

A MAGAZINE FOR YNGLING SAILORS



AND THEIR FRIENDS WORLDWIDE



YNGLING 2022



yngling.org

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The administering authority for the International Yngling Class is World Sailing www.sailing.org in cooperation with the International Yngling Association – IYA

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)."

LIFE MEMBERS

Gunther Schmidt-Ginzky (AGM 1996)
Jørgen Ring DEN (AGM 1998)
Joyce & Pat Warn AUS (AGM 2002)
Ingemar Strömblad SWE (AGM 2005)
Chris Harper AUS (AGM 2008)
Peter Carter AUS (AGM 2018)
Bruce Chafee USA (AGM 2018)
Mattias Dahlström SWE (AGM 2018)
Andreas Knittel AUT (AGM 2018)
Rene Steimer SUI (AGM 2018)

FRONT COVER: WINNER OF THE 2020-21 YNGLING WORLD CHAMPIONSHIP, NED 353, YSKA MINKS, JILDAU TOORNSTRA-TER HORST AND WOUTER TOORNSTRA. PHOTO RALPH LINOW

WHO'S WHO IN IYA

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NATIONAL YNGLING ASSOCIATIONS – NYAs

AUSTRALIA

Australian International Yngling
Association Inc.
www.yngling.org.au
President: Adam Tran

AUSTRIA

Yngling Club Osterreich
www.yngling.at
President: Bernhard Prange

DENMARK

Dansk Yngling Klub
www.yngling.dk
President: Frederik Løppenthin

GERMANY

Deutsche Yngling Klassenvereinigung
»DYKV« E V
www.yngling.de
President: Petra Schutt

NETHERLANDS

Yngling Club Holland
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Assistant Chief Measurer Felix Schneider
(Switzerland)

Jörgen Ring (Denmark)

Ronny Rognhaugen (Norway)

Peter Carter (Australia)

Chad Lewis (USA)

Maarten Jamin (Netherlands), Vice President
and observer without voting rights

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PHOTO TOBIAS VON DEM BERGE, YCBG

PRESIDENT'S MESSAGE

Yngling invests in its future! We built a new boat – applying today's construction methods and materials. But “new boats” is only one aspect of our future. The second equally important element is “acting” – here in terms of promotion of our boat and class. To honour this, the Chris and Jan Harper Trophy for Publicity was launched. New boats and acting shall lead us into a successful future!

The Chris and Jan Harper Trophy was awarded for the first time at the 2021 World Championship. It was a big surprise and joy for the winners, Heinz and Evi John from Berlin. They contributed significantly to the impressive expansion of the Berlin fleet over the last 10 years. If you ask new Berlin Yngling sailors they say “it's because of Heinz and Evi”. They both are proud and happy that genuine commitment was recognised and honored.

Before the races in Berlin, the new Yngling was tested and approved by the Technical Committee and finally the AGM 2021. There was no visible difference in speed whatsoever between “old boats” and the new one. Nevertheless, the Technical Committee will continue to keep a keen eye on the new boat. Two more grants from the International Yngling Association are still available until February 2023, to support the construction of new Ynglings.

The Worlds Berlin 2021 was a great event. Success factors were highly professional organisation onshore and afloat, a superbly entertaining social program, a lot of wind (against all forecasts) and many motivated sailors: 51 boats represented 11 countries from 3 continents.

Our upcoming Worlds will take place in Koper, Slovenia, a place with Mediterranean flair. We decided not to cross the Alps twice in the same year, therefore Riva del Garda will be skipped in 2022, but should be back on the racing schedule the year after. For that same year 2023, we expect an application from Aarhus, Denmark, whereas in January 2024 the Worlds should take place once



PHOTO TOBIAS VON DEM BERGE, YCBG

more in Sydney, Australia. A generous boat shipping subsidy shall ensure good attendance from Europe and USA.

2022 marks the centenary of Jan Herman Linge's birth. To honour him, a three-day sailing event will be held in Oslo at the end of August. His two most successful sailboats, Soling and Yngling, will hold their Nordic Championship there.

How is Herman Linge's Yngling seen today? She is a timeless one-design boat. She can be sailed by women and men, young and old. On the logistic side, her weight and size are easy to handle in the harbour and on the trailer – she is a good regatta solution. You have to sail very sensitively, move like little cats, really listen to the boat. You can't win races physically, you can only win them cleverly.

This is how Robert Stanjek – a former Olympic sailor, winner of German, European and World Championships as well as the Yngling Europeans 2019 – describes our boat. Wonderful, but how do we say it briefly, and to the point? Who has an idea for a catchy phrase – like “Yngling for the Future” – but now about the boat itself? I gladly expect suggestions, don't hesitate to write to me.

Walter Baumgartner
IYA President

2022 WORLD CHAMPIONSHIP

KOPER, SLOVENIA

22 JULY-29 JULY, 2022

Dear Yngling Sailors,

You are invited to Koper to enjoy the sea and the city during the 2022 World Championship!

Schedule

Friday	22 July	Registration and Measurement
Saturday	23 July	Registration and Measurement
Sunday	24 July	Measurement, Practice Race
Monday	25 July	Race Day
Tuesday	26 July	Race Day
Wednesday	27 July	Race Day
Thursday	28 July	Reserve day
Friday	29 July	Race Day

Koper is located in the North Adriatic Sea and offers very good sailing conditions.

Average Wind Conditions: The two prevailing winds are; (1) the North West sea breeze "maestral" with an average speed around 6 to 15 knots; a very regular wind; (2) the North East "burja", which is blowing from the shore with speed from 15 to 25 knots; a shifty wind with colder air. In the case of rainy weather, which is less probable in July, there can also be other winds, for example a shifty light wind from the South East or a medium to strong wind from the South.

People in Koper are characterised by their warm Mediterranean culture.

We look forward to seeing you in Koper!

The Organising Committee (Yacht Club):
JK Jadro Koper jadrokoper.si



Jadro Koper Sailing Club – The best sailing club in town

Jadro Koper Sailing Club was founded in 1951 by sailing enthusiasts. It was one of the first sailing clubs in the former Yugoslavia and certainly the most famous in Slovenia.

Jadro Koper Sailing Club has an exceptional tradition. Numerous top sailors took the club's name into the world. It is a home of the National, Balkan, European and World champions, as well as participants at the Olympic Games. This is one of the reasons why the Jadro Koper is known today in many sailing clubs in Europe and on other continents, where they organise sailing competitions.

Jadro Koper Sailing Club is famous for its openness. The members of the club pay a lot of attention to the youngest and try to provide the best possible working conditions for the most promising athletes. The club organised many national and international events, for example: the European Championship in 470 class, Youth World Championships in classes 470, Finn and Optimist, various editions of the Laser Europa Cup, and many others. The great successes that the local, the national, and the international community can be proud of are the result of planned work, knowledge and good management.



YNGLING

The training boat that became a thoroughbred racer

“My father designed the boat for me when I was 14 years old and about to sail down the coast together with some friends. The boat was completed on my 15th Birthday, and was originally intended to be a cruiser-racer. However, it has now developed into a very popular racing boat.”

Øyvind Linge, son of Jan Herman Linge (1).

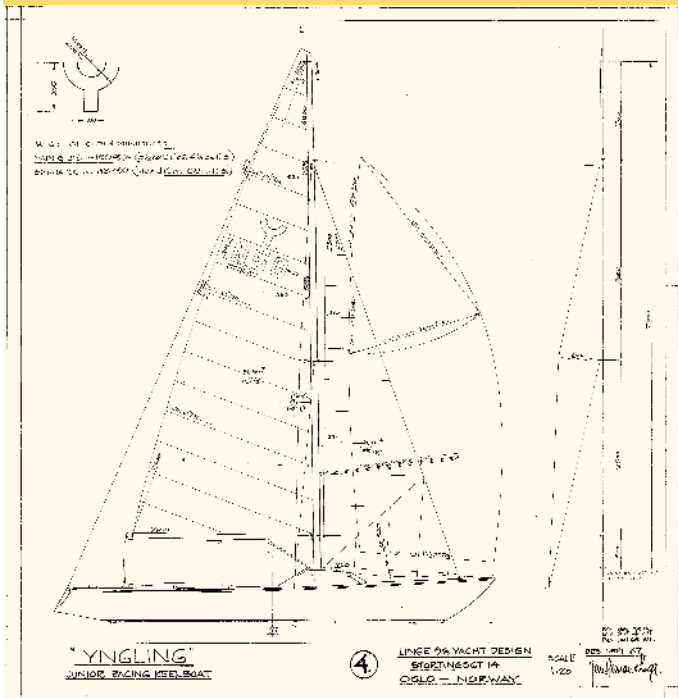
“Here begins the story of the Yngling racing sailboat. The boat that went from being a training and recruitment boat to a thoroughbred racer with Olympic status. The Yngling was originally developed as a combined boat for cruising, racing, and for recruitment into the Soling. Jan Herman Linge believed that the sailboats of this kind, at that time the boats Killing, Kutter and BB11 in particular, were ready for replacement. He held the view that the fin keeled Killing was too unchallenging, and that the long keeled wooden boats Kutter and BB11 both were on their way out. The circumstances were ready for a new design based on fibreglass. The Yngling appeared on Linge’s drawing board without the support of a contracted manufacturer. Financially it was therefore basically a game of chance. However, this would resolve itself sooner than he might have imagined. At a furniture fair in Oslo, Jan Herman Linge and the boat manufacturer and designer Borge Bringsværd met by chance. The two designers quickly got into conversation, and Bringsværd who primarily wanted to produce his own BB11 in fibreglass, got very excited about the new design, and was finally convinced that the Yngling was the best option. Bringsværd started production of the boat at his yard in Vindfangerbukta in Drøbak in 1968. The first series included seven boats. “The first five made their debut in the National Regatta in Horten the same summer and attracted attention for their boat speed and good sailing properties,” Linge says in an interview (2). Bringsværd also took up production of the Soling, and later several other Linge constructions.

At first glance, the Yngling may appear like a little Soling, but Jan Herman was careful to emphasise that this was a completely separate and independent design. The boats differed in dimensions and proportions – the former for instance having more



beam than the latter – while partly sharing a common design language. The hull also had its similarities to that of the Soling featuring, among other things, a separate rudder and keel, but it did not plane quite as easily. The boat was designed in 1967 for a crew of two to three, and the first boats were launched the following year. The boat excelled, in addition to being fast, by being capable of withstanding heavy weather and strong winds. This was remarkable for a boat of this size.

Øyvind Linge recounts that right after the boat was launched back in 1968, he participated in an open regatta outside Filtvet in the Oslo Fjord, competing against the established sailboat classes BB11 and Andunge. The Yngling sailed a lot faster and many were surprised. To remedy this, the organiser came



up with various untruths during the regatta, and consequently a time penalty was imposed on the Yngling crew. In other words, the fact that the boat sailed faster than the other boats was not well received. The team therefore did not get the result they deserved, but they managed to introduce the Yngling's advantages as a racer in a powerful way. It was quickly established that the Yngling threatened several other racing classes. This despite the fact that the boat was designed for cruising and learning, and was less powerful and not as lively to sail as the Soling. Øyvin himself used the boat as a holiday boat in his youth with a boom tent that served as a



canopy, sleeping on a mattress under the deck in the forepeak. When camping and touring, the small deckhouse amidships made it possible to use this part of the boat in a sensible way, something which was not common on sailing boats of this type and size. These were qualities not even the Soling could sport. In 1990 the raised self-draining cockpit floor was approved and these qualities disappeared, as onboard space was somewhat reduced. However, this resulted in a great racing advantage, as spray over deck and rainwater would drain more easily. The self-draining floors could be ordered as a do-it-yourself kit for retrofit installation. Finally, the raised floors became standard equipment.

The first boat produced was black; the second boat was white. The black boat was given as a gift from Jan Herman to his son Øyvin. It was then sold and later reacquired by Jan Herman, and now belongs to his grandchildren Fridtjof and Jørgen. The white Yngling went to Borge Bringsværd and was promptly tested by the excited builder. During the first voyage, a strange situation arose which led to loud and abusive language. Borge could not get the boat up to speed, and it behaved very strangely in the water. The frustration was intense. Putting a large bet on the Yngling, he had recently ceased production of his own design, the BB11. A lot was at stake, and the investments were large. The boat was hoisted ashore for inspection. To his great surprise, parts of the boat cradle had become stuck to the underwater hull. How this could have happened without anybody noticing was a mystery, but the case was solved. Bringsværd and everyone involved could breathe a sigh of relief (3).

In 1969, the first Norwegian Yngling Championships were hosted by the Oslo Sailing Association, and the class was introduced in Denmark the same year. In 1970, the Yngling was introduced in the Netherlands, Australia, and in the USA. Later, the boat was presented to many more countries both within and outside Europe. The boat became very popular in Switzerland, West Germany, Austria, the Netherlands, England, Belgium, France, and Sweden.

From the beginning in 1968, around a thousand Ynglings were produced at the Borge Bringsværd yard before the licensed production was moved to Yachtwerft Portier AG outside Zürich in Switzerland.

THE TRAINING BOAT THAT BECAME A THOROUGHbred RACER



This was partly done in order to free up capacity for the production of Jan Herman's new sailing boat, the Smiling, but also because the Yngling was very popular in this country. Moreover, as many of the Ynglings went to the European market, this was a central location for shipping (4). The boat also aroused interest in the United States, at that time lacking a recruitment keelboat. Generally, the conditions were well suited for a new racer of this size. This was good timing for the Yngling. The boat was also well received in its home country, where Jan Herman Linge and Borge Bringsværd received the design award for the Yngling in 1971. The award was presented by Minister of Industry Finn Lied at the Norwegian Design Centre. From 1978 production of the Yngling started at Lingebåt AS in collaboration with Risør Plast AS. Lingebåt AS was located on Akland outside Risør, and was a subsidiary of J.H. Linge AS. The company planned to build 200 Ynglings per year, half of which were to be exported. At this time, as many as 1850 Ynglings (5) had been produced in total. In Norway, the Yngling was sold at Linge-Yachts at Kongen in Oslo where Jan Herman and his family founded the boat shop

Kongen Båtsenter, and at the Bringsværd yard in Drøbak, among others.

The Norwegian Yngling Association was founded as early as November 1968, and is still active. Borge Bringsværd and Jan Herman Linge initiated the establishment, with Linge as the first chairman. The Yngling people helped bring the club forward, a commitment which continues to this day. The International Yngling Association (IYA) was founded in 1971 and had an international approach. Austria and the Netherlands were the main initiators of getting the Yngling class approved by the International Yacht Racing Union (IYRU) as an international one design keelboat. The boat was approved on May 31, 1979, and Linge thought this was much thanks to the efforts of IYA President Odd Hverven. There were strict requirements for a boat to be approved: The class had to be active in at least ten countries and exist on at least two continents; four Member National Authorities had to recommend the boat, and international regattas had to be held; in addition, building rights and technical matters had to be clarified. Linge held the opinion that the international status yielded

great PR value, that it provided an international approval that strengthened the already existing class milieu, and that it resulted in exports into new countries. This increased the expanse of the class. Jan Herman also believed in increased growth in the United States. In 1979, there were 83 competitors in the American Championship. Another advantage of the internationalisation process was that the class rules were more strongly governed, which in turn could enhance feedback to the designer (6).

Early Norwegian Yngling sailors included H.M. Queen Sonja in her *Flaks II*, Borge Bringsværd jr., Fred Olsen, Terje Wang, and H.M. King Harald, to name a few. This was in the early period, and later many more prominent and skilled sailors were to excel in the Yngling. Periodically, Jan Herman competed in several regattas – his last Norwegian Championship was in 1992 – but he could at times easily lose himself in the sailing characteristics and agility of the design, rather than focusing on getting to the finish line first. Linge also attended many regattas as a spectator, including the 1979 World Championships in Kristiansand, Norway where H.M. Queen Sonja participated. He desired to increase female recruitment to the Yngling class and had set up a trophy to be awarded to the best helmswoman. It was therefore extra gratifying for Jan Herman when the Yngling became an Olympic class for women at the championships in Athens in 2004. The status lasted until the Olympics in China in 2008. In the Olympic evaluation process, the other contender was the American J/22. The Yngling being less sensitive to crew weight than the J/22 is supposed to have been an important factor (7).



**H.M. QUEEN SONJA (AT THE TIME CROWN PRINCESS),
HERE AT THE HELM OF HER FIRST YNGLING**



WOMENS' OLYMPIC YNGLING, 2004 ATHENS

In Norway, there was great enthusiasm around the Yngling after it was selected for its first Olympic Games. In Linge's hometown Asker, the local sailing club desired to participate with no less than two boats. An inauguration was held, and Linge himself arrived at the club in Yngling no. 1. While the campaign did not bring the success one had hoped for, a Norwegian team consisting of Karianne Eikeland (helm), Beate Kristiansen, and Lise Birgitte Vaksdal Fredriksen still worked towards and qualified for the championship. Unfortunately not victorious in the 2004 Olympics, the boat finished ninth. In the 2008 Olympics, Norway ended up with the same result. Lise Birgitte Vaksdal Fredriksen was still there, this time with Siren Sundby (helm) and Alexandra Koefoed.

Several people were of the opinion that the Yngling should never have become an Olympic class. They held that as a consequence, additional equipment made the boat more expensive to purchase, and made it less accessible for many regatta sailors. Had it been allowed to continue as a non-Olympic class, many thought that this would have been avoided. Others yet believed that it sailed in the shadow of the Soling, just because the latter had sooner acquired Olympic status. Others are said once to have thought that the Yngling should have long replaced the Soling as an Olympic keelboat because at that time the Yngling had been, for one thing, produced in higher numbers (8). The rules for Olympic boats are strict and require, among other things, measurement certificates, measurement of all sails before the regattas, etc. This, according to several people, increased the threshold for purchasing

THE TRAINING BOAT THAT BECAME A THOROUGHbred RACER



JAN LINGE HANDS OVER YDEN191, JANUARY 2000

the boat, which in turn made it less accessible for the more ordinary sailors. All in all, there were a lot of opinions and statements about the new racer, and how to accommodate for the boat. Here we are partly at the core of Linge's work as a designer. He wanted to make boating accessible to ordinary people. As we see in the chapter on the Soling, that design was created precisely to make regatta sailing cheaper and more accessible, as an alternative to the expensive boats in the 5.5 metre class. Drawing a boat that becomes an Olympic class is great, and is huge recognition for the designer. Simultaneously, this will lead to, among other things, the boat's equipment being upgraded to satisfy the requirements, which in turn affects price and accessibility. As the development of equipment progressed, the Yngling underwent several upgrades. Here the contradictions emerge, which can be both positive and negative for a strict one design.

In the milieu around the Yngling and the Soling, Jan Herman enjoyed great respect for his commitment in following the races and the classes closely. Jan Herman, with his warm sense of humour and common sense, was important for the social environment and communality. This was one of several factors that helped keep the class alive. Since Linge was part of the milieu, the sailors had a direct link to the designer in case equipment or anything else needed improvement. In this way, he could be constantly updated, and bring about suggested improvements. This was unique, and put Linge in an exceptional position as a yacht designer. No other designer can refer to a similar degree of involvement in racing. The Yngling was constantly evolving, and the improvements and modernisations were crucial to keeping the class



JAN SPEAKS AND SINGS AT WC NETHERLANDS

alive. This led to people buying new boats that kept the class afloat and competitive, and it added boats to the second-hand market that could in turn be utilised for recruitment and training (9).

As we have mentioned, the Yngling was eventually built in several places around the world. After the original production at the Borge Bringsværd yard, it was built at Yachtwerft Portier AG outside Zürich in Switzerland and at Risør Plast /Lingebåt AS in Norway. Furthermore, the boat was built at Norse Nautique in Canada and later Abbott Boats in the same country. It was produced at O'Day Corp and at Jibtec in the USA, at Petticrows in England, and at Børresen Bådebyggeri in Denmark. Eventually, Yngling production was re-established in Norway at Express Boats in Lillesand. Linge himself owned the license for Scandinavia. The boat was also produced in Australia and at the Mader Bootswerft in Germany, where a brand new vacuum infused vinyl ester Yngling (SUI 500) was built as late as in 2020, something which gives faith that even more new Ynglings can be produced. In total, more than 4,000 boats have been produced.

The text is an excerpt from the chapter on the Yngling in the book project «Jan Herman Linge – Båtkunstneren» ("Jan Herman Linge – The Boat Artist") by Jørgen Sommerfeldt-Colberg.

The book is scheduled to be published during 2022.

Footnotes

1. Interview Øyvind Linge (unknown newspaper)
2. Seilsport 1979
3. Own interview Øyvind Linge 18.12.2021
4. Aftenposten 02.06.1975
5. Tvedestrandsposten 02.02.1980
6. Seilsport 1979
7. Seilas 2000
8. VG 28.11.1979
9. Interview Terje Wang 27.01.2022

CHRIS & JAN HARPER TROPHY

What brings us forward?

What attracts new sailors?

How are the boat and the class made known?

We received three nominations for the first award at the 2021 Worlds in Berlin. Here is the nomination letter about the recipient of the first prize:

Sandra Peine, Germany, nominates Evi and Heinz John (GER 17) from Berlin for the Chris and Jan Harper Trophy.

Heinz will be 80 years old on November 30th this year and can look back on a long sailing career. In 2011 he switched to Yngling and also joined the Deutsche Yngling Klassenvereinigung e.V. (DYKV) directly. Since he was convinced of the boat he immediately started to win other sailors in Berlin for this class. In 2011 there were five members in the DYKV in the Berlin sailing districts – and there are quite a few. Today there are 35! There is still great interest in Yngling sailing in Berlin and there are numerous other owners who are not in the class union.

Thanks to the commitment of Evi and Heinz there are now three ranking regattas in Berlin. It started in 2013 with five participants in the first ranked regatta at Wassersport-Verein (WSV) 1921 e.V. In 2019, there were 27 participants in the “Nebelpokal” and nine Berlin sailors traveled to the European Championships in Lake Traunsee.

The Yngling gained further publicity in Berlin through the “Bürgermeister-Regatta” which has been held for several years, in which numerous representatives of local politics fight for victory and honour on Ynglings led by members.

Evi and Heinz are committed regatta sailors and are always welcome at many national and international regattas and have participated in almost all of the last world championships. Due to his fair behaviour and long experience in sailing Heinz is a role model for many other sailors and many get advice and tips from him to improve their own sailing skills.



THE HAPPY WINNERS EVI AND HEINZ JOHN WIN THE CHRIS & JAN HARPER TROPHY.

PHOTO TOBIAS VON DEM BERGE, YCBG

If you ask the Berlin Yngling sailors how they got to sail on this boat, you often hear: “It’s Heinz and Evi’s fault.”

Even far away from the regatta track, the two are on the road for the class. On their initiative, there has been a winter meeting of the Berlin sailors for some time, where sometimes a sailor from “outside” stops by. They also looked after the Yngling stand at the “Boot & Fun” trade fair. As the contact person and head of the Berlin fleet, Heinz always has an open ear for his sailing colleagues.

For all events that Evi and Heinz attended, there is detailed and extensive coverage for magazine and press articles.

Without them, the Yngling family would not be what it is and it would be nice to see their dedication additionally recognised through the Chris and Jan Harper Trophy.

YNGLING WORLDS 2020/2021 BERLIN

An Yngling Class highlight during recent years surely is the World Championship which was originally scheduled for 2020 on Müggelsee in Berlin, however, due to the Corona pandemic was postponed to 2021. After lots of wavering and uncertainties it eventually took place from 24 to 31 July 2021 on Müggelsee. Although the final dates could only be confirmed 6 weeks prior to commencement, 50 crews from 3 continents and 11 countries participated, thereby constituting a regular World Championship. Müggelsee, being the largest of Berlin's lakes and covering an area of 7.4 square kilometres, is oval-shaped (4.3 km x 2.6 km) and thereby ideally suited for sailing races. However, the 2021 Yngling World Championship was the first Sailing World Championship ever held on this lake.



MÜGGELSEE: A PERFECT SAILING AREA WITH WAVES NORMALLY FOUND ON THE BALTIC SEA. PHOTOS RALPH LINOW

Like every inland lake Müggelsee offers sudden drastic wind-shifts during the prevailing Westerly winds caused by the nearby Müggel hills, thus creating specific sailing conditions. For example, a French team from La Rochelle (Atlantic coast) having done a trial sail excitedly reported a sudden wind-shift of 90° which they would normally never encounter on their home grounds (Atlantic).

On Saturday and Sunday all participating boats were meticulously measured including many details such as the condition and buoyancy of life jackets as well as the number and volumes of bailers onboard. Each yacht requires 3 bailers with a volume of 4 litres each, which was also news to us. Even the centre of gravity of the mast was checked. In our case, the centre of gravity was out of balance and a weight of 100g had to be added to the mast top.

Furthermore, it was stipulated that boats neither were to be slipped nor any diving along the hulls was permitted to prevent manipulations of the under-water hulls. Later this rule was relaxed thus allowing crews to hop into the water prior to a race in order to clear the keel and rudder of weeds.

On Sunday prior to the Opening Ceremony, a German Nations Night was held where Udo Lindenberg alias Uwe Steingroß (Steini) and Nena alias Susanne Retzlaff-Steingroß (*Sonnenbraut* – GER 288) performed live on stage. The crowd loved it and asked for more. Unfortunately, Susi woke up the next day with a sore throat and could not sail. Therefore their son Rene joined Steini in the races instead.





OPENING WITH 150 PARTICIPANTS FROM 3 CONTINENTS AND 11 COUNTRIES. PHOTO TOBIAS VON DEM BERGE, YCBG

There were further Nations Nights held with a large variety of drinks and delicacies ranging from Austrian Gin, Swiss white wine and Greek Ouzo to Berlin Bouletten, Belgian chocolates and Norwegian fish on skewers. A highlight was the stylish Gala Night. Regardless of the day's hard sailing the Band "The Swinging Hermlins" managed to bring the crowd to the dance floor until late at night.

On Monday the official Opening Ceremony took place with the District-Mayor, Oliver Igel, and the Secretary of State for Sports (Berlin Senate), Aleksander Dzembritzki, in attendance. The teams of the various countries were introduced with music and folk dances from their respective homes. The Greek team performed a traditional Sirtaki while the Austrian team attended the event in Lederhosen and performed a Schuhplattler. Thereafter the crowd took to the dance floor, thus creating a perfect introduction to the racing yet to come.

A test race was scheduled for Monday, however, the wind remained absolutely calm as it sometimes can happen during this time of the year. After some waiting on the mirror-like water the Race Committee decided to cancel racing for that day.

Since there were more than 50 yachts in attendance the field had to be split according to the Rules.



NO GAP BETWEEN THE RED/GREEN DOTS REMAINED VACANT PHOTO RALPH LINOW

Four Groups consisting of 13 Teams each were formed. The Groups were identified by large, coloured dots (red, blue, green or yellow) pasted at the bow of each yacht. The boats then competed alternatively during the first 6 races, thereby always participating in two starts per race. Based on the results of these Qualification Races the yachts were split into a Gold and a Silver Fleet (Red and Yellow) and subsequently raced within their Fleets. The points earned by each yacht during the qualification races, however, were retained and formed part of the overall results of each yacht.

On Tuesday the wind initially was similar to the previous day, however, the weather forecast predicted 2-3 Beaufort for the afternoon. After a prolonged



THE EVENTUAL WORLD CHAMPION 2021 AT THE START OF HIS FIRST RACE. PHOTOS THIS PAGE TOBIAS VON DEM BERGE

postponement the breeze actually picked up, thereby allowing three scheduled races to be sailed, though on a reduced course. During these races the Australian Team helmed by David Chapman and the current World Champion Maarten Jamin already set their marks with two 1st places respectively. We (Lars Dähne, Gregor Behrbohm, Edda Elsner – GER 200) surprisingly finished second during the first race which happened to be our best finish during the whole regatta.

On Wednesday the wind had freshened to 3-4 Beaufort from the South West thereby permitting 3 races under good conditions, accompanied by wind-shifts characteristic for Müggelsee. Based on the results of the first races under light and medium wind conditions the fleet was split into a Gold and Silver Fleet. Thereafter the crews had to demonstrate their skills under heavy weather conditions.

The weather forecast for Thursday predicted increased wind speeds averaging 12kts and gusting



CONGESTION AT THE WINDWARD MARK.

22kts, however, the actual winds averaged 17kts gusting more than 26kts! This demanded maximum performance by the crews during 3 races. Tactics and best use of wind-shifts became secondary to sustained physical strength and boat management as a paramount priority, especially on downwind courses under spinnaker. Although Ynglings cannot get onto a plane, our boat hummed extensively during downwind legs under spinnaker thus indicating that she was on the verge of planing. Several broaches under spinnaker could be observed. Some yachts even had to turn around to pick up lost crew members. Other teams suffered gear failure such as GER 1 Thorsten Schutt. Their jib halyard broke during the first race thus making them miss 3 races and a front place in the overall results. The French Team was in 7th Position when a crew member fell ill and the team could not compete during the last day.

Luckily Friday was a day of rest when boats could be repaired and blisters, scratches and blue patches



WILL STEINI MANAGE TO PASS?



HARD CONDITIONS DURING A DOWNWIND COURSE



WHO DRIVES WHOM?
PHOTOS THIS PAGE RALPH LINOW

on hands and legs could be treated while recovering from the parties of the previous nights. Heavier wind was to be expected for Saturday, the final day of the Regatta. In fact, the German Met Office issued a storm warning for Saturday meaning that in the event of injuries and damages occurring during such conditions the insurances were no longer obliged to settle any claim. This placed an exceptional burden on the Race Committee which they bravely accepted and allowed the racing to continue regardless. Apart from some severely heavy gusts the overall winds on Saturday turned out to be lighter than on Thursday, thus permitting the final two races to be of a high quality as well.

Finally, exhaustion caught up with some crews. For example, we hit the leeward buoy shortly before the finish. Our exoneration cost us two places in the race as well as almost our front crew Edda who was hit by the boom during the jibe. Team Steini was hit even worse since after 9 races they had established a 2nd



PRIOR TO DIVE?

position overall with hopes for the Title. During the first race on Saturday while sailing on Port tack they were unable to bear away sufficiently to avoid a collision with Team Meister (Michelle, Stefan, and Samuel Meister, NED 307) approaching them on Starboard tack resulting in a big hole in their bow. They exonerated themselves and apologised to the “Meisters” but also having lost one crew during the mishap were unable to finish amongst the first three winners.

Finally, Yska Minks, Jildau Toornstra-ter Horst and Wouter Toornstra of the Netherlands were promulgated as the new World Champions followed by David Chapman of Australia with Ute Wagner and Luisa Krüger of Europe as Vice World Champions. The previous World Champion Team Maarten Jamin, Cristel Pressers and Jaap Smolders of the Netherlands finished in third position.

Steini with Ute Höpfner and Rene Barownick finished in 4th position as the best German team followed by Robert Stanjek, Robert Christoph and Moritz



THE PRESENT AND PROSPECTIVE WORLD CHAMPIONS IN A TIGHT DUEL.



THE LUCKY WINNERS OF THE FIRST WORLD CHAMPIONSHIP ON MÜGGELSEE. PHOTO TOBIAS VON DEM BERGE, YCBG

Bruhns. The 6th position was awarded to another Dutch team, Renier de Kler, Anna Bertling and Marije Willemsen. We (Lars Dähne, Gregor Behrbohm and Edda Elsner) finished in 7th position followed by Ralf Göpfert, Donald Lippert and Franka Göpfert. In spite of an illness and two missed races, the French Team Luc Gellusseau, Olivier Caris and Jean Francois Payannet finished in 9th position followed by the first Austrian Team Jörg Moser, Wolfgang Buchinger and Lukas Eigenstuhler. The first Swiss team of Thomas Kristiansen, Marc Bornand and Sandra Schär finished in 11th position.

Based on country ratings the Netherlands clearly finished ahead of Germany. It might be noteworthy that the 4 best German teams are based in Berlin and their helms were trained by Yachtclub Berlin Grünau (YCBG), thereby being familiar with Müggelsee as their home grounds.

The winners of the Youth Competition were Carl Bech, Jacob Sorrensen and Mads Taato of Denmark. The 2nd Place was awarded to Paco Melzer, Felix Sponholz and Leon Göpfert of the Host Club YCBG, while the 3rd Place went to Maximilian Reisinger, Simon Oberfrank and Paul Oberfrank of Austria.

The Ladies Gold went to the German Team Yvonne Muschke, Dana Wächter and Saskia Hermenau followed by Jikke de Jong, Hannah Feringa and Margreeth Duit of the Netherlands and Ursula

Flück-Arbeiter, Aurelia Haag and Michelle Flück of Switzerland.

The tremendous success of this World Championship was mainly due to perfect organisation, the support of 15 sponsors, as well as the support of the Berlin City District and the Berlin Senate. A vote of thanks also goes to the numerous helping hands and particularly to the Head of the Race Committee, Jan Prockat, who ran his 45th regatta efficiently in spite of a foot injury which got worse every day and eventually required his hospitalisation after the conclusion of the Regatta.

The whole Regatta was very professionally managed, both on the water as well as on land, thus showing the vast experience of the Host Club YCBG in organising such events. Moreover, all participants very much



THE RACE COMMITTEE ALWAYS KEPT ON TOP OF EVERYTHING. PHOTOS RALPH LINOW UNLESS OTHERWISE INDICATED



TAKING AN EXACT BEARING: PETER ROST OF THE RACE COMMITTEE.

enjoyed the social events which had become unfamiliar since the outbreak of the Corona pandemic. The Opening Ceremony, social nights and Prize Giving were very well presented by Bernd Jäckel, Dunja Wolff and Michael Erhrenteit.

Noteworthy was Joergen Ring of Denmark who at the age of 75 years participated in a World Championship for the 45th time. A special prize, the Chris and Jan Harper Trophy, was awarded to Evi and Heinz John in recognition for intensively building up the Berlin Yngling scene for the past 12 years. They finished in 14th Position, a very respectable result for 79 year old Heinz.

The Yngling suits all ages, ranging from the youngest participant Seppe Huits of Belgium aged 10 years or the German Family Meister with a 15 year old lady helm Michelle to Team "Old Bags" consisting of Fredi and Erhard Haake as well as Bernd Süßkow of Germany with a combined age of 219 years, including the oldest contestant aged 81 years.

Tracking by mobile phone, being introduced to such a large fleet of competitors for the first time, proved to be an interesting experience. This new software developed by SAP allowed a very good follow up

of the competitors in retrospect and even provided incorruptible assistance in protest situations. Unfortunately, it did not always function too well with some competitors not being tracked at all, while others were found sailing in the forest or on the nearby road. Nevertheless, this new technique allowed spectators onshore to follow the exciting racing and should also encourage future public interest in boat races.

In retrospect this World Championship truly was a superb highlight also showing that given sufficient winds our Class can provide a high performance sailing experience combined with exciting competition.

Edda Elsner, Lars Dähne GER 300



ERHARD (LEFT) AND FREDI HAAKE (RIGHT)



PERFECT BALANCE OF WEIGHT AND AGES



THE BLUE YNGLING WITH HEINZ AND EVI JOHN ONBOARD. PHOTO TOBIAS VON DEM BERGE, YCBG



A NOVEL SPINNAKER TECHNIQUE?

YNGLING WORLDS BERLIN



FROM L TO R: UTE WAGNER, DAVID CHAPMAN AND LUSIE KRÜGER

Reprinted from the Royal Sydney Yacht Squadron Logbook 2021, Volume 64, Issue 3, September 2021.

The 2021 Yngling World Championship was hosted by Yachtclub Berlin-Grünau e. V. which is located south of Berlin on the Müggelsee. The club has produced many great sailors, including Olympic and America's Cup winners.

Two months before the event, I received a phone call from Maarten Jamin, International Yngling Association (IYA) Vice President, who has sailed many times at the Royal Sydney Yacht Squadron (RSYS), suggesting that the IYA might sponsor a boat for me to compete in. I looked into the dates and researched potential crew. The Australian International Yngling Association also offered assistance, and I decided to compete.

I considered the likely conditions of lake sailing in Summer and anticipated 0-6kts of breeze. I therefore decided to seek a female team who would be close to the weights they raced with at the Olympics. Lusie Krüger was first to sign on as she lives in Hamburg and we both sail for the Norddeutscher Regatta Verein (NRV). Lusie asked Ute Wagner (World #1 match racing crew) to join us, and we were set!

The boat, NED 320, arrived in Hamburg one month before the Worlds, and Lusie and I set about preparing it and looking at the 'race' sails. We quickly decided we needed to invest in a new headsail, and as we didn't receive a kite, we got one of those too. Jud Smith agreed to build the sails and delivered them the morning I was due to depart for Berlin.

After our arrival in Berlin, we tried to get as much sailing time as possible because we were a new crew.

Unfortunately however, we only managed two sessions. On the positive side, we realised we were very fast upwind.

The favourites in Berlin were Maarten Jamin, Yska Minks and Robert Stanjek (London 2012 and Star World Champion.) We had expectations of achieving a top 10 result, but we were also an underdog as we hadn't had much time together as a team or on the boat. We sail on Lake Alster, an artificial lake in Hamburg. On Tuesday nights we train in J/70s and on Thursday nights we race Dragons, so my lake racing was on point.

Racing was conducted over 11 races, comprising six qualifying and five final races. It was possible to drop your worst race (and I'll come back to this stupid format later) also, the fleets were split in half.

Day 1 saw us score 1, 6, 1 which gave us the Jan Linge Trophy for winning the first race of the Regatta. The big takeaway from the day was that we needed to improve our downwind speed. We also noticed that we had a 'hum' while reaching and running at low speeds, which was not a great feeling as it indicated that the rudder was not perfectly aligned. But as my grandfather would say, 'Get on with it boy!'

Day 2 was a bit of a mess but we just managed to hang in and finish the qualifying races in 5th. What was surprising was the amount of breeze – the finals were looking like having 20kts both days. It was another case of 'it's never like this...'

On day 3, we hit the line at full speed and led to the first bottom mark. Unfortunately though, as Ute went out to hike, she didn't stop – and went for a swim! We recovered to 7th but that was not a great start, given that we needed to regain some points on the leaders. In race 2, we were fighting in the lead group. We made the call to turn left, picked up a right hand shift to take the lead and won the race. For the final race of the day, and with just three races remaining, we took a bit of a punt. The leading teams had not yet sailed a drop, and we needed another bullet and try to sail them back a bit. We took the pin but tacked about 10 seconds too late, we didn't manage an important cross which led to us sailing in the main pack, resulting in us getting fouled twice and slowing our progress. We ended up sailing our drop (11).

The next day was the lay day. I decided to go for a sail as it was a perfect 26 degrees with 12kts of breeze.



PHOTO RALPH LINOW

I went alone to clear my head before the final day. I reminisced about sailing Ynglings in 2004 and the great times we had on the Royal Danish Yacht Club tour in Denmark that the RSYS Youth programme had organised. On my way home, I ran into Stefan Meister (Sydney 2000) who was tending to his RIB. He invited me in for a beer and a bite to eat. My favourite thing about our sport is the great people you meet and stories you share. Later that evening, the Regatta dinner took place. Class President Walter Baumgartner made a special mention of the late Ruth McCance*.

The final day arrived, and our mindset was to 'just go for it'. We were in 4th position, and while 1st and 2nd had a large lead, we were on equal points with 3rd and felt as though we should be on the podium. First race: our prestart plan was to take the early left shift to the right and wait for something to come back with. We executed this pretty well and decided to take our first shift back as our group all went left. We rounded 3rd behind two guys that went far right and, for the first time in the regatta, the good guys were deep! As we rounded the top mark in a large puff, we were the only team to set the kite and we planed away to win by half a leg.

Now we were in 3rd place, just two points ahead of 4th and a couple behind 2nd, but still a few too many behind 1st – but still in with a sniff. The decision was made not to engage on the start line and so we started mid-line. We had Maarten to leeward and it looked like it was just the two of us clear ahead, but

then NED 353 appeared in front of Maarten and he led to the top mark. Down the run, we made some gains and rounded the opposite gate just behind, but in phase, and came back to lead the race. We then engaged NED 353 and sailed them back to 4th. The problem was, we needed to sail them down another few places, the next boat was 100m back and Maarten was sailing for the win which would give him the places he needed to beat us. We then went in pursuit of Maarten and retook the lead. We won the race but unfortunately NED 353 came back to 3rd, and with that, won the Worlds. We took Silver.

It was a great day's sailing. I was extremely proud of my team and how fast we were going by the end. All in all, a great experience and nice to helm at a World Championship once again after a nine year absence. The only disappointment was that the lead boats didn't race each other enough and there was no need to split the fleet. Nevertheless, the race management did a great job, and it was the same for everybody. Yska has sailed the Yngling for over 40 years and put together a fantastic regatta.

I would like to add a big personal 'thank you' to Maarten Jamin who got me on the start line and gave me all his rig tuning notes.

I reckon we did Ruth proud and enjoyed sailing under her name!

**David's boat was named RUTH after the late Ruth McCance, RSYS Member and a great friend to many, who was lost in the Himalayas in 2019.*

1. Call to order – Attendees and Apologies

1. Walter Baumgartner –
IYA President/President SUI
2. Petra Schutt –
IYA Treasurer/President GER
3. Adam Tran –
IYA Secretary/President AUS (via Zoom)
4. Anna Bertling – Social Media, NED
5. Christian Dylla – Chief measurer, GER
6. Peter Carter – Class Measurer, AUS
(via Zoom)
7. Felix Schneider – Class Measurer, SUI
8. Hamish Jarrett – Proxy, AUS (via Zoom)
9. Bernhard Prange – President, AUT (via Zoom)
10. Jørgen Ring – Proxy, DEN
11. Jikke De Jong – President, NED
12. Christian Jaksjø – Proxy, NOR
13. Sally Jacquemin – President, USA (via Zoom)
14. Andreas Schobesberger –
Observer, AUT (via Zoom)
15. Amalie Hallager – Observer, DEN

Apologies

1. Ronny Rognhaugen – President, NOR
2. Mattias Dahlström – President, SWE
3. Maarten Jamin – IYA Vice President, NED
4. Bostjan Antoncic – President, SLO
5. Frederik Løppenthin – President, DEN

2. Opening of the meeting

The meeting opened at 9:02 PM Berlin time.

3. Election of Chair and Secretary for the meeting

Walter Baumgartner was elected Chairman of the meeting and Adam Tran was elected Secretary.

4. Approval of Agenda

The Notice of Meeting and the Agenda was approved.

5. Approval of Voting Registry

The voting registry was approved with 62 votes in total. 60 votes or 97% of the votes are represented at the meeting.

6. Recognition and update of new National Yngling Associations

No new National Yngling Associations were recognised.

7. Minutes of AGM 2020 in Berlin, Germany

Minutes of the Annual General Meeting in 2020 in Berlin were approved, with thanks to Adam Tran.

8. The Annual Report 2021

The Annual Report 2021 was distributed prior to the meeting.

Walter Baumgartner delivered a presentation covering key points from the Annual Report (attached).

9. Financial Statement, Accounts, Balance and Treasurers comment, Report of the Auditors

The Financial Statement, Accounts, Balance and Treasurers comments, and the Auditors report were presented by Petra Schutt.

- Overall, a profit of 140 CHF was recorded, due to currency fluctuations
- To 30 April 2021, the Association recorded Assets of 74.330 CHF, Liabilities of 24.445 CHF, and Equity of 49.885 CHF
- The Bond fund saw an increase to 15.307 CHF
- Revenue from sail labels and boat stickers were decreased
- Significant expenditure savings were made on communications and marketing, measurer expenses, conferences, and meetings
- Income from currency fluctuations was 1.755 CHF.

10. Discharge of the Executive Committee

The Executive Committee for the past year was discharged.

11. Proposals

Class Rules: No Proposals

Championship Rules: No Proposals

Constitution Proposal: No Proposals.

12. Report and recommendations from IYA Technical Committee

The Chief Measurer reported that:

- The IYA Technical Committee met on 24 July 2021
- Testing of the newly built Yngling, which has been made of vinyl ester using an infusion technique, occurred in Berlin prior to the Open World Championship. Few performance differences were found. The helms reported small differences in behaviour, but these differences were explainable
- The Technical Committee endorsed the building of new Yngling Class boats using the new methodology and will monitor performance characteristics over coming years
- Minor changes to the International Yngling Class Rules have been made to correspond to changes in the Racing Rules of Sailing
- Inquiries have been made with World Sailing regarding whether new rules for quick release systems on trapezes harnesses, to be introduced in 2023, applied to harnesses used on Yngling Class boats. A response from World Sailing is pending



- Templates owned by IYA have been returned to IYA possession from World Sailing in South Hampton, United Kingdom
- The IYA is in the process of purchasing a set of moulds from a boat builder who no longer requires them.

Peter Carter moved that clarification be sought from World Sailing regarding whether the International Yngling Class Rules need to be changed to allow for the new construction techniques. No objections raised.

Agreed action: Clarification to be sought from World Sailing regarding whether the International Yngling Class Rules need to be changed to allow for the new construction techniques.

13. Review of IYA info. Magazine, website, Facebook, and Y for future booklet.

This item was addressed in the President's report.

14. Future Regattas

The meeting discussed and agreed that the IYA would promote, investigate, or assist with the following future regattas:

- 2022 Open World Championships, Koper, Slovenia
Status: application approved
- 2023 Open World Championships, Furesø, Denmark.
Status: request made to club
- 2023 Springtime European Championship, Riva del Garda, Italy. Status: to be confirmed
- 2024 Open World Championships, Sydney, Australia. Status: under investigation.

Requirements for holding the 2023 Open World Championships in Denmark were discussed. The Netherlands suggested that the Worlds shall be held at sea (not on a freshwater lake). Denmark is asked to clarify the possibility of a World Championship in Aarhus.

Agreed actions:

- Regattas to be promoted, investigated, or assisted as discussed
- The feasibility of holding the Open World Championships in Sydney, Australia in January 2024 is to be investigated, including options for shipping boats to Australia. An application from the Australian International Yngling Association is to be submitted to the next Annual General Meeting.

15. Builders Information

There was no change to the list of licensed builders. The only active builder in Europe is Bootswerft Mader GmbH.

Builders in Australia and the USA are also available.

16. New Yngling Projects

Two grants for new boats are still available until February 2022 under the "Build New Yngling" initiative.

17. Membership and Label fees, Budget for 2022/23

The meeting agreed that there would be no change in fees from the previous year, and the budget for 2022/23, as circulated for the meeting, was accepted.

Fees for 2022 are:

- Membership Fee € 20
- Application for entry € 20
- IYA Share at Championships €30 (or as negotiated)
- IYA Sail Label € 35.

Agreed actions: Budget and fees to be applied as circulated and agreed.

18. Elections/Appointments

Walter Baumgartner was elected as President for one year

Maarten Jamin was elected as Vice President for one year

Adam Tran was elected as Secretary for one year

Petra Schutt was elected as Treasurer for one year

Anna Bertling was elected as Social Media Officer for one year

Sally Jacquemin was elected as Advisor and Special Tasks Officer for one year

The Technical committee was appointed, comprising of Christian Dylla, Felix Schneider and Jorgen Ring, Peter Carter, Chad Lewis, Ronny Rognhaugen, and with Maarten Jamin as observer

Lukas Hitz was appointed as Webmaster

Grant Thornton was appointed as Certified Auditor.

19. World Sailing Classes Committee – IYA representative

Walter Baumgartner was confirmed as the IYA representative at the World Sailing Classes Committee.

20. Any other business

Nil.

21. Date and time for next AGM

The meeting agreed that the next Annual General Meeting will be held at the Open World Championships 2022 in Koper, Slovenia.

Agreed action: The date and time for the next Annual General Meeting at the Open World Championships 2022 in Koper, Slovenia, is to be advised.

22. Closing of meeting

The meeting was closed at 22:02, Berlin time.

Minutes Secretary: Adam Tran

Chairman: Walter Baumgartner

25 July 2021

TREASURER'S REPORT

INCOME AND EXPENDITURE ACCOUNT MAY 1, 2020 TO APRIL 30, 2021

CHF		Budget 2020/21		Accounts 2020/21		Budget 2021/22	
		Expenditure	Income	Expenditure	Income	Expenditure	Income
	INCOME						
3210	Building fees		110		115		110
3220	Boat sticker fees		10,272		10,133		10,120
3230	Sail label fees		3,371		2,268		3,510
3310	European Championship						
3320	Open World Championship				22		2,739
3410	Bank interests		50		50		50
3420	Adjustment on securities				567		
3430	Forex profit/loss				1,755		
			13,803		14,910		16,529
	EXPENSES						
5610	Yngling Magazine	2,500		2,547		2,500	
5620	Communication & Marketing, Website	1,000		0		500	
5710	Expenses measurer (travel expenses, technical equipment, admin)	500		0		850	850
5720	Class Management	250		200		250	
5800	Open World Championship					1,980	
5810	European Championship						
5820	Worlds Charter Boat Program			543		5,550	
5825	Worlds Youth Package			1,500		1,250	1,250
5830	Worlds Shipping Program 2019 Σ 5820/5830						
5840	"Build New Yngling"	5,671		6,671		6,649	6,649
5860	Half models, medals, gifts	250		349		2,250	
5910	Conferences and meetings	800				600	
5920	World Sailing fees	300		268		300	
5930	Annual General Meeting	250		160		250	
6010	Admin	1,000		1,096		1,000	
6020	Auditor	900		871		900	
6030	Bank charges	400		310		400	
6040	Mailing fees	150		166		200	
6050	Other expenses	100		89		100	
		14,071	0	14,770	0	25,529	8,749
	Operating Result		-268		140		-251
		14,071	14,071	14,770	14,770	25,529	25,529

CHF Balance as per	April 30 2020	April 30 2021	Notes
ASSETS			
Bank	51,045	58,318	1
Bond fund	14,740	15,307	2
Accounts receivables	257	705	3
Active accruals/ prepaid expenses			4
	66,042	74,330	
LIABILITIES			
Accounts payable	111	89	5
Deferred income and accrued expenses			6
Accruals	16,185	24,356	7
	16,296	24,445	
EQUITY			
Accumulated funds	52,083	49,745	
Result of the period	-2,337	140	8
	49,746	49,885	9
TOTAL Liabilities and Equity	66,042	74,330	

Comments on Income and Expenditure accounts 2020/2021

INCOME CHF

3210 Building fees

Building fee for 1 new Yngling from World Sailing

3220 Boat sticker fees

460 stickers sold -> budget 480 Stickers

3230 Sail label fees

59 labels sold -> budget 90 labels

3320 Open World Championship

• Berlin/GER 2020 – postponed to 2021
application fee for 1 additional application (20 EUR) not budgeted

3410 Bank interests

Net earnings on Corporate Bonds

3420 Adjustment on securities

Stock market profit (value CHF 15.307 30.04.2021 -> 14.740 CHF 01.05.2020)

3430: Forex profit/loss

CHF devaluation vs. EUR: profit (loss 2019/2020 = 4.527 CHF)

Total income of 14.910 CHF matches budget of 13.803 CHF

EXPENDITURES CHF

5610 Yngling Magazine

Annual Magazine 2021 (incl. print)

5620 Yngling website

Hosting package, div

5710 Expenses measurer

Travel expenses (no OWC 2020), technical equipment

5720 Class Management

Miscellaneous, translations

5800 Open World Championship

No OWC – cancelled due to corona virus safety precautions, postponed to 2021

5810 Springtime Europeans: no Springtime Europeans

5820 Worlds Charter Boat Program

Youth team Berlin, 50% charter subsidy, by cancellation of the WC registration had already taken place

5825 World Youth Package

Reduction of entry fees of youth boats by 50 % at Worlds and Europeans; IYA carries the remaining 50% -> accruals

5830 Worlds Shipping Program:

Run out

5840 Build New Yngling

Second grant according to IYA ExCo decision from 24/02/2020 -> accruals additional 1.000 CHF "New Yngling Performance Test" according to Executive Committee decision from 28/01/2021 compensating registration fee or additional travel expenses for the test teams -> accruals

5860 Half models, medals, gifts

Y-flags for different occasions, leaving present for M. Dahlström

5910 Conferences and meetings

Travel and accommodation World Sailing conference

5920 World Sailing fees

Yngling class subscription

5930 Annual General Meeting

Allowances for administration, Zoom Web Licence

6010 Admin

Print of new boat stickers for 2021, different translations, allowances for administration

6020 Auditor:

Audit Grant Thornton

6030 Bank charges

Various fees

6040 Mailing expenses

Net mailing cost (sail label dispatch is charged, boat stickers dispatch is not charged)

6050 Other expenses

Mainly office supply

Total expenditures of 14.770 CHF matches budget of 14.071 CHF

RESULT

The result of the period is almost balanced. From the surplus – resulting mainly from the Forex profit and various savings - accruals were set up for second grant "Build New Yngling" and "New Yngling Performance Test" program as well as the "Youth Package" support program.

Overall, a profit of 140 CHF is recorded.

May 26, 2021

Petra Schutt,

Treasurer

2022 REGATTA CALENDAR

Date	Event	Location	Organising Club	Country	www. Link
APRIL					
9-10	Y-Cup 1	Oberhofen	Hafen TYC	Switzerland	tyc.ch/
16-18	Easter Regatta	De Kaag	KWV de Kaag	Netherlands	kwwdekaag.nl
30-1/5	Y-Cup 2	Zürich	ZSC	Switzerland	z-s-c.ch/
30-1/5	United 4	Ijsselmeer, Medemblik	United4Sailing	Netherlands	united4sailing.org/
MAY					
7-8-	8. Gelderland-Cup	Heidensee, Geldern	Wassersportgemein- schaft Gelderland e.V.	Germany	wsg-gelderland.de/
14-15	Y-Cup 3	Beinwil	Hallwilersee	Switzerland	
14-15	Yngling Cup Haltern	Halterner Stausee	Segelclub Prinzensteg	Germany	segelclub- prinzensteg.de
21-22	Goldene Yngling	Traunsee	SCA	Austria	sc-altmuenster.com/
21-22	Sonderwettfahrten	Seddinsee, Berlin	Dahme Jacht Club e.V.	Germany	dj-c.org
28-29	Dahme Cup Yngling	Langer See/Seddinsee,	Berlin Wassersportverein 1921 e.V.	Germany	wsv1921.de
JUNE					
4-6	Rheinwoche 2022	Walluf – Arnheim/NL	Regattagemeinschaft Rhein e.V.	Germany	rheinwoche.org
4-6	North Sea Regatta	Scheveningen	JC Scheveningen	Netherlands	nsr.nl
11-12	Niederrhein-Pokal	Lohheider See, Duisburg	Seglergemeinschaft Lohheider See e.V.	Germany	lohheider-see.de
16-19	Salzkammergutpreis, Austrian Championship	Wolfgangsee	UYC Wg	Austria	ujc-wolfgangsee.at/
18-19	Y-Cup 4	Brunnen		Switzerland	
18-19	Yngling Regatta	Revier Müggelsee	Cöpenicker Segler-Verein	Germany	csvberlin.de
JULY					
2-3	Vrijbouterweekend	Loosdrecht	GWV de Vrijbouter	Netherlands	.gwvdevrijbouter.nl/
16-17	Yngling Ranglistenregatta	Baggersee Leopold- shafen Mittelgrund	Segelkameradschaft Leopoldshafen e. V	Germany	sk-leopoldshafen.de

Date	Event	Location	Organising Club	Country	www. Link
AUGUST					
4-7	North American Championship	Lake Okoboji, Iowa		USA	
13-14	Y-Cup 5	Thun		Switzerland	
19-20	Open Norwegian Championship	Oslo	KNS	Norway	kns.no/
21-21	Linge Memorial	Oslo	KNS	Norway	kns.no/
SEPTEMBER					
2-3	Yngling Ranglistenregatta	Haltener Stausee	Segelclub Haltern am See e.V.	Germany	sc-haltern.de/
10-11	Open Dutch Championship	IJsselmeer, Enkhuizen	EWVA	Netherlands	ewva.nl
17-18	Weinlese-Regatta, National Championship Lower Austria	Donau	SCKr	Austria	
17-18	8. Silberschäkel-Regatta	Landeshafen Wörth	Ruder- und Kanuclub Wörth e.V.	Germany	rkcw.de
22-25	Schweizermeisterschaft	Spiez		Switzerland	
OCTOBER					
1-2	71. Internationaler Nebelpokal	Müggelsee, Berlin	Yacht Club Berlin Grünau	Germany	ycbg.de
1-2	Klasse Evenement	Roermond	RRZV Maas en Roer	Netherlands	maasenroer.nl/
8-9	Y-Cup 6	Zürich	ZYC	Switzerland	zyc.ch/
8-9	Oktoberfest-Regatta National Championship Upper Austria	Traunsee	UYC T	Austria	uyct.at/
29-30	Hein Ruyten Trofee	Langweer	KWVL & Yngling Club Holland	Netherlands	yngling.nl
NOVEMBER					
19-20	Nikolaus-Regatta	Lohheider See, Duisburg	Seglergemeinschaft Lohheider See e.V.	Germany	lohheider-see.de

AUSTRALIAN REPORT

The Australian International Yngling fleet enjoyed a busy sailing season in 2020-2021, despite the continuing effects of the COVID-19 pandemic. Like in previous years, the 2020-2021 season saw regular Mini-Regattas, the Yngling Club Championship series, the Paspaley Tuesday Ladies' Twilights, Sunday Twilights, and the State Championships. The 2021 Yngling National Championships was originally scheduled for 27 and 28 November 2021. However, the regatta was postponed to 2022 for various reasons.

The Mini-Regatta series comprised 45 scheduled races held over 15 Saturdays between 5 September 2020 and 27 March 2021. Six boats were entered for the entire series. On scratch results, the series was won by Gary Pearce on *BlackAdder* (YAUS 56), followed by Hamish Jarrett on *Miss Pibb* (YAUS 60), and then Gary Wogas on *Karma* (YAUS 45). On handicap results, the series was won by Jan Newland on *Yertle* (YAUS 34), followed by *BlackAdder* (YAUS 56) and *Miss Pibb* (YAUS 60)

The Sydney Yngling fleet continued to enjoy its own division in the Royal Sydney Yacht Squadron's Main Series races on Saturdays, with the event being renamed the Yngling Club Championship. In total, 11 races were scheduled between 12 September 2020 and 20 March 2021, and five boats were entered for the entire series. Both on scratch and handicap results, the series was won by Adam Tran on *Troika* (YAUS 27), followed by Jan Newland on *Yertle* (YAUS 34) and Bryan Riddell on the *Wyandot* (YAUS 4).



TUESDAY TWILIGHT HANDICAP SERIES WON BY MEGAN HOWARD ON SHINING STAR



The Paspaley Tuesday Ladies' Twilight series continued to attract a strong contingent of regular participants with 14 races scheduled between 10 November 2020 and 9 March 2021. Five Ynglings were entered for the one-design division. On scratch, the best results were achieved by Kirstin Reblin on *Mojo* (YAUS 47), followed by Megan Howard on *Shining Star* (YAUS 48) and Elyse Guevara-Rattray on *Holly* (YAUS 58). On handicap results, the series was won by Megan Howard on *Shining Star* (YAUS 48), with the next best Yngling results being achieved by Kirstin Reblin on *Mojo* (YAUS 47) and Jan Newland and Vicki Kornman on *Yertle* (YAUS 34).

The New South Wales State Championship was held on 6 and 7 March 2021, with six boats entered, and excellent sailing conditions over the entire duration of the event. Like in previous years, the regatta was held as part of the much larger Sydney Harbour Regatta, which is organised by Middle Harbour Yacht Club in partnership with eight other clubs on Sydney Harbour, including the Royal Sydney Yacht Squadron. The 2021 Sydney Harbour Regatta reported participa-



**2021 SYDNEY HARBOUR REGATTA.
PHOTO ANDREA FRANCOLINI**

tion figures of 187 entries, 1,293 crew, and 84 races held across seven course areas. On scratch results, the Championship was won by Hamish Jarrett on *Miss Pibb* (YAUS 60), followed by Gary Wogas on *Karma* (YAUS 45), and Gary Pearce on *BlackAdder* (YAUS 56). On handicap results, the Championship was won by Hamish Jarrett on *Miss Pibb* (YAUS 60), followed by Bryan Riddell on the *Wyandot* (YAUS 4) and Jan Newland on *Yertle* (YAUS 34).

Despite another difficult year, the Australian International Yngling Association will continue to promote participation and growth in the International Yngling Class in Australia. The Yngling continues to be one of the key one-design keelboat classes at RSYS and provides regular opportunities for close and competitive one-design racing, skills development, social engagement and connection with fellow Yngling sailors in Europe and the United States.

JAN NEWLAND ON YERTLE IN TUESDAY TWILIGHT RACE

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AUSTRIAN REPORT

Due to the Corona crisis, it was difficult to hold regattas. Some regattas including the regatta on Lake Garda had to be cancelled.

In Austria only 3 regattas were sailed.

Season Opening in Altmünster (Traunsee)

On this weekend, after the Corona restrictions, the first Yngling regatta could be held again. Together with the Finns, Rudi Mayr, as race director, was able to complete three races on Saturday and one more race on Sunday. As always, with such high pressure weather conditions, there was the popular *Brunnwind* with 1-3 on the Beaufort scale. For this kind of wind, you don't need heavy sailing clothing, but rather strong nerves and sufficient sun protection. The 14 Ynglings fought bravely across the course and partially rolled up the Finns that had started before.

Places 2 to 5 were hotly contested, and two national championship titles (Upper Austria and Salzburg) were awarded.

All in all, it was a nice event and it would be great to see many Ynglings at Lake Wolfgang again in 2022!



Austrian Championship

(August 27-29, 2021): Achensee

In wet and cold weather conditions, a small but intrepid fleet of 11 Ynglings came to the Achensee for the 2021 International Austrian Championship. At the helmsman's meeting, the decision was made to sail 4 races on Friday and Saturday each. The wind conditions also allowed this and therefore on Friday we sailed in very changing conditions in terms of wind strength and direction. The team of Stefan Frauscher, Christian Spießberger and Josef Weinhofer lived up to their role as favourites by winning the first 3 races. The teams of Ernst Frauscher and Leopold Berner were on the other places on the podium. The team of Hans Schibany had no opportunity to end the series after a material break in the 3rd race and had to give up.

Under similar conditions on Saturday, the remaining 4 races were completed. After the seventh race, the reigning national champions Stefan Frauscher, Christian Spießberger and Josef Weinhofer were again confirmed as winners. The team of Leopold Berner moved up to second place after a good performance, and Ernst Frauscher and his team completed the podium. The Böhm couple came in fourth with good individual results and one race victory. The youth team, comprising of Maximilian Reisinger, Paul Oberfrank and Simon Oberfrank, was able to assert itself with a solid performance as fifth overall in the midfield. Our Swiss friends Patrick Haag and Oskar Erdin were in 7th and 8th place this time.

It was an all-round successful event and thanks go to all participants and the organisers, the race committee, helpers and our local man Georg Wietzorrek.

Weinleseregatta: Donau

The 2021 WEINLESEREGATTA was dedicated to our jubilarian Wolfgang Janusch. Wolfgang is 80 years old and a role model in both sport and human terms. On Friday Wolfgang had already sailed alone with Spinnaker in a strong, gusty west wind from Krems to Traismauer to transfer his boat. In the evening we were in the



Haimel winery, 34 Yngling sailors and family members enjoyed a great buffet, very good wines and a Yngling cake. The Yngling class congratulated Wolfgang on his 80th birthday.



Words from Martin, Konrad and Bernhard and a triple “Hip-Hip-Hurray” from everyone made Wolfgang tearful. All the best, dear Wolfgang Janusch, stay with us as a model for a long time to come.

On Saturday the wind was a long time coming, but it came, and 3 races could be sailed. The South West wind was bad for a west-east course along the Danube, but we had to accept this due to the area. No tacking and no gybing is of course an unusual situation for regatta sailors who usually sail on lakes, but the Yngling captains from the Danube area are used to such conditions, which was evident in the list of results.

In the first race, there were 9 boats at the starting line, with AUT 277 (Pfaller-Fasching) in the lead, ahead of AUT 287 (Prange-Deimling). AUT 287 kept up with the first “up and down”. But then AUT 287 found its way into an area of poor wind and made it possible for AUT 293 (Janusch-Windhagauer) to overtake. AUT 296 (Lutz-Jauernig) made up ground, metre by metre and the final result was AUT 277, AUT 293, AUT 287 and AUT 296. Then followed AUT 162 (Ernst Frauscher-Zellinger), AUT314 (Leopold Berner-Paul Laherstorfer), AUT 294 (Böhm Gudrun and Harald), AUT 333 (Schobesberger-Trucker) (again together on the water) and our area sailor AUT185 (Schulz-Schildorfer).

2nd race: AUT 296 – Martin is not satisfied with 4th place in the first race and wins in a narrow finish of AUT 296, AUT 277 and AUT 287. Gudrun is still fighting with the area and comes in 7th place. But in the 3rd race, the two achieved first place. After a long tour AUT 287 had to hand over the last windward buoy to AUT 294. Pfaller and Frauscher then passed the leeward barrel as inboarders and AUT 287 was at least able to fight its way back to 4th place. AUT 296, who started much too late, protested against Team AUT 277 because of an early start. After a very long time, a protest hearing took place.

But unfortunately, protesting should also be practiced: the protest was rejected due to the lack of a protest flag. Thus the Pfaller-Fasching team was able to keep its place and secured the victory.

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NATIONAL CHAMPION 2021

Frauscher Stefan (UYC T),
Spießberger Christian (SCA),
Weinfurter Josef (SCA)

HELMSMAN RANKING 2021

1.	Berner Leopold (UYC T)	310,30
2.	Frauscher Ernst (UYC T)	232,30
3.	Moser Jörg (UYC Wg)	216,90
4.	Prange Bernhard (SCA)	200,20
5.	Reisinger Maximilian (SCA)	196,60
6.	Böhm Gudrun (SAF)	191,90
7.	Pfaller Thomas (ÖSV)	186,20
8.	Lutz Martin (UYC Wg)	148,70
9.	Frauscher Stefan (UYC T)	113,80
10.	Buchinger Wolfgang (UYC Wg)	100,00

CREW RANKING 2021

1.	Laherstorfer Paul (UYC T)	322,80
2.	Berner Anton (UYC T)	289,50
3.	Zellinger Christoph (UYC T)	241,90
4.	Eigenstuhler Lukas (UYC Wg)	221,70
5.	Oberfrank Paul (UYC T)	196,60
	Oberfrank Simon (SCA)	196,60
6.	Fasching Peter (SCE)	156,90
7.	Böhm Harald (UYC Wg)	149,10
8.	Buchinger Wolfgang (UYC Wg)	128,80
9.	Spießberger Christian (SCA)	113,80
	Weinhofer Josef (SCA)	113,80
10.	Pracher Nico (UYC Wg)	101,80

DANISH REPORT

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Lasse Sartou
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The highlight of the year was the Danish Championship held on a beautiful September weekend in Taarbæk.

The Regatta offered the 13 competing boats the classic shifting conditions. It was a local crew that took the title and the results were up and down for most boats.

The Danish Yngling Club has seen increased activity, with new sailors wanting an Yngling. One of the new owners has 2 crew members on the Board of the club. It is hoped that we will have some fresh ideas.

Next year the Danish Championship will take place in a location in Jutland. We hope that some foreign boats will participate. Date and location will be announced on yngling.dk

We have been asked to organise the World Championship in Denmark in 2023. We hope that this will be possible.

DANISH CHAMPIONSHIP, TAARBÆK



NORWEGIAN REPORT

This season started more slowly than usual, but it ended reasonably well. The Norwegian Championship at Askøy, outside Bergen, was postponed from late May to late August. Light breeze and nice weather gave perfect conditions for our first national, post corona regatta; fair sailing with just one OCS and one DSQ. The winners even got live fanfares at the prize ceremony. Only one boat out of 16 was trailed (from Oslo), but two teams from Trondheim rented local boats. This suggests that large, local fleets are important to maintain enough boats, and the willingness to travel is still limited. The Færder fleet is still growing and the new record is now 19 Ynglings in one start.

In 2022 we will celebrate the 100 years anniversary for the birth of Jan Herman Linge; 28. January 1922. Linge is one of the most famous Norwegian naval architects, and this anniversary will be for the whole year. Several naval museums will participate. The Royal Norwegian Sailing Club (KNS) in Oslo will this year host the Norwegian Championships for both Yngling and Soling. They welcome foreign boats in both classes and plan for tune up races Thursday. We hope to present a restored Yngling N-1 together with lots of younger Ynglings.

The Linge Memorial, on the Sunday after, is essentially a re-match of the 2000 Sydney Olympics, for the Soling Class. Hopefully we can get a similar setup for Yngling, and NYK will challenge the ladies from 2004/2008 to set up a country match. This event is hosted by the Norwegian Maritime Museum.

All the best for 2022!

Ronny Rognhaugen, President NYK

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GERMAN REPORT

2021 – What a Year!

A year between hope and anxiety, hoping that all goes well and the long-planned, anxiously awaited World Championship will not remain a dream. Initially the year started similar to the previous one. Due to the Corona Pandemic many races scheduled in Spring had to be cancelled. Only from mid-June 2021 onwards sports competitions were allowed, and the first German regatta was the Niederrhein Trophy in Duisburg, Lohheide, at the end of June. Two weeks prior to this event some training sessions were arranged on Lohheider See in order to prepare for the Worlds. Unfortunately, not all GER Teams could benefit from this opportunity, thus leaving some teams to join the World Championship Competition under “cold start” conditions. By Autumn all scheduled races could be held, as well as even some of those cancelled in Spring. At the end of November, the traditional Nikolaus-Race ended the Racing Season 2021.



FAM. TENK, HALTERN AM SEE

Coming back to our dream to hold a World Championship in Berlin. In 2020 this dream literally “fell into the water” due to the Corona Pandemic. Would we have a chance to hold this Worlds in 2021? In view of the gradually improving Corona situation the serious planning for the event re-commenced, and by end of May the minimum number of 40 participating teams was reached. Moreover, the travel restrictions eased. Surprisingly there was a large interest in the event. Though the overall number of participants was less than anticipated for 2020 the event created more interest in more Nations, even attracting sailors in countries that had not hitherto participated in any Open World Championships. Finally, 51 teams from 11 Nations met at the starting line in Berlin, and we could enjoy exciting sport competitions during the daytime, as well as happy and easy-going social events during the evenings. Once again, a big heartfelt thank you to all active sailors, the Yachtclub Berlin Gruenau, the Race Committee, the Jury Committee as well as all helpers and sponsors who created this wonderful event under difficult conditions! You will find a separate detailed report about the Worlds in this magazine as well.

The prize giving for the Worlds 2021 did not only honour the sports performances by the best sailors but also awarded the “Chris and Jan Harper Trophy” for the first time. This Trophy stands for an outstanding engagement to promote the popularity and attention for the Yngling Class apart from racing. Based on the proposals made the International Yngling Association Committee had to take a decision which was not an easy task. They selected the German team Heinz and Evi John (GER 17, Berlin), thereby allowing the sponsor of the Trophy, Maarten Jamin, to hand over the first “Chris and Jan Harper Trophy” to the totally surprised and happy couple at the beginning of the Prize Giving Ceremony. This prize did not just make Heinz and Evi John very proud, but the whole German sailing community and in particular us as DYKV. Thank you for this special recognition.

We wish the Yngling Community a successful and healthy 2022 as well as a beautiful World Championship in Koper, Slovenia filled with many exciting races on the water.

Petra Schutt
President DYKV e.V.



PHOTO TOBIAS VON DEM BERGE/YCBG

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RANKING LIST 2021

TOP TEN HELMSMAN

Place	Name	Club	Sail No
1	Ralf Teichmann	W S K	GER 277
2	Ralf Goepfert	WSV 1921	GER 284
3	Thorsten Schutt	S L S	GER 1
4	Michelle Meister	YCBG	NED 307
5	Heinz John	SVF 1891	GER 17
6	Ralf Lahno	S L S	GER 303
7	Heiner Gerth	DKSC	GER 263
8	Jan Treutler	D J C	GER 292
9	Yvonne Muschke	D J C	GER 257
10	Frank Kanig	SCF 1891	GER 285

NETHERLANDS REPORT



The start of the sailing season in the Netherlands was quite hesitant, with one event after the other being cancelled. The Covid measures didn't allow us to sit close to each other, so Yngling sailing was no option. Luckily, the new youth teams were allowed to do some training and they made a flying start in our class. From July on, we could finally start racing again. We started on the beautiful salt and clear waters of Veere, where we welcomed a new Belgian team. BEL 358, skippered by Stefan Wuyts. They entered the class with a big bang: winning the first event of the season. Well done!

The rest of the regattas were held all across the country. We managed to sail five events, all on completely different lakes and against different crews. We sailed near the old picturesque towns of Veere and Enkhuizen, on the small and friendly lake of Roermond and on the open waters of the IJsselmeer in Medemblik.

We were very lucky to end the season in October with a very sunny Hein Ruyten Trophy in Langweer. Despite the Covid measures, it was a beautiful sailing weekend with close racing, good food and friends and yes, also a good party.

The absolute highlight of 2021 was the postponed World Championship in Berlin. Great water, close to

the beautiful city of Berlin, perfect sailing conditions, great social activities and best of all: finally seeing our international Yngling friends again. It was a very special week, and we are so happy we could take these memories home with us. We are proud to say that the World Champions 2021 come from the Netherlands: NED 353 – Yska Minks, Wouter Toornstra and Jildau Ter Horst took home the gold medal.

Dutch Champions 2021 is team NED 350 (Reinier de Kler, Anna Bertling and Marije Willemssen). And this well-oiled team also took the annual prize home.



This winter and spring, we have organised six training weekends, so the Dutch teams don't have to miss sailing this winter and will come fresh and eager to Slovenia in 2022. We look forward to the new season and hope everybody stays healthy!



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SWISS REPORT



YNGLING CUP 2 ON THE LAKE OF URI (CLAUDIA MINDER)



THE NEW YNGLING SUI 500 (PETER KUPFERSCHMIED)

2021 was a good year, although Corona had us firmly in its grip until long into the Spring. Thus, two regattas of the annual Suisse Yngling Cup had to be cancelled. In the remaining five regattas, and our Swiss Championship, 95 boats participated. This was a good result, for a year with many restrictions, and the regattas have revived the desire to sail. Participation figures at the Worlds in Berlin were also pleasing – with 9 boats, Switzerland was the second biggest fleet after the host, Germany.

The Head of Regattas, Thomas Beck, describes the five races of the Suisse Yngling Cup 2021 as follows: At the beginning of May the new season started with the Yngling Cup 1 in Zurich. There were 17 boats at the start. Due to foehn conditions there was only light

wind that weekend, so only two short races could be held. In June at the Yngling Cup 2 in Brunnen, 15 boats were at the start and we had excellent wind conditions. The Lake of Uri lived up to its good reputation and six races could be sailed.

In July the Yngling Cup 3 was held in Thun. Unfortunately the weather conditions were poor so only one run was possible. The Yngling Cup 4 was held in August by the Lake Thun Yacht Club. Three races were sailed in summer temperatures and a light thermal wind. There were 15 boats from Switzerland at the start. The Yngling Cup 5 took place in October at the Zurich Yacht Club. The participation was very pleasing with 18 boats. Under difficult conditions with shifting winds, three races could be sailed. This also decided the Yngling Cup 2021. It was won by Jürg Wenger's team ahead of Thomas Beck's and Patrick Haag's teams.

The 2021 Swiss Championship took place in Steckborn at Lake Constance. Steckborn is a lively small town and an attractive vacation destination. Four races decided the championship which was held in mid-September. There were 18 boats at the start, and a total of nine races were foreseen. On the first day of the regatta, the wind was weak. On the second day there was no wind, and on the third day there was a weak breeze. Despite these very difficult winds, the regatta committee managed to complete the required four races for a valid championship.

The Swiss Championship was won by the two-man team of Christoph Bichsel and Markus Jakob (SUI 455) ahead of the three-man teams of Thomas Kristiansen (SUI 457) and Thomas Beck (SUI 458) who tied on points.

At the World Championship 2021 Thomas Kristiansen, Marc Bornand and Sandra Schaer from Zurich ranked 11th as the best Swiss team.

To promote the boat and class, we launched a new initiative in 2021: "Keen on Regatta Sailing?", which addresses youth and newcomers with questions like:

- You have no idea how to start?
- You have experience as crew, and now you want to take the helm?
- You want to change from a dinghy to a yacht?
- You want to change from another class to an Yngling?
- Are you looking for a place as a crew member?

The Yngling class has the solution! A boat ready for racing is waiting for you on Lake Thun – to take part in training and regattas. Experienced regatta sailors will support you on your first tacks or find you a place as a crew member on a boat.

Mastermind and organiser was the fleet captain from Lake Thun, Jürg Wenger. He could already win a new crew member as well as a full crew of experienced regatta sailors – all from other boat classes.

What about the New Yngling SUI 500? How did it perform compared with the boat of the previous years? The owner, a very good helmsman, sailed in 2021 at the same level as over the last five years – the results are absolutely comparable. Nevertheless, the new boat itself stood out with its fresh look and simple trim arrangement – *tout simplement*.

Walter Baumgartner,
Suisse Yngling

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YNGLING CUP 4 ON THE LAKE OF THUN (SAMUEL HESS)

NORTH AMERICAN REPORT

The geographic center of the North American continent continues to be a hotbed of Yngling activity on our inland lakes! Active fleets in Alpena, Michigan, Okoboji, Iowa and Minnetonka, Minnesota saw great comradery and competition in 2021 as vaccinations allowed for travel.

Kronich Wins North American Championship Regatta

Christine Kronich USA41, with crew of Cole Woerner (21) and Maxwell Kelley (13) of the Lake Minnetonka Yacht Club, Minnesota rallied in the final leg of the final race to win the 2021 North American Championship relying on consistent sailing and no first-place finishes. The big waters of Lake Huron (206 miles long, 183 miles wide) generated occasional swells in the moderate to light winds during the championship. In tight racing each day, USA41 was tied for 1st with USA348 Charlie Hurd and USA 476 Wayne Lewis after day 1. After Day 2 USA41 was tied for 1st with USA323 Tim Rumbles. On Day 3 and the final race USA41 Christine and crew pulled ahead of Tim

Rumbles USA323 with daughter and son crew, Anna and Sam of Alpena on a downwind finish to win the regatta by a boat length and 1 point! Wayne Lewis, USA 476 with crew Chad Lewis and Eric Ferguson finished in third place.

The Alpena Yacht Club hosted a fantastic regatta complete with a Jimmy Buffet "Cheeseburger in Paradise" Friday night party, and a world-famous Michigan Fish Fry with locally caught fish on Saturday night.

Full Results:

<https://theclubspot.com/regatta/PcuQXWSPq9/results>

Charter Fleet Sold to Upgrade Elderly US Fleet

In recent years, North American fleets have struggled to find competition worthy Ynglings amongst our aging fleets. Every year or two a boat from the 1970's would finally fail, and the stock of boats would shrink.

Thanks to the generosity of several Yngling advocates, the North American fleet of competitive Ynglings saw a big jump in 2021.

PHOTOGRAPHS FROM THE 2021 NORTH AMERICAN CHAMPIONSHIP REGATTA IN ALPENA, MICHIGAN ON LAKE HURON 5-8 AUGUST 2021



After years of occasional service for collegiate racing and charter boats, a fleet of eight perfectly matched high floor DeWolf Ynglings were put up for sale individually in late summer 2021. The boats were purchased by sailors from both the Alpena and Minnetonka fleets, replacing aging Ynglings from the 1970's and 80's.

With the influx of these 8 newer Ynglings, competition is sure to improve and attract new sailors to the fleet.

The North American Championship regatta will be held at Lake Okoboji, Iowa from August 4-7, 2022.



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Steve Wilson



START - THE ROAD TO VICTORY

By Stephan Zurfluh (from ONYX Classmagazine 2021), translated by Helmut Braun, German Yngling Association

There is a very simple way to win a race: Start optimally and take the lead right away. If the boat performance is right, you only have to place yourself between the next mark and the competitors and the victory can hardly be taken away from you. As we all know, it is rarely that simple. The start is often decisive for the outcome of the race, which is why the preparations and the procedure for starting are particularly important in a race.

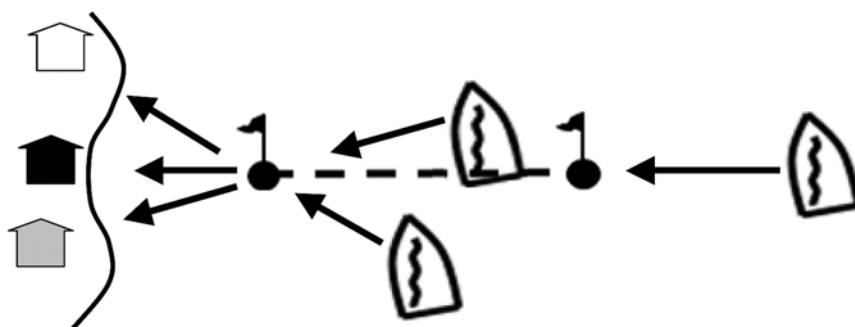
Actions prior to the 5-minutes signal

The race already begins during its preparations. The tactical and strategic plan, both at the start and during the race itself, is already established during the last hours and minutes prior to the race. This means that the weather has been taken into consideration. Predictable changes in weather, wind strength and direction have to be incorporated into the tactical considerations. Being on the water early enough will pay off. While others are still changing their clothes or are busy with a last bite of bratwurst, you should check out the race area. It is not uncommon that, for example due to topographical conditions, the wind always turns to the same direction when going to the windward buoy. If you know this, you already have a big advantage. It can also be observed that the gusts always hit from the same side or that, seen from the starting area, the wind favours one side of the course. All these impressions flow into the strategy at the start. As soon as the start line is set, you can take a first bearing. This means that you cross the extension of the start line at a certain distance, for example on the right side, and take a bearing over the two line-

markers. You note what you can see behind the buoy on land (see sketch 1). This way you can better estimate your actual distance to the start-line. For example: If you take a bearing on the start line and see the white house, there are still a few metres left to the start-line. If, however, you see the grey house, you may have an OCS start. Should there be a substantial wind-shift prior to the 5-minutes signal, the line will almost certainly be altered. Therefore, good observation and multiple bearings are recommended. The new position of the start line also gives information about the changes in wind direction or even about changes yet to be anticipated.

Side choice

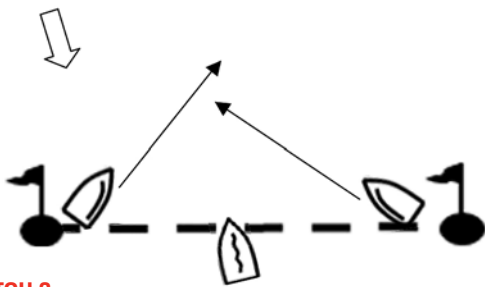
An important decision is the choice of your starting position. In order to make this decision, it is advisable to have a few mock starts prior to the real start. When starting, accelerate either on the wind-ward side of the course (usually the Committee boat side) on a starboard tack or on the leeward side of the course (usually start buoy, pin end) and watch carefully which side of the starting line is favoured by the wind and how the wind shifts. In order to determine the wind direction, it is important to trim the sails correctly for an upwind course. This is where the compass, whose usefulness should not be underestimated even on inland lakes, comes into play for the first time. With the help of the compass one can observe the courses and take notes on each start. Moreover, one can also determine later during a run whether one is currently on a header or a lift. You can also determine the higher side of the course by putting the boat into wind. If the bow is pointing more towards the left buoy, the left side of the start line is higher to the wind. When observing the angle between the starting line and the wind direction, never allow a snapshot decision



SKETCH 1



PHOTO RALPH LINOW



SKETCH 2

lead you to a side choice. You should rather take into account that the wind may oscillate and thus the other side will be preferred within the next few minutes. This oscillation is determined by starting several times from the same side using the compass readings. On sketch 2 the left side is preferred. While the bow of the boat in the middle of the line tends to point to the left buoy, the boat on the left, having started at the same time has an obvious course advantage shortly after the start.

Thinking one or even two steps ahead can pay off: If one side of the race area is preferred, i.e. you want to tack shortly after the start in order to catch the right-shift on the right side optimally, it is worthwhile

to start rather on the right side despite a slightly preferred left side, since you will avoid being prevented from tacking on the left side by your competitors, thus reaching the wind shift later.

Correct timekeeping

During the aforementioned actions the Warning and Preparatory signals will be issued. If possible, the countdown should be synchronised with the signals (flags count, not the acoustic signals). It is advisable to get close to the Committee boat before the 5 minutes signal. Often you can hear the countdown to the start and thus time it yourself more accurately.

Position along the starting line

Normally you approach the starting line and the desired starting position slowly on a starboard tack. This places the whole field approximately on one line and at the same speed. If you are too far ahead, your acceleration distance is too short. If you are too far back, there is no room in the front row of the field at best. While you are approaching the starting line, you should try to create as much free space as possible

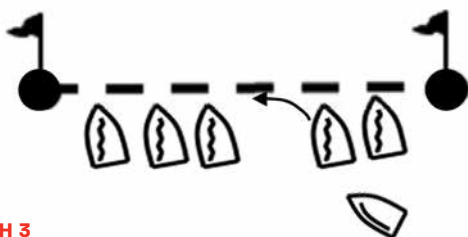
START - THE ROAD TO VICTORY CONTINUED



PHOTO RALPH LINOW

in your lee. Should you have another boat close to your leeward side while accelerating, you will almost certainly be unable to maintain your speed and height on the first tack, since the air deflection in your competitor's luff will be extremely high and thus slow you down. After the starting signal you instead should try to approach your windward boat gradually thereby trying to benefit from the acceleration in her lee and even possibly causing her to stall.

Once the optimal position along the starting line has been reached, it is important to defend it. In case you have created a large space to your lee (see sketch 3), other teams may try to enter the gap in order to get a place in the front row during the last seconds. To prevent this from happening, you must orientate yourself towards the rear while holding your position. When a boat approaches and attempts to enter the gap, you should bear off to "close" the gap. However, as soon as an overlap is established by the leeward boat, you are obliged to stay clear of her. Once the gap has become too narrow your competitor may turn away and look for a gap elsewhere. Alternatively, you can turn your boat extremely hard into wind and maybe even a bit beyond. The deflection of your stern and the rapid movement to windward, may automatically re-create a certain distance to the leeward boat again.



SKETCH 3

Well, what do you do if you haven't seen another boat grabbing the hard-won gap to your leeward side? It may even be your supposedly strongest opponent who is positioning himself very close to leeward. If you don't react, you have to assume that he will sail high and fast after the start signal, thereby causing you to tack away within a very short time. If you realise this situation early enough, you can try to fall back from the start line and look for another location along the line. If this is not possible, you can make a short tack, always provided you have sufficient room to windward and if your crew has the boat well under control. After the tack you will have no right of way and in addition may have to be prepared to tack back very shortly afterwards. There must also be enough time for these maneuvers.

Another starting procedure could be tried in the event the fleet is approaching far behind the starting line. In this case you could position yourself in front of the fleet by placing your boat just about 2-3 boat lengths away from the starting line, always presuming you will be able to hold this position. This way you will have an exact overview of the distance to the starting line as well as the positions of your opponents. In addition, you can change sides during the last minute if there is a tactical reason to do so. This approach requires a team that is willing to take risks, such as the room for acceleration being very short and thereby being unable to keep up with the approaching fleet. In addition, you come into the focus of the Race Committee at an early stage, which would have taken note of your sail number without any problem, just in case your bow crosses the starting line a split-second too early.

Accelerate

Ideally, you tighten the sails at the start signal and cross the starting line at full speed. A fast start is a matter of practice. If you have it under control, you will be a dreaded opponent at the start. If the wind is light, it pays to pump once (multiple pumping is not allowed). For most types of boats, the following applies: turn the bow to leeward by tightening the jib and turning the rudder, then slowly tighten the main and luff to the optimal upwind course. If your speed is good, be a little nasty with the windward boat (try to luff to disturb her) and off you go to your next success.

MEASURER'S CORNER 2021

The Technical Committee Meeting took place during the Worlds 2021 in Berlin on July 24th, 2021 as a hybrid (presence and Zoom) meeting.

Main Topics discussed were:

New Rules 2021

- The Yngling rules 2021 were changed due to changes in the Racing Rules of Sailing (RRS) 2021 – 2024.
 - Paragraphs in RRS changed and needed to be adjusted in the Yngling Rules.
- RRS 50.1
 - Starting on January 1st 2023, a Trapeze needs to have a quick release as per ISO 10862. Per information from World Sailing, that does not apply to Hiking Harnesses. Further information will follow as this topic was also brought up by the Soling Class and will be brought forward to the relevant Sub Committee in World Sailing.

New Yngling:

- The test program took place in Berlin on July 22nd and 23rd
- Testing took place within a training event held on these days.
- There were long upwind and downwind runs made, as well as short start sequences and short races.
- Helmsman changes took place on the second day of the training in order to enable the helmsman to express their feelings about the differences between the different boats.
 - It was expressed that there is no major difference between the new boat and the current boats of the different boat yards. Differences identified are also in place between the boats and regular Mader boats.
- During the exercises there was no visible difference in speed or in maneuvers between "old" boats and the new boat.

- Based on the current result the technical committee suggested to the International Yngling Association Annual General Meeting (AGM) to approve the building of future Ynglings as the SUI 500 was built.

- Approval by AGM was granted
- The Technical Committee will still keep an eye on new Ynglings in order to react if any action needs to be taken in future regarding this topic.

Measurement during the Worlds in Berlin

Measurement was carried out by Chief Measurer Christian Dylla as well as the Deputy Chief Measurer Felix Schneider together with the very knowledgeable and dedicated local team from the Yacht Club Berlin-Grünau e.V. (YCBG).

The measurement of all sails was carried out in a sail loft that belongs to the club.

Safety equipment inspection, rig measurement and random weighting of the boats also took place. There were no major issues detected that couldn't be fixed.

Measurement in Koper

To have a stressless measurement for all parties involved, it is mandatory that all participants follow the measurement instructions that will be handed out at registration and posted to the notice board. Before showing up at measurement please make sure that:

- You have all your documents with you
- Your Safety Equipment is complete
- All limitation marks and sticker are where they need to be
- You present all items at the different stations in the way it is described in the measurement instruction that will be handed out at registration or will be posted to the notice board.

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