUS\$25 to the AIYA plus postage of \$10.00



U-211 Ocean
Racing jacket
(IYRU) and
U-411 Ocean
Racing trousers
(IYRU).

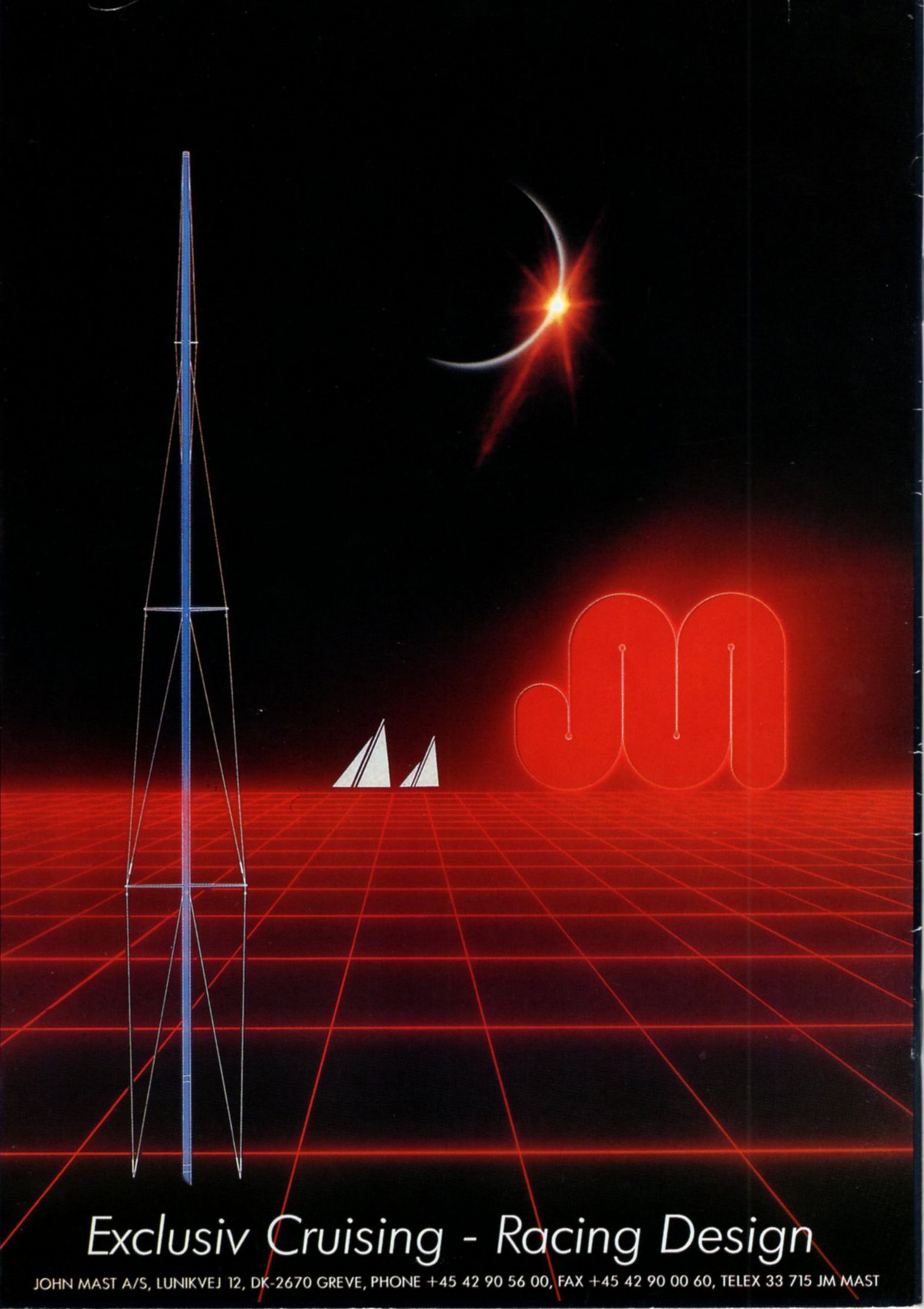
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"Helly-Hansen's clothes are light, functional and comfortable all at the same time, says a spokesman for the Chris Dickson Yachting Team – yet another experienced team which has chosen Helly-Hansen clothes for this year's Whitbread race. The victor of the round the world race must display endurance and a winning instinct and have the ability to go for weeks on very little sleep. The equipment must also be in order and Helly-Hansen is more than happy to help in this department. At the same time we are keeping our fingers crossed for both Conner and Dickson in this dramatic life and death struggle.

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