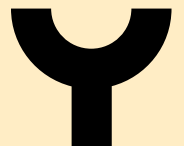


YNGLING 2024

A MAGAZINE FOR YNGLING SAILORS AND THEIR FRIENDS WORLDWIDE



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1: NOR 405 Joakim Skovly, Kjell Henanger, Stian Soltvedt

2: GER 277 Ralf Teichmann, Theresa Neu, Jos Vaes

3: DEN 24 Marc Pedersen, Michael Empacher, Kristian
Schaldemose. Photo Frederik Siversten

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 SUI (AGM 1996)

Jørgen Ring DEN (AGM 1998)

Joyce & Pat Warn AUS (AGM 2002)

Ingemar Strömblad SWE (AGM 2005)

Chris Harper OAM, 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)

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www.yngling.org

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

www.yngling.nl

President: Jikke de Jong

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Norsk Ynglingklubb

www.yngling.no

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President: Walter Baumgartner

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United States Yngling Association
www.usa.yngling.org
President: Sally Jacquemin

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Christian Dylla (Germany)
Assistant Chief Measurer
Felix Schneider (Switzerland)
Jörgen Ring (Denmark)
Ronny Rognhaugen (Norway)
Peter Carter (Australia)
Chad Lewis (USA)
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ST. GALLEN, SWITZERLAND

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PRESIDENT'S MESSAGE

Dear sailors!

Our magazine and our boat – I would like to go deeper into these two topics based on two experiences I had last year.

The International Magazine is more than just reporting and archiving our history. It is also an excellent marketing tool. Firstly because of its content, which presents us as a lively keelboat class. Secondly, because it is available in a print medium.

On the latter: Studies show that print is remembered longer. Print media has greater credibility. Readers take more time for print and devote more attention to print products. Print offers a unique feel and greater reading comfort.

This is confirmed for us in many ways: from image promotion as an active and attractive class to concrete financial results in the form of sponsorship. For example, the magazine – conveying freshness and enthusiasm – played a decisive role in convincing the decision-makers of a major company in Switzerland to support our Swiss championship with a substantial sum.

Let's move on to the boat. It's always interesting to know how prominent sailors see us. One of the world's leading match race sailors, Eric Monnin (SUI), took part in the above-mentioned championship. When asked why he, who is used to sailing at high speeds, was taking part in a Yngling Championship, he said that sailing on slower keelboats means proper racing, with a focus on tactics and observing your opponents. On fast boats – foiling at up to 50 km/h, you only think about the boat. More on this on [page 16](#).

Robert Stanjek (GER), former Olympic and Ocean Race sailor and Yngling owner himself, describes our boat as a "timeless one-design". The Yngling is one of the boats

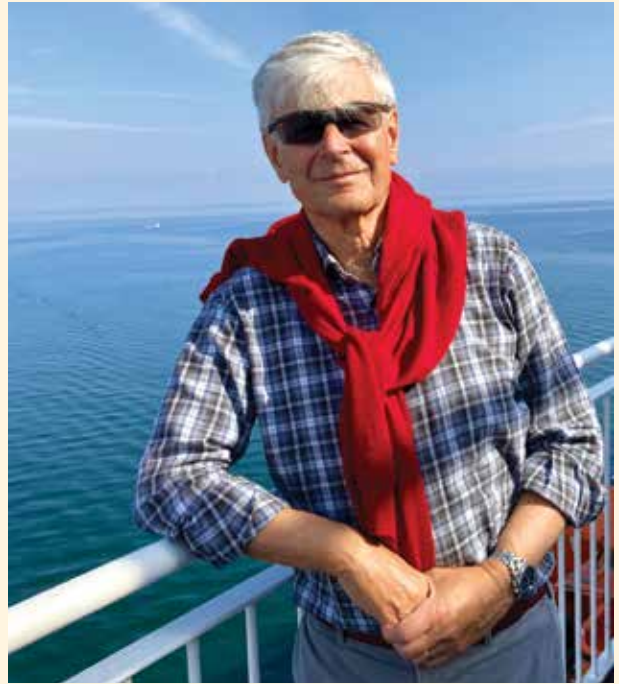


Photo Eva Baumgartner

on which crews compare themselves rather than the level of technical equipment determining the result. More in-depth information in the detailed interview on [page 17](#).

As long as sailors like these two or the Swiss Olympic sailor Maja Siegenthaler keep sailing on the Yngling and we are able to organise championships with 50 boats, we are fully on board.

So we are looking forward to our upcoming World Championship at the end of May 2024 in Gmunden, Austria, and in the years after in Holland, Norway and Switzerland.

*Walter Baumgartner
IYA President*

2024 WORLD CHAMPIONSHIP GMUNDEN, AUSTRIA

Dear Yngling Sailors,

On behalf of the Union Yacht Club Traunsee (UYCT) we are happy to invite you to participate in the 2024 YNGLING WORLDS in Gmunden.

We look forward to welcoming you to Lake Traunsee!

Sincerely,

UYCT Team & the Austrian Yngling Association



Lake Traunsee

“lacus felix” is located in the heart of Austria, situated in the idyllic region of Salzkammergut.

It is surrounded by a stunning mountain backdrop and landscape and is the second largest lake in Upper Austria.

The water is so clean, that you can drink it, and the areas has good thermal winds due to the surrounding mountains.

Wind conditions and race areas

There are three race areas:

- The Northern race area usually has winds of up to 15 knots from the North or up to 20 knots from the North East.
- The Western race area usually has winds of up to 20 knots from the West or up to 20 knots from the South.
- The Southern race area usually has winds of up to 20 knots from the North East.

Union Yacht Club Traunsee

Union Yacht Club Traunsee (UYCT) was founded in 1888 and is one of the oldest yacht clubs in Europe.

It has 510 members who are enthusiastic and experienced in hosting and running large sailing events, both on the water and ashore.

It has great infrastructure and is centrally located in the beautiful city of Gmunden.

Major events that have been hosted at UYCT include:

- 2010 470 Europeans
- 2011 Platu25 Worlds
- 2012 Micro Worlds
- 2008-2012 RC44 Austria Cup
- 2013-2016 GC32 Alps Challenge
- 2018 Austrian Youth Championships
- 2019 Para Inclusive European Championships
- 2020 Star District Championship
- 2023 First18 (Seascape Edition) European Championship
- 2023 Micro Class World Championships
- Many Austrian Championships (eg 2020 Yngling)

Gmunden

Gmunden will be part of the Capital of Culture 2024.

The lively town of Gmunden became an officially recognised Spa Resort in 1862.

Due to its idyllic location right on the shores of Lake Traunsee, embedded in stunning mountain scenery, it makes a perfect place for rest and recreation for the whole family. Plenty of cultural highlights and attractions await you!

Unique Highlights:

- Lovely boat trips on Traunsee Lake with the paddle steamer “Gisela”
- Gmundner Ceramics & Manufacturing
- Ort Castles
- Renaissance style town hall with ceramic chime
- Grünbergseilbahn cable car
- Gmunden Tramway and Traunseebahn Railway
- Gmunden Millennium Trail “On the tracks of the Horse Railway”
- Located right on the Romantic Road

traunsee.almtal.salzkammergut.at/en/region/our-locations/gmunden.html



Accommodation

CAMPING – EVENT AREA

There is a parking spot for caravans directly nearby the club area.

Address: Toscanapark 1, 4810 Gmunden.

HOTELS/GUESTHOUSES

Booking|Availability:

traunsee.almtal.salzkammergut.at/unterkuenfte buchen mehr/[unterkuenfte](http://traunsee.almtal.salzkammergut.at/unterkuenfte)

For further assistance please contact:

Tourist Information Traunsee-Almtal,

Toscanapark 1, 4810 Gmunden

T: +43 7612 74451, E: info@traunsee-almtal.at

Directions

Airport Salzburg: 1hr by car or 2hr by train and bus

Airport Lin: 1hr by car or 1.5hr by train and bus

Motorway: Westautobahn A1 from Salzburg and Linz until Regau

Exit Regau in the direction to Gmunden B145

Follow the road to the lake – exit B120b Gmundner Straße straight on till Esplanade 30.

Address Event Area:

Union Yacht Club Traunsee

Esplanade 30, 4810 Gmunden.



Yngling Tradition On Lake Traunsee

Lake Traunsee is holding up a long tradition with the Yngling Class. It has been the home of many nationally and internationally successful Yngling sailing teams.

The 1992 Yngling World Championships were held at Union Yacht Club Traunsee, and the 2019 Yngling European Championships were held at Segelclub Altmünster.



Yngling Worlds 2024 – Schedule/Fees

Yngling Worlds Traunsee 2024

May 18-25

Schedule

Saturday	arrival, registration, measurement
Sunday	registration, measurement
Monday	final measurement, practice race, opening ceremony
Tuesday	racing
Wednesday	racing
Thursday	spare day
Friday	racing
Saturday	racing, prize giving ceremony
Sunday	travel home day

Entry Fees

Regular Entry Fee EUR 480

Road To Worlds 24

Yngling Austrian Championship – Traunsee 2023

September 8-10

Union Yacht Club Traunsee

Registration: www.uyct.at/termine_regatten/regattakalender.html

Yngling Austrian Championship –

Traunsee 2024

May 9-12

Segelclub Altmünster

08

Traunsee Sailing Week

The 2024 Yngling World Championships will be part of Traunsee Sailing Week.

Traunsee Sailing Week is a traditional regatta held since 2004. It was conceived and is organised by PROFS, a consulting, marketing, monitoring and media agency specialising in sport, arts and cultural events.

Traunsee Sailing Week is one of Central Europe's biggest sailing events, involving five yacht clubs, about 20 different boat classes, over 600 Sailors, over 200 volunteers.

It has been the venue for several World and European Championships over the past 20 years.

For more information: www.traunseewoche.at

Contact

Austrian Yngling Association –
contact for boat charter
www.yngling.at

Union Yacht Club Traunsee
www.uyct.at

See you soon on Lake Traunsee!

CHRIS AND JAN HARPER TROPHY

In 2023, the trophy was awarded to Reinier de Kler from the Netherlands. He has been an enthusiastic Yngling sailor since 1996. The letter of nomination was written by Maarten Jamin.

Reinier has been involved in the Yngling class for over 25 years. It started with his first green Yngling, Kermit, the NED 32. Although this boat had a low bottom and was a bit outdated in other ways, Reinier always showed up at the races, even on the North Sea and the IJsselmeer. At the Nordic Championships in Viken, Sweden, I think it was in 2003, a thunderstorm hit the fleet and Reinier was a little late in dropping his spinnaker. The result was a Chinese gybe and water in the boat, just a few centimetres below deck level. But no matter what, the green boat was there and so was Reinier.

Reinier has always had a sense of concern for the safety of the youngsters in the class just starting out in Yngling sailing. Especially when sailing on open waters like the North Sea, Reinier made sure that everyone was well prepared with his 'North Sea checklist'. Some of the items on this list were obvious, such as checking equipment, but others were more specific, such as "don't sail too close to the fishermen on the pier, don't make them angry and start throwing bait at you" and a step-by-step guide to what to do when the fog suddenly hits the fleet from the sea. It happened that Reinier was still looking for a team of young girls when the fog hit us, and we ended up being the last boat out at sea. The girls had already had their first beer in the harbour. They were safely back on land because they had followed Reinier's list.

Reinier lived in Germany for many years, but that didn't stop him from showing up at the events and sailing competitively. In recent years, Reinier's involvement in the Yngling class has intensified as he has become a member of the Yngling Youth Federation. In the last few years he has been very busy with the preparation of the



The three winners of the Chris and Jan Harper Trophy so far (from left to right): Heinz John (GER) 2021 (co-winner Evi missing), Reinier de Kler (NED) 2023 and Jürg Wenger (SUI) 2022. Photo Petra Schutt.

boats, their delivery and the training of new (youth) teams. As a result, many youth teams in the Netherlands started new Yngling careers. We can say that without Reinier's involvement, we wouldn't have had as many youth teams at the starting line as we have now.

Therefore we think that Reinier deserves the Chris and Jan Harper Trophy this year.

2023 WORLD CHAMPIONSHIP

COPENHAGEN, DENMARK

Dear Yngling Sailors,

Thank you for a fantastic week at the Worlds in Sundby Sejlforening. 48 boats participated, which we think was a big success.

We started with 2½ days of measuring on Saturday and Sunday. Monday, we had the practice race in a fairly strong wind, so not all of us came to the starting line. In the evening, we had the opening ceremony with speeches, burgers and a blues band.

The racecourse was four nautical miles east of the harbour in the open water of Øresund. With perfect wind forecast and temperatures around 20 Celsius, the World Championship was set for success.

Tuesday was the first race day and we had three fantastic races in good wind of 12-14 knots. Wednesday, we also had three races in wind conditions 10-12 knots. Thursday was the spare day and there was time for sightseeing in Copenhagen. Due to the absence of wind on Friday, we had to wait for a long time before calling off the day.

Saturday the wind was back, and it seemed like there were four candidates for the title. After nine races and

a steady performance, NOR 405 (Joakim Skovly, Kjell Henanger and Stian Soltved) took it home.

Congratulations to all the winners.

The big tent hosted national parties and the official dinner, with a lot of good food and wine tasting. It was now time to talk about the race of the day and 'do you remember last time'?

Overall, we had a wonderful week with more than 50 volunteers who helped make the event run smoothly. Thanks to all race officers, judges, sailors, and volunteers. Without you, there would be no Worlds.

DYK and the IYA deserve our thanks for their collaboration during the last year of preparation and during the event.

Jesper Lorents, Sundby Sejlforening.

The Danish favourites won Bronze out of a very close fleet. Photo Frederik Siversten



100 YEARS SUNDBY SEJLFORENING

By Dr. Jörn-Christoph Jansen (GER, Member of WVG)
roaming as International Judge



Whilst Wassersport-Verein-Güstrow 1928 e. V. (WVG) is due to celebrate its 100th Anniversary in five years, Sundby Sejlforening (SSF), founded in 1923, already celebrated this event during this year by organising a number of regattas including the Yngling World Championship.

In October 2022 Karl Petter Haugen, one of four Norwegian International Judges, recommended me to SSF which in turn invited me to participate in the World Championship at the end of July 2023. I agreed without hesitation hoping that this would not interfere with my private holiday plans.

Similar to WVG the Danish sailing club Sundby Sejlforening has a long and traditional history briefly stated hereafter: During an evening in September 1923 a small group of garden plot holders at Amager met to found a club in order to negotiate valid agreements with government regarding the mouth of a drainage channel in a shallow restricted military area NE of Amager. For a while this group had kept a small tender (boat) in the area and wanted to conclude the formalities. On Sunday, October 28th, 1923 'Baadelaget Saltholm' held its founding General Meeting. Today SSF is a large sailing club with 310 berths and 1000 members. Since 2003 SSF is a member of the Danish Sailing Association and Danish Sports Association. Moreover, SSF is recognised as a 'youth-friendly' sailing club, also running a sailing school since 2019 which is certified by the Danish Sailing Association.



A glimpse of Sundby Marina
Photos Frederik Siversten

In 1983 SSF celebrated its 60th Anniversary by hosting the Yngling World Championship with 75 participants. Forty years later the Ynglings are now repeating their World Championship in conjunction with the 100th Anniversary of SSF.

Having participated in the Zoom8 and H-Boat World Championships 2021 the Yngling World Championship 2023 would be my third World Championship in Denmark within a short time. Moreover, in April 2023 I had participated in the Zoom8 European Championship. Due to my Danish grandmother, it is not a surprise for me to have a special relationship to that country.

My journey started on Monday, 24th July with too much baggage. I travelled by car and ferry via Rostock and Gedser to Copenhagen. Sundby is a part of Copenhagen situated on the Amager. I reached Sundby just after 1300 hrs. and went first to the hotel which presented itself as a Go-hotel for youngsters with really very small rooms. This was OK for me since you would normally use a hotel during such events for sleeping and showering only. Breakfast was provided by SSF in the company of sailors and helpers as I would soon find out.

After the check-in and a brief mail-update I proceeded to SSF where I was met by the Jury Panel consisting of Karl Petter Haugen (IJ, NOR, Chairman), Jens Villumsen (IJ, DEN) and Sven Solgaard Andersen (NJ, DEN). Shortly afterwards Anders Rydlöv (NJ, SWE) arrived by train and bicycle (racing bike). I had not met Sven and Anders before but had previously served with Jens and Karl Petter on jury panels during different regattas at Warnemünde, Schwerin, Röbel/Müritz and Denmark. Prior to our first jury-meeting Jesper Lorents (Head of the Organising Committee) provided me with the event wear as well as a Danish Motorboat License was required for the local waters which was issued by the Danish Sailing Association based on my German license. I presented Jesper with a Club Pennant of WVG which was initially displayed at the Bar and later in the Clubhouse.



Jörn-Christoph Jansen (left) presents Jesper Lorents with the WVG Club Pennant

We held our first jury meeting discussing in detail the Sailing Instructions and procedures. Thereafter we joined the Opening Ceremony followed by barbecued burgers.

The following day immediately after breakfast a skippers briefing was held, also introducing the jury team. There were three races scheduled for that day and I teamed up with Sven Solgaard Andersen (NJ, DEN). Since the races were to be held on the Oeresund outside Saltholm the sailors needed an hour to reach the start line while we required 20-30 minutes.



Jury Team (L to R): Jens Villumsen (IJ, DEN), Sven Solgaard Andersen (NJ, DEN), Karl Petter Haugen (IJ, NOR), Jörn-Christoph Jansen (IJ, GER), Anders Rydlöv (NJ, SWE)

The Race Officer Christian Lerche (International Race Officer and Director of the Danish Sailing Association) welcomed 48 teams from eight nations at the start line. The favourites came from the Netherlands. For years they have been dominating the World Championships according to Karl Petter Haugen, who has been an Yngling sailor for many years and participated in the 2014 World Championship at Travemünde. He had just bought a second hand Yngling in Sweden. Apart from Dutch teams there were teams from Denmark, Sweden, Norway, Germany, Austria, Switzerland and USA at the start.

Only the second start of each race on that day went smoothly. Sven and I only had to show a yellow flag once to a young Dutch team and subsequently explain to them the Class Rules. Although the Class Rules modify Rule 42 they do not allow everything.

GER 277 set the goal post by finishing 1st, 1st and 9th in 15-18 kt winds. NOR 405 finished 4th, 5th and 2nd thereby achieving the same aggregate result. Due to an UFD in the 1st race combined with an 8th and 1st place the reigning Champion team NED 355 missed the lead. In view of a total of 10 scheduled races, however, it was too early to think of the overall results.

On Tuesday the first of two National Nights took place. It was jointly sponsored by Denmark, Norway, Sweden and USA. Before the event we had to attend to a quite complicated protest with an application for redress. In the end the protestor was disqualified and forfeited his right of a redress. The protestee had accepted a two turns penalty (TTP) on the water and had thereby exonerated himself. This shows the advantage of a TTP if in doubt.

On Wednesday three races were scheduled. This time it was my turn to head the jury team jointly with Anders Rydlöv (NJ, SWE) who at 70 years had already sailed everything including, of course, Ynglings. His age though did neither show in his looks nor his actions.

After three races in 14-18 kt wind, all under U-flag conditions, the lead became hotly contested. The local favourites and Danish Champions DEN 24 achieved a respectable result with an 8th, 2nd and 1st finish, however, the winners of the day were the AUT 286 with a 2nd, 5th and 2nd place. On the previous day they had finished in 18th, 2nd and 4th position. NOR 405 remained in the lead group with a 7th, 4th and 4th place; likewise GER 277 with their 3rd, 8th and 3rd finish. Considering the four races remaining in the regatta these four teams stood good chances in the competition. Even the defending World Champion still could hope for a medal.

After a simple protest hearing the evening was spent at the Race Dinner in the event tent. The amount of food prepared by the Danish hosts was unbelievable as well as it was nice to watch the discipline of the guests at the buffet.

Thursday was race-free. Considering the fact that a World Championship is already valid with a minimum of 5 races having been sailed, this day did not have to be utilised for sailing.

The weather forecast for Friday did not look good and the weather set in as predicted. Already during breakfast, the start was postponed by two hours to 1300 hrs. due to lack of wind. We used the waiting time for a seminar reflecting on a number of complicated race situations which we analysed one by one – it was surprising how many cases were presented by judges from four nations. Since the postponement of the start continued, we had even more time for the seminar. At the end I realised that this ‘seminar’ had given me many more examples for future seminars. Finally, at 1600 hrs. the Race Officer Christian Lerche ended the waiting period, thus also ending our jury duty for that day. In the evening we once again met in the event tent for a Nations Night this time jointly sponsored by the Netherlands, Germany, Austria and Switzerland. Apart from food delicacies also typical drinks for these nations were offered.

Irrespective of the late finish the night before, the next morning after breakfast started with a Skipper’s Briefing at 0830 hrs. followed by three races. Jens Villumsen and I formed the Jury Team and in the first race witnessed a huge crash between an American and a Norwegian yacht. The Norwegian yacht, previously owned by Karl Petter Haugen, suffered a hole in the hull, had to retire and return to port. Generally, the contest appeared to become more heated. We noticed several protest flags and two further crashes and feared that several protest hearings could place us under time pressure in respect of the forthcoming Prize Giving Ceremony.

The first race of the day was won by the reigning World Champions NED 355 followed by the local Danish favourites DEN 24 and GER 277. AUT 286 finished in



Ynglings sailing downwind

4th and the NOR 405 in 6th position. At this stage the placement amongst the five lead teams was very tight and everyone could have won or lost everything. After the second race all favourites were still amongst the top seven finishers. This race was won by NOR 405 thereby, after eight races, drawing even with GER 277 in 2nd overall position and only three points behind the DEN 24. In the last race all crews gave their best. By finishing in 11th position DEN 24 almost lost everything. The NOR 405 finished 3rd and thereby won the World Championship. GER 277 finished in 5th position and won the Vice-World Championship. The Danish favourites DEN 24 won Bronze followed by AUT 286 in 4th position overall. The difference between the fourth and the third finisher overall was 3 points while the difference between the fourth and the first finisher amounted to 8 points only. The Dutch ex-World Champions NED 355 lost their title thereby ending the Dutch dominance for the time being.

None of the anticipated protests was presented to us. Although there were discussions amongst the sailors no formal protest was lodged. This meant an early farewell for the Jury Panel. Jens Villumsen returned by ferry and car to Aarhus. Sven Solgaard Andersen lives North of Copenhagen which is 30 minutes by car only while Anders Rydlöv took a train to Malmö, Sweden.

After a joint breakfast at the hotel, I dropped Karl Petter at Copenhagen Airport from where he would fly to Oslo and onwards to Bergen. I proceeded by car to Gedser, overtaking on the way a German Yngling crew from Heilbronn.

Looking back, the Yngling World Championship 2023 was one of the most beautiful that I have had the pleasure of experiencing so far. The Y-sailors sailed very fairly and the class is a big family on land. I hope to return to a Yngling World Championship one day in the very near future.

Jörn-Christoph Jansen

2023 OPEN WORLD CHAMPIONSHIP RESULTS

Place	Sail No	Team	Club	Pts.
1	NOR 405	Joakim Skovly (S) Kjell Eirik Irgens Henanger (C1) Stian Soltvedt (C2)	ASKØ	29
2	GER 277	Ralf Teichmann (S) Theresa Neu (C1) Jos Vaes (C2)	WSK	31
3	DEN 24	Marc Wain Pedersen (S) Michael Empacher (C1) Kristian Schaldemose (C2)	Sundby Sejlforening	34
4	AUT 286	Joerg Moser (S) Michael Nake (C1) (Michael Gubi (C2)	UYCWg	37
5	NED 355	Maarten Jamin (S) Cristel Pessers (C1) Jaap Smolders (C2)	KWS	50
6	NED 290	Yska Minks (S) Michiel de Boer (C1) Sanne Minks (C2)	KWS	58
7	GER 300	Michelle Meister (S) Sten Höpfner (C1) Stefan Meister (C2)	YCBG	73
8	AUT 294	Gudrun Boehm (S) Harald Boehm (C1) Albert Wolfgang (C2)		80
9	SUI 457	Thomas Kristiansen (S) Marc Bornand (C1) Sandra Schaer (C2)	SCRG	87
10	NOR 261	Petter Hermansen (S) Stine Hermansen (C1) Claus Gladyszak (C2)	RAN	88
11	NED 320	Jules Van Raaij (S) Jolle Bausch (C1) Emile Van Raaij (C2)	KWVL	90
12	NED 350	Reinier De Kler (S) Anna Bertling (C1) Lonneke Van Es (C2)	KWVDK	101
13	DEN 191	Frederik Højgaard Berg (S) Niels Ipsen (C1) Konrad Floryan (C2)	Hellerup Sejlklub	108
14	NED 323	Matthijs Tak (S) Bertine Van Dijk (C1) Emma Smit (C2)		112
15	GER 17	Heinz John (S) Hendrick Rathke (C1) Micha Heyder (C2)	SCF 1891	122
16	DEN 145	Dean Olsen (S) Jesper Tjellesen (C1) Ditlev Kenting Hansen (C2)	Taarbæk Sejlklub	130
17	GER 263	Hans-Heinrich Gerth (S) Marcel Severin (C1) Sophie-Luise Gerth (C2)	DKSC	140
18	GER 292	Jan Treutler (S) Andreas Bauer (C1) Emma Johanna Graßmann (C2)	DJC	153
19	AUT 330	Maximilian Reisinger (S) Paul Oberfrank (C1) Simon Oberfrank (C2)	SCA	154
20	DEN 216	Carl Vilhelm Bech (S) Jens Zacho (C1) Mads Christian Taatø (C2)	Taarbæk Sejlklub	159
21	SUI 500	Jürg M Wenger (S) Dominik Auer (C1) Ruben Schild (C2)	TYC	167
22	DEN 218	Thor Olsen (S) Nils Eidorff (C1) Preben Olsen (C2)	Søværnets I.F. Sejlsportsaf	171
23	AUT 314	Leopold Berner (S) Paul Laherstorfer (C1) Anton Berner (C2)	UYCT	175
24	AUT 162	Ernst Frauscher (S) Christoph Zellinger (C1) Klaus Schiller (C2)	UYCT	177
25	SUI 474	Stephan Speiser (S) Sophie Mosegaard (C1) Michèle Grossenbacher (C2)	TYC/RCO	185
26	DEN 111	Jørgen Ring (S) Alexander Reiter (C1) Jonas Gram (C2)	Taarbæk Sejlklub	193
27	SUI 398	Patrick Haag (S) Tinja Jung (C1) Gianni De Nardis (C2)	SCRG	195
28	DEN 137	Niels Duelund (S) Niels Henrik Olsen (C1) Jan Hellinghus (C2)	Farum Sejlklub	196
29	DEN 220	Peter Kirkegaard (S) Mette Wass (C1) Dimitris Moidinis (C2)	Sundby Sejlforening	200
30	SUI 471	Oskar Erdin (S) Michèle Spörri (C1) Konrad Schindler (C2)	SCRG	224
31	DEN 196	Jorgen Krogh (S) Mads Wivel (C1) Frederik Løppenthin (C2)	Taarbæk Sejlklub	223
32	USA 41	Christine Kronich (S) Maxwell Kelley (C1) Cole Woerner (C2)		235
33	SUI 456	Matthias Bischoff (S) Cedric Landerer (C1) Dominic Schlegel (C2)	SIMPL	241
34	DEN 206	Klaus Borch (S) Stefan Lindeberg (C1) Martin Malthe Borch (C2)	Farum Sejlklub	248
35	GER 285	Frank Kanig (S) Tina Wieczorek (C1) Yvonne Broock (C2)	SCF 1891	248
36	NOR 404	Chris Skogen (S) Torbjørn Halvorsen (C1) Daniel Hjorth (C2)	ASKØ	256
37	GER 301	Birgit Schröder (S) Sabine Klieber (C1) Susanne Hopsch (C2)	YCBG	266
38	SUI 460	Jan Wild (S) Anna-Barbara Rösch (C1) Rolf Greuter (C2)	SCRG	271
39	DEN 4	Per Dragelund (S) Ida Andersen (C1) Morten Linnebjerg (C2)	Køge Sejlklub	274
40	NOR 71	Ronny Rognhaugen (S) Erling Rognhaugen (C1) Sigurd Rognhaugen (C2)	VÅGS	278
41	NOR 007	Ole Berthil Olsen (S) Roger Strøm (C1) Knut Erik Hjorth (C2)	ASKØ	286
42	SWE 55	Walter Baumgartner (S) Bernd Muschke (C1) Eva Baumgartner (C2)	BOSS	286
43	GER 278	Philipp Däbritz (S) Thomas Kegel (C1) Astrid Cornelißen (C2)	VSAW	301
44	NED 368	Herman Sijtsma (S) Rob Sommers (C1) Rolf Sijtsma (C2)	RRZVMER	302
45	DEN 29	Camilla Frost Sørensen (S) Nora Kenting Hansen (C1) Stine Carslund Nielsen (C2)	Taarbæk Sejlklub	302
46	GER 222	Florian Tenk (S) (Lutz Riedbaum (C1) (1967) Gerd Tenk (C2)	SCH	328
47	GER 7	Oliver Frey (S) (Susanne Müller (C1) Mathias Römmer (C2)	SCH	358
48	GER 231	Frank Wersinger (S) Niels-Uwe Behrens (C1) Uwe Bollin (C2)	SCF 1891	358

RIVA A SAILING PARADISE

By Walter Baumgartner

These words at the end of the Spring Time Regatta 2023 found the full agreement of the participants. After four years of absence - the last time we were in Riva was with our 2018 World Championship – 15 boats had registered, 13 of which were at the start.

Wind and weather were as you would expect from Riva: on each of the four competition days there was the south wind Ora with up to 5Bft. in the afternoon – with mostly bright sun. Once we sailed a light wind run with a late north wind Perlér, soon after the Ora started again. It was four fantastic sailing days during which we sailed a total of 11 runs.

The organiser, Fraglia Vela Riva, welcomed us warmly and wanted to know if we would come again. The answer was not difficult – a clear yes! One feels in good hands with the Fraglia, everyone is friendly and it works. So much for sailing and club. But Riva is more. It offers a lot after the regatta: excellent food, culture and wildly beautiful surroundings with a southern flair.

Somewhat old-fashioned but very appropriate was the description of the author Franz Kafka around 1900: “In Riva I was the guest of the South, which never again met me with such kindness and grandeur”. Many celebrities came to Riva at the turn of the century to cure their neurasthenia. This fashionable disease of the *fin de siècle* was a nervous ailment caused by the ‘staggering progress’ of social life. People came to Riva to recuperate, which became the epitome of light and easiness (Source: Merian issue 6/2016).

Today, to cope with the staggering progress of social life, sailing in Riva is a proven way. Andreas Knittel from Austria,

who has been sailing on Lake Garda since 1981, clearly describes in Yngling Magazine 2021 the 10 points why (Yngling) sailors should not miss a regatta on Lake Garda. His conclusion: “Life doesn’t get any more enjoyable than this!”

From top: Where neurasthenia was and can be treated. The light wind run. The sailing paradise.
Photos: Eugen Batygin



ERIC & UTE MONNIN WIN YNGLING CHAMPIONSHIP

By Walter Rudin

The following newspaper article on the 2023 Swiss Championship (September 7-10) in Brunnen on Lake Lucerne appeared in the local media. Brunnen was venue of Yngling World's 2002 and 2013 championships and will bid for 2027. The contribution, written by Walter Rudin, a Swiss sports reporter, throws light on our class and describes the participation of Eric Monnin, one of the best monohull match racing sailors worldwide.

Eric Monnin is Swiss champion in the Yngling class although he had never before participated in a race of this class.

While Yngling actually means teenager, the small Yngling keel boat has long ago reached adulthood. It was designed by the Norwegian boat builder Jan Linge in 1967 and has enthusiasts in many countries in Europe as well as Australia and the USA. Some 400 boats are registered in Switzerland, and Swiss Yngling is one of the few traditional boat categories capable of arranging attractive regatta races.

Last weekend, the Brunnen Regatta Association (Regatta Verein Brunnen, RVB) carried out this year's Swiss Championships. Central Switzerland was represented with only one boat. Eric Monnin took advantage of the opportunity to start for his club despite not knowing the type of boat or having ever sailed a regatta in one. The RVB sailor usually prefers fast high-tech boats. This year, for instance, he sailed the Bregenz to Constance route (45 km) on a monofoil in just over one hour, and

with a top speed of 50kph he set up a new record on Lake Constance.

Keel boats instead of foiler

Eric Monnin also shows interest in slower keel boats because "in boats that aren't too demanding I get a much better feel for racing in a regatta. My focus then is on tactics and keeping an eye on my opponents. When racing with a foiler, you are busy mainly with handling the boat owing to the high speed".

In the Swiss Yngling class, some of the crews sail on an international level, which makes the regatta all the more interesting to Monnin. Similarly, in 2016, he surprisingly won the Platu Class World Championship although he had never sailed in such a boat before. This time, Monnin was joined by a highly devoted aficionado of this class, namely his wife Ute, who two years ago came in second with a mixed team in the Yngling World Championship two years ago. Before the regatta, he was adamant: "Everything must harmonise when you aim to win a title, the level is high".

Competitors didn't stand a chance

It became clear during the first race that Eric Monnin, his wife Ute and bowman Roman Burkhard sailed in a different league. Four races were carried out on Friday, and four times Team Monnin came in first among sixteen boats. With similar results on the following days, Team Monnin was defeated only twice, namely by Maja Siegenthaler from Berne, who at the Olympic Games in Tokyo was the most successful Swiss sailor with a fourth place. Nevertheless, Team Monnin won by an enormous advance of ten points. After the Regatta, Eric felt that "this is far above my expectations, my wife and Roman made a great contribution and compensated for my deficits".

Best possible wind conditions

Good late-summer weather provided outstanding wind conditions for the championships. Nine races were carried out on the three days of the competition. RVB president Rolf Hunkeler received much praise for the flawless organization and appeared extremely satisfied: "It is a great privilege to conclude a successful season with a championship held in outstanding weather and wind conditions. We are happy to have brought a sufficiently large number of boats to the starting line in a class for which we have carried out several Swiss and World Championships. Of course, as organisers, we are very happy to know that with Eric Monnin and his team a club member won the Swiss Championship".



Eric and Ute Monnin with bowman Roman Burkhard, well-deserved 2023 Swiss Yngling champions. Photo: Peter Kupferschmied

ROBERT STANJEK

Interviewers Walter Baumgartner and Petra Schutt



Robert Stanjek, born in 1981, grew up in an area of Berlin with a lot of open water and, already at the age of six years, became fascinated by the sport of sailing. After having been successful in the youth section he turned to Olympic sailing in 1996 and was accepted in the (German) National Team. A series of highlights followed: German Champion, European Champion, World Champion, Winner of the World Cup, Germany's sailor of the Year and finishing in 6th position in the 2012 Olympic Games in London. Nowadays he focusses on professional inshore and offshore turns. In 2022-2023 Robert participated in THE OCEAN RACE AROUND THE WORLD.

(Source: www.stanjek-sailing.de)

The first interview you gave us was in 2019 in conjunction with the European Championship which you won. What has happened to you since then in respect of sailing? What were the highlights and disappointments?

In 2019 we and my offshore racing team (Offshore-Team, Germany) had already progressed quite far in respect of the Ocean Race. Apart from a bit of inland sailing I concentrated a lot on blue water sailing, intensified my training and technical knowledge, thereby gradually building up my skills. In 2021 I participated in the Ocean Race Europe, a continental blue water race that preceded the big Round The World Race. Surprisingly, we won the Ocean Race Europe as 'rookie in the scene'. From zero to hero. This was fantastic and primed us for the Ocean Race. As part of a German/French joint venture we managed to arrange an underdog-budget, thus enabling us to register. This happened mainly during the past four years. It was a lot of work to find start-up finance, find time, and in spite of this pursue our normal jobs and earn money. We were always in high spirits combined with a lot of optimism. And well we managed it, got ourselves registered and then naturally sailed the race ourselves.

You said that you were working normally as well as well as the Ocean Race?

For me 'normal work' also means sailing of a different kind since I service between two to three boat owners during the Season, each taking 30 to 50 days of my time, sometimes perhaps a bit longer. In addition, I coach.

Moreover, I have a boat yard in Berlin and also hold seminars. This is how I feed my family.

The Ocean Race is probably the hardest challenge in the sport of sailing. One reads that during such a project each team is more or less on its own facing the power of Nature, thereby gaining a different view of our planet 'Earth'. What is the fascination of the Round the World Race for you and what impressed you most in retrospect?

The moment you go on board and retrieve your moorings the ship and the Team is all you will have for the coming weeks. There is no going onshore again and re-loading goods. If I told you to pack all you need for the next three weeks into a 12 litre bag you might find this quite a task. To be autonomous out there in no-man's land without normal emergency support, that is blue water sailing. It takes a crew you can rely on and which can handle all tasks arising. That is the biggest difference to other sailing disciplines we normally do.

Well, this has excited me. One knows this feeling in smaller dimensions: The first solo-torn on a lake. There are people who sail around the shores of the Baltic Sea. There are also people who dare to sail across the Atlantic and then there are people who do the craziest things at high speed. The freedom on the one hand and the risk on the other hand to move far away from any civilisation, that does it! Apart from being a high-end race it is also a huge adventure.

And I am naturally awed by the speed of these yachts which is flabbergasting! You leave the Mediterranean and 13 to 14 days later reach the drift ice of the Southern Hemisphere, that is impressive. Imagine, the distances covered under sail in just a few days. Leaving the Northern Hemisphere, passing through the zone of Passat winds. Doldrums and Passat winds again and further to the drifting ice. That is very honest travelling with the countries flying by. After that the World appears to you a little bit smaller. When you board an aircraft and disembark at the other end of the World the size of our planet appears abstract to you. But when you travel in this honest manner it becomes comprehensive and very impressive. Apart from the sport the whole side story is very intensive and strong.

During TV reports one could always hear the high level of noise onboard. Wasn't that disturbing?

Absolutely. If you asked me about my limits, this is where they are. The noise really was an aspect where my brain sometimes experienced problems for a few days. Before reaching Africa, it became especially tough. We sailed South in a big arc along the border of the drift ice. For two to three days the wind speed and waves howled so loudly as if you were inside the body of a guitar. It is bad when you cannot give your brain a rest for at least one hour. A lot of us used special ear plugs or headphones which I then arranged.

Anyway, every now and then one feels a bit intellectually 'undernourished' out there. We were a small crew and one only has two other persons on your watch. The fourth person you will only see in stress situations, i.e. when it is time for a manoeuvre. In addition it is tough to communicate with a crew with limited English language knowledge or not being on the same wavelength with you. We are not talking about just an afternoon. There are up to 25 days during which you will not have any longer communication with anyone, the highlights being a WhatsApp or live chat with your wife.

I had never realised nor foreseen such a situation because I had always sailed in larger teams and not for such long stretches, and moreover always had my two buddies. Like in all sports, once it becomes strenuous you require someone by your side and a bit of humour, both of which I found lacking a bit.

We also noticed that you were usually below deck.

Yes, the ships usually sail too fast. Throughout the whole Round the World turn I did not even once have to apply sun cream. You are below deck and are sailing the ship by numbers and displays, not by sight. Only in very light conditions one could go on deck and steer the ship from there. But that time span is negligible. As soon as the ship gathers speed you cannot remain on deck. These yachts are so radically designed that water can disperse as quickly as possible, even water coming over deck should meet as little resistance as possible. All water should drain over the stern without hindrance. This is a different kind of sailing.

When this collision occurred during the start of the last leg only one person's body top was showing over deck while all other crew members were below watching their monitors and displays. Wasn't that one of the reasons for the collision?

No, I would not say that. Of course, it was clearly a human error. There is no excuse. But 60ft for a team of four is a lot of ship, and these ships are not just trivial.

They are quite complex with a wing-mast, canting keel and foils that can be lowered and retrieved. There is a jib and a mainsail. All this is a lot to be handled by four. A regular manoeuvre like a tack becomes 'full on' job for four crew members. Moreover, these ships are not built for inshore sailing. They are too fast, and one does not have a good surrounding view. But the situation was completely predictable and should not have happened at all. I cannot comment much about it, although I have asked myself many times why it happened. Normally I was supposed to be the Inshore-Helm, however, Benjamin (Dutreux – Skipper), the Frenchman, insisted on taking over the helm. He also did not want me as tactician and preferred his French crew member instead. There was a lot of friction, and the co-operation was not easy. Pity.

In spite of this we had many good days and successes, but during this accident I, unfortunately, did not do the things I am good at. Annie (Lush – Pit) and I were down below operating the grinder without any sight outside. Why did it happen? It simply was a human blackout, a misjudgement. The collision attracted a lot of attention. I guess probably 20 million spectators must have watched it on TV.

Such situations will repeat again. We all know this, when the main sheet is jammed in the cleat, and one simply cannot bear away the last few centimetres.

During the Ocean Race the Yngling stepped into the background – apart from your participation in the 2021 World Championship in Berlin. Which role do you see for your Yngling in future?

I will keep my Yngling, especially since I have two children. For me this is a superb boat to introduce children to sailing. It has everything, mainsail, jib, and spinnaker. It is manageable to handle and also has beautiful lines. I will go sailing with my kids, participate in Wednesday racing as well as in the Nebelpokal (fog trophy) here in Berlin.

What are your next projects and targets concerning sailing?

At this point of time, I cannot define anything. I really want to wind down a bit. I feel that my family needs me.

So, will the family be your next major project?

Yes, every day I am committed to sailing I am away from home. My wife has strongly supported me but now I have to give her something in return.

Finally, how do you see the (Yngling) Class?

The Class has its strengths. This, I believe, you will not easily find elsewhere, but I have also taken a while to realise this. To sail a one-design boat is simply great.



GUYOT environnement – Team Europe.
Photos: Charles Drapeau

It is simply thrilling during a championship to see 40-50 similar boats get together. Of course, there are other one-design classes, but their numbers are less. It does not matter whether a boat beats at 4kts or 8kts as long as you are competing against similar opponents. And this had convinced me here on my lake with six to seven Ynglings. I somehow want to compare my sailing skills and not the level of boats, for example the 5.5 Class where, I think, one cannot compare sailors, only technical equipment.

One-design simply is great, and you are doing a god job to keep your Class together. It was a success to arrange 50 boats for the World Championship in Berlin, similarly in Austria during the European Championship. That was good, indeed!

The Yngling itself is not a trivial boat. Honestly speaking, whilst sailing Star boats during the Olympics we were smiling a little at the women simultaneously competing in their Ynglings. For the record, the two of us were heavier than the whole Yngling crew, and we had to handle a much heavier boat and sail it to perfection. And then there was this small Yngling with three women onboard, but once you enter the boat, it is great. It has all facilities but is not so easy to trim due to her great complexity. For me personally, I realised pretty late that the Yngling is a boat that wants to be sailed very, very sensitivity. It is actually beautiful for me to have during my off-time from professional sailing a sensitive boat

under my bum which surprises me. It helps me considerably to practice my sailing feeling and memorise it. It is not a matter of strength or physics, but an Yngling can be demanding too. One has to sail her very sensitively and move about like a kitten, not to jerk harness or mainsheet and, yes, one has to listen to the boat in order to sail it well. And that is actually a great wow-effect.

During my first training sessions on an Yngling I felt that this is actually more important than sailing a physically demanding boat like a Lumberjack. And there is another important point of benefit: one needs a very strong team combination. No matter whether you sail her with your kids or as a couple, mixed, in teams of two or three. These are simply strong sales arguments for this Class.

Moreover, there is still a great level of sailing also due to the Olympic past. There are still strong crews, good trim guides and a lot of high-end knowledge available to feed back into the Class. You can also still find this in other classes like FD, Star (very strongly) and Dragon (a little). Otherwise, there are not many Classes. Now we already established five strong arguments in favour of the (Yngling) Class.

Robert, these were wonderful words and a perfect closing remark. Thank you very much.

FIONA HERBERT

BARRANJOEY PIN 223

The Barranjoey Pin is awarded to Australian sailors who gain Olympic selection, Australian Sailing Team selection or finish in the top 10 at a World Championship in an Olympic class.

In August 2023, the Barranjoey Pin was awarded to former Australian Yngling sailors, Melanie Stone, Fiona Herbert and Caroline Aders, who achieved 7th place at the 2000 Yngling World Championships in Sydney.

The following article by Gordon Lavery was published in the Royal Sydney Yacht Squadron Logbook in December 2023, and it tells the story of Fiona Herbert and her adventures with the Yngling Class.

Barranjoey Pin 233 awarded for 7th place Yngling Open World Championships, Sydney 2000.

When Fiona Herbert née Carter met the Yngling sailors at the Royal Sydney Yacht Squadron it felt like joining a family which gave her the opportunity and encouragement to sail at world championship level and to bid for the Olympics.

Unlike many young sailors Fiona did not start until her teenage years. She loved the freedom of the sport and found herself going out several times a week on Adams 10s at Middle Harbour Yacht Club.

“I went to an all-girls school and I wanted to go and meet boys, but it didn’t work because I eventually married a golfer!”, says Fiona.

A friend suggested trying the Yngling Class which was strong at the Royal Sydney Yacht Squadron, so when Fiona finished school in 1993, she started crewing at the Squadron with skipper Paul Melia and Lester Miller.

“The fraternity and community spirit of the Yngling sailors at the Squadron was so fantastically embracing. I had found my community – people who supported me. It was just great fun to compete against each other and have great Saturdays.”

“I think the Yngling suited my smaller size. On a big boat you could get sidelined by the big guys, but on the Yngling you are one third of the team.”

“I did a couple of World Championships in 1994 and ’96 and found that the ‘family’ I had at the Squadron was replicated overseas. I felt very safe as an 18 year old, it was a home away from home.”

The legendary Warne sisters at the Squadron, Pat and Joyce, were great supporters who were able to

reassure young Fiona’s parents about her going overseas to compete.

“Because my parents were not sailors, Pat and Joyce were able to inform them about what would be happening, what to expect and even what to pack.”

After the Sydney 2000 games, encouragement to mount an Athens Olympic campaign came from Squadron Member and mentor Chris Harper and his wife Jan. Chris was on the Executive Committee of the International Yngling Association and had been part of a successful lobbying campaign for the Yngling to be accepted at Athens in 2004.

‘It was a very exciting time for the Yngling class and a lot of noise was being generated.’

Fiona and her husband Simon bought a Yngling and as with any elite campaign a fair bit of work went into finding the right crew combination. Fiona did not steer, so the priority was to find someone to skipper. Melanie Stone née Dennison who competed in the Europe Class at the 2000 Games was looking for a boat for Athens and joined in December 2000.

“Mel as a prior Olympian already had an understanding of the program required to run a successful campaign and the regattas that we would need to compete in for us to gain experience and results, so we went with her lead and got started.”

Fiona, Mel and Kristen Kosmala sailed the 2001 Worlds in Rhode Island US, finishing just outside the top 10, which was encouraging. Kristen left the boat not long after and the hunt was on for a third crew member.

Caroline Boyd née Aders had been sailing with another all girl Yngling crew at the Squadron which was not campaigning for the Olympics.

She then joined Fiona’s boat in early 2002 for the Sail Melbourne Regatta, which they won.

The successes continued. They won gold at the Athens pre-Olympic Regatta in 2002 and in the same year were finalists for Australian Female Sailors of the Year.

There were a number of podium finishes on the Olympic classes international regatta circuit.

Fiona also won the Joanne Trophy in 2002 as the Squadron’s Female Sailor of the Year.

In the three years before the Athens Games, the crew was ranked in the world’s top five.

“There was a lot of blood sweat and tears that went in to getting us to that level!”

The qualifying process for the Athens team was challenging – a series of regattas both in Australia and overseas. Their main competition for selection was the crew lead by Nicky Bethwaite with Karyn Gojnich and Fiona’s former crew, Kristen Kosmala.

Fiona, Mel and Caroline won the first event, Sail Melbourne, but were pipped by Nicky at the 2003 Worlds in Warnemunde, Germany. Nicky finished well ahead in the Women’s World Championship in Cadiz, Spain and that became the difference.

“We were unable to recover for the Australian Worlds in January 2004 because there were not enough boats to put in between us and them.”

Eventually, Fiona came 7th in Sydney, Nicky finished second and the result was enough to earn Olympic selection for Nicky’s crew at the expense of Fiona’s campaign.

After missing the Olympics, Fiona stepped back from sailing to concentrate on career and family. She returned to work in the insurance finance industry and baby Zoe arrived in Brisbane in 2007. In 2011, the family returned to Sydney where Fiona was President of the Australian Yngling Association, working towards organising the World Championships in Sydney in 2012.

While in Sydney, Fiona also completed her studies in Nutritional Medicine and Naturopathy.

In 2013, Simon’s work in the reinsurance industry took the family to India where son Toby was born in Mumbai.

Unable to work due to visa restrictions, Fiona threw herself into volunteering, particularly with the children’s schools as they moved through Mumbai, Jakarta and Kuala Lumpur. They returned to Brisbane in 2019 for Zoe to start high school before moving to Singapore in 2021 where Fiona became a full time private investor.

The family is getting back into sailing at the Changi Sailing Club and Fiona has been enjoying sailing a variety of boats from small dinghies – Toppers and Lasers – to larger Hanse yachts and trimarans.

In Singapore, there are regulations around most activities and before getting on the water Fiona had to qualify for a sailing licence. Despite vast experience, Fiona still had to complete basic sailing courses before getting a ticket!



**Top: Fiona heading off to the 1994 Worlds.
Centre: Yngling Worlds Newport RI 2001. Photos Peter
Carter. Above: AUS40 training during an AUSPAC Regatta
for Women.**

“It’s challenging conditions. You have enormous current and light wind... it’s not Sydney Harbour, but you go with what you can. We come back to the Squadron whenever we can, usually a couple of times a year.”

The biggest life lesson Fiona has learned in sailing is discipline.

“It’s the absolute attention to detail, the discipline of keeping the routine and just keeping going as well. You learn from every experience – basically you either win or you learn. I know from sailing that I can move mountains because I’ve done it.”

“I didn’t go to the games but that didn’t matter, I almost got there, so I know that it can be done.”

E-SAILING

A NEW FACET TO OUR FASCINATING SPORT
OF REGATTA SAILING

E-sports, also known as electronic sports, is an emerging form of competition that pits players against each other in various video games. It has grown into a global movement that inspires millions of people around the world. E-sports encompasses a variety of genres, including real-time strategy games, first-person shooters, fighting games, and multiplayer online battle arenas. Players participate in teams or as individuals, competing for fame, recognition, and often substantial prize money. Some e-sports events are now attracting huge crowds, both online and offline. There are professional leagues and tournaments all over the world where the best teams and players compete against each other, often held in large stadiums and live-streamed to reach a wide audience.

Many of these games do not have much in common with the sport they simulate when it comes to the abilities a player requires to be successful. In e-sailing this is true for many of the skills you need to be a successful regatta sailor. With the Yngling and any other boat for more than one person, the interpersonal dynamics of the team and coordination during manoeuvres are vital, but they are not part of the popular sailing game 'Virtual Regatta Inshore', which is best described as a sailing strategy and tactics simulation. In this game there is no hiking, no feeling of small changes of the wind on your skin, no feedback from the rudder or the heeling of the boat. Even the trim, which is often decisive for winning or losing an Yngling regatta, is not included in this simulation. The only controls that are available to the sailor to steer the boat are the rudder (left or right), hoisting the spinnaker or gennaker for the downwind, and lowering it in time when you round the lee buoy – all this by just pressing a button. You can ease the sheet to slow down as you approach the starting line, but that is pretty much it. In the simulation regatta you sail against 10 or more competitors on a classical up-and-down course; for faster boats, such as F50 catamarans, there are reaching starts and different courses. You can see the wind on the water, and the changing wind and weather conditions are part of the simulation. But it is not always as easy to read and predict the wind as it is in reality, and a strategic plan

and tactical skills are needed if you want to win in the frequent boat-to-boat situations.

Thousands of players from all over the world meet in the simulation and sail against each other 24/7 in short fleet race regattas. You can start your computer at any time of day when you have 15 minutes and easily find 10 to 15 competitors who will sail against you. The starting sequence is shortened to only 1.5 minutes and the whole course with two up-and-down rounds is completed in 10 minutes. Most of the rules of sailing apply and with some practice you can easily get a feeling for the accuracy of what you see on the screen.

What makes e-sailing so fascinating is the quick response to your strategic thinking and decisions. World Sailing has therefore chosen to support the platform to give real sailors an opportunity to work on their tactical skills when not on the water. Many national sailing unions have their own national championships which run for one year and players collect points in individual challenges and regattas. At the end of the year national and international championships are held in final regattas: the top ten players meet physically to sail a series of regattas and crown their champion.

During the pandemic, some of the Swiss Yngling sailors started to play 'Virtual Regatta Inshore' and compete in the Swiss e-sailing championship. They even sailed some privately organised weekly regatta series. Sandra Schaer from Team *Bazynga* SUI 457 showed considerable talent and was ranked close to the top Swiss players in her very first season. There is a Nations Cup, organised by world sailing bodies, in which teams from all the participating nations compete in various kinds of races. Sandra was asked to join the Swiss team during official regattas, in which she sailed her first official international team race races for the e-sailing national team of Switzerland. This year she won the 'steering the course regatta series', the informal world championship for women, for the second time in a row and was invited to the grand finale. The event was held in October in Trieste, Italy with the best of the best of over 170,000 competitors worldwide. It is amazing how quickly Sandra learned to master this game and found her place as the only female among elite e-sailors worldwide.

At the Swiss finals held this year in Zurich, even two Yngling sailors were placed among the top ten Swiss players.

Frequent practice of the best starting technique, where you try out tens of different tactics and analyse the results, gives you the confidence to find the right solution in real situations on the water. The benefit of playing these regatta simulations can already be seen at our Yngling regattas, where so many difficult tactical situations occur. Sandra gained the confidence to take appropriate tactical decisions for the Bazynga team.

Sailing, especially Yngling sailing, is certainly one of the most complex sports in the world and playing a simulation alone will never make you a good sailor on the water, but it is a way to intensify your training, especially of the tactical parts of our sport. For example, you can practise more than 10 starts, 25 windward buoy manoeuvres, downwind fights under spinnaker, decisions at the gate etc. in less than one hour of gaming. So if the weather is cold outside or there is no wind, why not check out this game, sail some short regattas, and maybe find some tricks or tactical ideas you can try out during your next Yngling regatta on the water.

Marc Bornand

**Top: Game area at Trieste Convention Center
Centre: Some little helpers
Bottom: Yuzu (Sandra Schaer) in full concentration**
Photos by Barcolana | Studio Borlenghi



IYA ANNUAL GENERAL MEETING 2023

1. Call to order– Attendees and Apologies.

1. Walter BAUMGARTNER –
IYA President/President, SUI
2. Maarten JAMIN – IYA Vice President, NED
3. Petra SCHUTT – IYA Treasurer/President, GER
4. Adam TRAN – IYA Secretary/President, AUS
(via Zoom)
5. Anna BERTLING – Social Media, NED
6. Christian DYLLA - Chief measure, GER
7. Bernhard PRANGE – President, AUT (via Zoom)
8. Andreas SCHOBESBERGER – Observer, AUT
(via Zoom)
9. Frederik LØPPENTHIN – President, DEN
10. Jørgen RING, DEN
11. Kjell Eirik Irgens HENANGER, NOR
12. Ronny ROGNHAUGEN, NOR
13. Claus GLADYSZAK, NOR
14. Christine KRONICH, USA
15. Anton BERNER, AUT
16. Jorgen KROGH, DEN
17. Jolle BAUSCH, NED
18. Emile VAN RAAIJ, NED
19. Petter HERMANSEN, NOR
20. Reinier de KLER, NED
21. Alexander REITER, DEN

2. Opening of the meeting

The meeting opened at 9:00pm Copenhagen time

Action Nil

3. Election of Chair and Secretary for the meeting Walter Baumgartner was elected Chairman of the meeting.

Adam Tran was elected Secretary.

Christian Dylla was elected returning officer for the election of office bearers.

Action Nil

4. Approval of Agenda

The Notice of Meeting and the Agenda was approved.

Action Nil

5. Approval of Voting Registry

The voting registry was approved with 59 votes in total
No proxies have been received from Sweden or Slovenia
57 votes or 97% of the votes are represented at the meeting.

Action Nil

6. Recognition and update of new National Yngling Associations

No new National Yngling Associations were recognised.

Action Nil

7. Minutes of AGM 2022 in Travemünde, Germany

Minutes of the Annual General Meeting in 2022 in Travemünde were approved, with thanks to Adam Tran.

Action Nil

8. The Annual Report 2022

The Annual Report 2022 was distributed prior to the meeting.

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

Action Nil

9. Financial Statement, Accounts, Balance and Treasurer's comment, Report of the Auditors

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

- The Association had strong income in the previous financial year with 540 boat stickers sold, particularly to Denmark and Norway (budget was for 450 stickers). A high number of sail labels were also sold (187 sold from a budget of 100).
- Additional revenue was also received from the placement of advertisements in the Yngling Magazine.
- Total income was 16,834 CHF.
- Expenses were 16,244 CHF.
- The cost of producing and printing the Yngling Magazine was 3,692 CHF.
- An unusual cost was reimbursements arising from the cancellation of the Open World Championship at Koper, Slovenia (1,170 CHF).
- Overall the Association had an operating surplus of 590 CHF
- The accounts have been audited by Grant Thornton, which has been auditing the Association's accounts for approximately 10 years. Walter Baumgartner read an excerpt of the Auditor's Statement, which was very favourable.

Action Nil

10. Discharge of the Executive Committee

The Executive Committee for the past year was discharged with no objections or abstentions.

Action Nil

11. Proposals

Class Rules: No Proposals

Championship Rules: No Proposals

Constitution Proposal: No Proposals.

Action Nil

12. Report and recommendations from IYA Technical Committee

The Chief Measurer reported that:

- The Technical Committee received a question regarding what type of compasses were allowed. Enquiries with World Sailing confirmed that any type of compass is allowed unless it has GPS. It was recommended that the Yngling rules be changed to clarify this matter. The Technical Committee will review this matter and submit changes to the Executive Committee for approval.
- In relation to builders, there is only one builder at the moment (Mader). However they are not willing to build boats in accordance with the current construction manual due to safety issues. A proposal will be developed to change the construction manual to address these safety issues.
- In relation to raised floors, the Technical Committee will revisit a proposal to help reduced the cost of installing the raised floors.

Action Nil

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

This item was addressed in the President's report.

Action Nil

14. Future Regattas

Sydney, 2025:

- Adam Tran provided an update to previous discussions to hold the Open World Championships in Sydney, in 2025. He advised that due to a number of factors, the Australian International Yngling Association are unable to hold the World Championships in Sydney in 2025. The factors included declining participation in the Australian Yngling fleet, difficulties in confirming cost information, and the low number of teams that have confirmed that they would attend a Championship, if it was held in Sydney.

2025 Open World Championships – alternative locations:

- The meeting turned to potential locations for the World Championships in 2025.
- The possibility and merit of holding the Championships at Wolfgangsee, Austria, Riva del Garda, Italy, and locations in Switzerland and Norway were discussed.
- The discussion concluded with a vote on two alternative propositions: 1) To hold the 2025 World Championships at Wolfgangsee or 2) To defer the decision until 2024. The outcome was 19 votes for Wolfgangsee and 38 votes to defer the decision.
- Walter Baumgartner will make enquiries about the possibility of holding the World Championships at a Swiss location in 2025.

Bergen 2026:

- Mr Henanger and Mr Hermansen delivered a presentation in support of a proposal to hold the 2026 Open World Championships at Bergen in Norway, with the host club being Askøy Seilforening.
- The meeting agreed to accept the proposal.

Action

- *Decision about the 2025 World Championships is Deferred.*
- *Walter Baumgartner will make enquiries about the possibility of holding the World Championships at a Swiss location in 2025.*
- *The 2026 Open World Championships is to be hosted by Askøy Seilforening at Bergen Norway.*

15. Builders Information

The only current active builder of International Yngling Class boats is Bootswerft Mader GmbH.

Action Nil

17. Membership and Label fees

The meeting agreed that there would be no change in fees from the previous year.

Fees for 2023 are:

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

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

Matthias Dahlström was confirmed as the International Yngling Association representative at the World Sailing Classes Committee.

20. Any other business

Action Nil

21. Date and time for next AGM

The meeting agreed that next Annual General Meeting will be held at the Open World Championships 2024 between 18 and 25 May 2024, in Gmunden, Austria.

22. Closing of meeting

The meeting was closed at 11:00pm, Copenhagen time.

Minutes Secretary: Adam Tran, Christian Dylla

Chairman: Walter Baumgartner

23 July 2023

TREASURER'S REPORT

INCOME AND EXPENDITURE ACCOUNT MAY 1, 2022 TO APRIL 30, 2023

CHF	Accounts 2021/22		Budget 2022/23		Accounts 2022/23		Budget 2023/24	
	Income	Expenditure	Income	Expenditure	Income	Expenditure	Income	Expenditure
3210	Building fees			110		0		110
3220	Boat sticker fees	9'565		9'450		10'803		9'060
3230	Sail label fees	6'449		3'600		6'538		4'480
3240	Others (e. g. Advertising Y-Magazine)					496		490
3310	European Championship							
3320	Open World Championship	2'542		2'080		1'875		2'265
3410	Bank interests	36		50		36		50
3420	Adjustment on securities	-1'054				-555		
3430	Forex profit/loss	-3'652				-2'359		
		13'886		15'290		16'834		164'55
	Expenses							
5610	Yngling Magazine	3'861		4'000		3'692		4'400
5620	Communication & Marketing, Website			500		0		500
5710	Expenses measurer (travel expenses, technical equipment, admin)	351		500	500	358		500
5720	Class Management	302		300		287		500
5800	Open World Championship	313		3'000		1'830		1'000
5810	European Championship					0		
5820	Worlds Charter Boat Progr.	5'817		1'548	1'186	3'000		1'480
5825	Worlds Youth Package	1'238	1'238	696	262	1'942		710
5840	"Build New Yngling"	921	921	5'750	5'750	0		5'300
5860	Half models, medals, gifts	2'162		2'250		2'034		2'600
5910	Conferences and meetings			300		0		300
5920	World Sailing fees	283		300		252		300
5930	Annual General Meeting			350		389		500
6010	Admin	2'244		1'200		925		1'200
6020	Auditor	1'120		1'250		1120		1'250
6030	Bank charges	344		400		302		400
6040	Mailing fees	368		400		113		600
6050	Other expenses			100		0		100
		19'324	2'159	22'844	7'698	16'244	0	21'640
	Operating Result		-3'279		144		590	115
		19'324	19'324	22'844	22'844	16'244	16'244	21'640

CHF	April 30 2020	April 30 2021	April 30 2020	April 30 2023	Notes
Assets					
Bank	51'045	58'318	52'119	59'487	1
Bond fund	14'740	15'307	14'253	13'698	2
Accounts receivables	257	705	2'521	1'798	3
Active accruals/prepaid expenses					4
	66'042	74'330	68'893	74'983	
Liabilities					
Accounts payable	111	89	89	89	5
Deferred income and accrued expenses					6
Accruals	16'185	24'356	22'198	27'698	7
	16'296	24'445	22'287	27'787	
Equity					
Accumulated funds	52'083	49'745	49'885	46'606	
Result of the period	-2'337	140	-3'279	590	8
	49'746	49'885	46'606	47'196	9
TOTAL Liabilities and Equity	66'042	74'330	68'893	74'983	

- 1 Bank accounts (CHF, EUR) according to bank statements as per Apr. 30, 2023
- 2 Bond fund: 131.764 parts
- 3 Accounts receivables: remaining payment boat sticker NED 2023 = 1.282 CHF, Gregorini Inserat Y-Magazine 250 CHF, H. Ruyten Inserat Y-Magazine 2023 = 246 CHF, application fee 20 CHF (all done 05/2023, 06/2023)
- 4 Active accruals prepaid expenses: nil
- 5 Accounts payable: reimbursement World Championship Y-SLO and Y-USA aus 2018
- 6 Deferred income and accrued expenses: nil
- 7 Accruals: Build New Yngling (5.750 CHF unspent grant), Youth Package (1.762 CHF), measurement equipment (CHF 5.000), seminars for race officials (CHF 5.000), plug cost (CHF 5.000), Worlds Charter Boat Program (CHF 4.186), Y-Magazine 2023 print and mailing costs 1.000 CHF
- 8 Profit of CHF 590 mainly due to high boat sticker and sail label fee, no charter boat subsidy, youth package no charter boat, OWC: reimbursement of cancellation costs Koper +1.830, AGM meeting room +389, mailing expenses -255 (shipment Y-Magazine 2023), various accruals about 5.500 CHF.
- 9 Equity shall not become lower than CHF 34.000 which corresponds roughly to two years of lost revenues.

INCOME					
3210 Building fees			-110	5820 Worlds Charter Boat Program	+2.638
Building fee for 1 new Yngling from World Sailing nil » budget 110 CHF				No subsidy 2022, accruals for upcoming worlds	
3220 Boat sticker fees:		+1.353		5825 World Youth Package	+1.508
540 stickers sold » budget 450 stickers DEN +60, NOR +29; average 2018-2022 = 458 stickers				entry fee 2 youth teams worlds 2022, accruals for upcoming worlds	
3230 Sail label fees:		+2.938		5840 Build New Yngling	-
187 labels sold » budget 100 labels Y-US +50, Doyle US +25; average 2018-2022 = 128 labels				Nil: 2. grant according to IYA ExCo decision from 24/02/2020, covered by accruals	
3240 Others (e.g. advertising Y-Magazine)		+496		5860 Half models, medals, gifts	-216
2 advertisements » budget nil				medals WC, gifts WC for youth, etc	
3320 Open World Championship 2022			-205	5910 Conferences and meetings	-300
31 IYA fee OWC 2022, 48 application fee OWC 2023 » budget 40 IYA fee OWC 2022, 40 application fee OWC 2023				Travel and accommodation World Sailing conference	
3410 Bank interests			-14	5920 World Sailing fees	-48
Net earnings on Corporate Bonds				5930 Annual General Meeting	+39
3420 Adjustment on securities			-555	6010 Admin	-275
Stock market loss				Boat sticker 2023, license accounting program, allowances for administration	
3430 Forex profit/loss			-2.359	6020 Auditor:	-130
CHF devaluation vs. EUR » loss				Audit Grant Thornton	
Total income of 16.834 CHF matches budget of 15.290 CHF			+1.544	6030 Bank charges	-98
				Various fees	
EXPENDITURE					
5610 Yngling Magazine			-308	6040 Mailing expenses	-287
Annual magazine 2023 (incl. print of 600 magazines for all NYAs)				net mailing cost (sail label dispatch is charged, boat stickers dispatch is not charged, Yngling magazine not shipped in 2023)	
5620 Yngling website			-500	6050 Other expenses	-100
Hosting package, div					
5710 Expenses measurer			+358	Total expenditures of 16.244 CHF matches budget of 15.146 CHF	+1.098
Travel expenses OWC 2022				RESULT: Overall, a profit of 590 CHF is recorded – calculated profit 144 CHF	
5720 Class Management			-13		
Miscellaneous, Zoom license etc					
5800 Open World Championship			-1.170		
Reimbursement cancellation costs Worlds Koper/SLO					

The 2022/2023 financial year ended with a profit of CHF 590, which is mainly due to high boat sticker and sail label fee, no charter boat subsidy, youth package no charter boat, OWC: reimbursement of cancellation costs Koper +1.830, AGM meeting room +389, mailing expenses -255 (shipment Y-Magazine 2023), various accruals about 5.500 CHF. Elsewhere, costs were not incurred or were lower e.g. 'Build new Yngling'.

2024 CALENDAR OF EVENTS

Date	Location	Event	Organising Club	Country	Link
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April 2024

30 Mar-1	Easter Regatta	De Kaag	KWV de Kaag	NED	kwwdekaag.nl
13-14	United 4	Regattacenter Medemblik	United4Sailing	NED	united4sailing.org/
13-14	Silberschäkel-Regatta	Landeshafen Wörth	Ruder- und Kanuclub Wörth e.V.	GER	rkcw.de
13-14	Y-Cup 2	Zürich	ZSC	SUI	z-s-c.ch/

May 2024

4-5	Y-Cup 3	Beinwil	Hallwilersee	SUI	
9-11	Goldene Yngling	Traunsee	SCA	AUT	sc-altmuenster.com/
9-12	Kleine Sneekweek	Sneek	KWS Sneek	NED	kws-sneek.nl
11-12	Gelderland-Cup	Heidensee, Geldern	WSG Gelderland e.V.	GER	wsg-gelderland.de
11-12	Sonderwettfahrten	Seddinsee, Berlin	Dahme Jacht Club e.V.	GER	dj-c.org
18-25	Yngling Open World Championships	Gmunden	Union Yacht Club Traunsee	AUT	uyct.at/

June 2024

8-9	Dahme Cup Yngling – Willi Lehmann-Preis	Langer See, Berlin	WSV 1921 e.V.	GER	wsv1921.de
15-16	Prinzen Cup Haltern	Halturner Stausee	Segelclub Prinzensteg	GER	segelclub-prinzensteg.de
22-23	Niederrhein-Pokal	Lohheider See, Duisburg	Seglergemeinschaft Lohheider See e.V.	GER	lohheider-see.de
22-23	Y-Cup 4	Steckborn		SUI	
29-30	3-Seen-Regatta	Zeuthener See, Berlin	SC Argo 1909 e.V.	GER	sc-argo.de
29-30	Salzkammergutpreis	Wolfgangsee	UYC Wg	AUT	uyc-wolfgangsee.at/

July 2024

6-7	Vrijbouterweekend	Loosdrecht	GWV de Vrijbouter	NED	gwvdevrijbouter.nl/
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August 2024

1-4	North American Championship	Marquette, Michigan		USA	
10-11	Y-Cup 5	Thun		SUI	
17-18	Norwegian Yngling Championship	Husøysund	Tønsberg Seilforening	NOR	tonsbergseilforening.no/

Date	Location	Event	Organising Club	Country	Link
September 2024					
31-1	Weinlese-Regatta	Krems	Segelbootclub Krems	AUT	segelbootclub-krems.at/
7-8	HOLEMANS-CUP	Diersfordter Waldsee, Wesel	Oberhausener Sport Club, Abt. Segeln	GER	oberhausenersegelclub. club desk.com
14-15	Yngling- Ranglistenregatta	Baggersee Leopoldshafen Mittelgrund	Segelkameradschaft Leopoldshafen e. V.	GER	sk-leopoldshafen.de
14-15	Open Dutch Championship	Enkhuizen	Enkhuizer Watersport Vereniging Almere	NED	ewva. nl/sportboat-cup-en
19-22	Schweizermeisterschaft	Estavayer		SUI	
October 2024					
3-6	Nebelpokal – German Open	Müggelsee, Berlin	Yacht Club Berlin Grünau	GER	ycbg.de
5-6	Y-Cup 6	Zürich	ZYC	SUI	zyc.ch/
12-13	Klasse evenement Roermond	Roermond	R.R.Z.V. Maas en Roer	NED	maasenroer.nl/
26-27	Hein Ruyten Trofee	Langweer	KWV & Yngling Club Holland	NED	yngling.nl
November 2024					
23-24	Nikolaus-Regatta	Lohheider See, Duisburg	Seglergemeinschaft Lohheider See e.V.	GER	lohheider-see.de

AUSTRALIAN REPORT

The Yngling continues to be one of the key one-design keelboat classes at Royal Sydney Yacht Squadron and provides regular opportunities for close and competitive one-design racing, skills development, social activities and connection with fellow Yngling sailors in Europe and the United States.

During 2022-2023, the Australian International Yngling fleet continued to enjoy regular Mini-Regattas on Sydney Harbour, the Paspaley Tuesday Ladies' Twilights, the Ladies of the Sea Coaching Regatta, the NSW State Championships and the National Championships.

Mini-Regattas

The Mini-Regatta series comprised of 36 scheduled races during the six months between September 2022 and March 2023. Eight boats were entered for the entire series.

On scratch results, the series was won by Gary Wogas on *Karma* (YAUS 45), followed by Gary Pearce on *BlackAdder* (YAUS 56) and then Hamish Jarrett on *Miss Pibb* (YAUS 60).

On handicap results, the series was won by *BlackAdder* (YAUS 56), followed by *Karma* (YAUS 45) and then *Troika* (YAUS 27), with Adam Tran as skipper.

Paspaley Tuesday Ladies' Twilight

The Paspaley Tuesday Ladies' Twilight series continued to attract a strong contingent of regular participants with 19 races scheduled between October 2022 and March 2023. Three Ynglings were entered for the one-design division, which comprised of 10 one-design boats.

On both scratch and handicap, the best results were achieved by Megan Howard on *Shining Star* (YAUS 48), followed by Lovelle D'Souza on *Yertle* (YAUS 34) and Lauren Wall on *BlackAdder* (YAUS 56).

Ladies of the Sea Coaching Regatta

Between 30 September and 1 October 2023, the Royal Sydney Yacht Squadron (RSYS) held another Ladies of the Sea Coaching Regatta, with four Ynglings participating out of 10 one-design boats.

The Ladies of the Sea Regatta is the brainchild of RSYS Rear Commodore (and former Yngling sailor) Karyn Gojnych OLY. It was first held in 2019 as an extension of the Royal Sydney Yacht Squadron's popular female-only keelboat courses. The coached regatta idea stemmed from similar dinghy events in Victoria, in which participants received both on and off-water coaching support.

The event was devised to place an emphasis on nurturing both the sailors and volunteers involved, and to provide a safe and welcoming platform for participants to enhance their capabilities, build confidence and develop skills on the water.

A key strength of the Ladies of the Sea Coaching Regatta are the high-quality coaches and guest speakers who dedicate their time to the events. In 2023, these included Lisa Blair, world-record holder and Australian Offshore Sailor of the Year; celebrated Sydney to Hobart sailors Kathy Veel and Bridget Cunham; Nickie Jones, Chief Instructor of the Australian Sailing Keelboat Programme; former Olympians Karyn Gojnych and Kirsten Kosmala; and World Championship winner Nic Douglass; amongst many others. The regattas receive strong support from local business sponsors, volunteers and the wider sailing community, and it is a highlight of the Sydney sailing calendar.

NSW State Championship

The New South Wales State Championship was held on 25 and 26 February 2023, with seven boats entered.

On scratch the Championship was won by Hamish Jarrett on *Miss Pibb* (YAUS 60), followed by Gary Pearce on *BlackAdder* (YAUS 56) and Gary Wogas on *Karma* (YAUS 45).

On handicap the places were *BlackAdder* (YAUS 56), followed by *Yertle* (YAUS 34), with Lovelle D'Souza as skipper, then *Miss Pibb* (YAUS 60).

2023 Australian Championship

The 2023 Australian Championship was held on 18 and 19 November 2023, with eight (8) boats entered.

The Championship was won by Hamish Jarrett (skipper), sailing with Chris Pearson and Rahul Rustogi on *Miss Pibb* (YAUS 60). Second place on scratch went to *Black Adder* (YAUS 56), sailed by Gary Pearce (skipper), Ellis Todres and Vivian Tse, and third place went to *Wyandot* (YAUS 4), sailed by Bryan Riddell (skipper), Dimitar Nedialkov and Susie Gemmell.

Garth Bickford (skipper), Isobel Payne and Lauren Tandy won the Youth Gold Cup, sailing *Holly* (YAUS 58).

The Sirocco Trophy for best all-female crew was awarded to Jan Newland, Lovelle D'Souza and Bronwyn Moreton, sailing *Yertle* (YAUS 34).

First place on handicap went to *Miss Pibb* (YAUS 60), followed by *Wyandot* (YAUS 4) and *Yertle* (YAUS 34).



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Treasurer: Amberley Sprague

Other Committee Members:

Max Hayman

Callum Thompson

Gary Wogas

Ellis Todres

Chief Measurer: Peter Carter Phone 02 9948 6351

Top: National Champions with Joyce Warn

Centre: Sirocco Trophy Winners

Bottom: Ladies of the Sea Coaching Regatta

Photo Margaret Fraser-Martin



National Recognition for Chris Harper OAM

On 26 January 2024, the Medal of the Order of Australia (OAM) was awarded to Chris Harper for service to sailing.

In the Australian honours system, appointments to the Order of Australia confer the highest recognition for outstanding achievement and service. The Order of Australia is awarded by the Governor General of Australia, and recipients are announced on Australia's national day, which is celebrated on 26 January each year.

The Medal of the Order of Australia recognises Chris' many years of service to sailing, not only with the International Yngling Association and the Australian International Yngling Association, but also with the Yachting Association of NSW, where Chris was the Chairman of the Yachting Foundation for 9 years, and the Coordinator of the World Youth Sailing Championships in 2001; and the Royal Sydney Yacht Squadron, where Chris was a member of the General Committee for 6 years, and Chair of the Publications Committee, since 2010.

Congratulations Chris! An honour well deserved and long due!

Full scratch results:

Place	Name/Skipper	Points
1	Miss Pibb (YAUS60) Hamish Jarrett	6
2	Black Adder (YAUS56) Gary Pearce	15
3	Wyandot (YAUS4) Bryan Riddell	17
4	Uncanny (YAUS25) Daniel Marlay	25
5	Holly (YAUS58) Garth Bickford	28
6	Yertle (YAUS34) Jan Newland	28
7	Troika (YAUS27) Adam Tran	40
8	Evie (YAUS59) Tissa Jayasekera	50

AUSTRIAN REPORT

Lake Garda 22-25 June, 2023

Finally we were allowed to sail on Lake Garda after a long break. Four regatta days were planned. Most of the Yngling sailors arrived on Wednesday. We, the AUT 333 team, arrived in Riva at 12:15 (after a 6-hour journey). And then everything happened very quickly: put up the mast, hook the boat, get into the water and paddle over to our mooring. And afterwards we deserved a cold beer. Splendid. So everything was clear for the first day of sailing.



The first race was tough: on AUT 297 the fitting on the tiller boom broke. The boat was therefore no longer manoeuvrable and hit a snag. We, AUT 333, were nearby and heard a loud crash. However, it was not possible to determine exactly what happened. Walter Baumgartner, one of those involved, was able to sail on with a hole in the bow. There were average winds of around 20 knots.



The best conditions for 3 beautiful races. We were happy with our 6th place in the daily ranking.

When we were back in the harbour, we saw that not only Walter Baumgartner and AUT 297 (Christian Spießberger, Karl Boucek and Hans Schibany) were involved in the collision, but also Oskar Erdin's SUI 471. For the Swiss team, the regatta on Lake Garda was over, with a large hole in the side above the bilge flap, it was impossible to continue sailing. What a pity.

There were no more days of sailing with the usual start times at 1pm. On Sunday the time for the first start was moved to the morning to enable an earlier departure.

This regatta was extremely exciting for two Austrian teams: AUT 297 (Christian Spießberger, Karl Boucek, Hans Schibany) and AUT 286 (Jörg Moser, Michael Nake, Michael Gubi) it was about 1st and 2nd place. Ultimately, only 2 points separated these two boats. AUT 297 was able to win this race series and won the regatta ahead of AUT 286. At this point we would like to warmly congratulate these two Austrian teams. AUT 277 (Thomas Pfaller, Andreas Brickl, Peter Fasching) ended up in 7th place. Our team AUT 333 (Bernhard Prange, Herbert Trucker, Andreas Schobesberger) unfortunately continuously fell back one place every day, from 6 to 7 to 8 and finally in 9th place.

All in all it was a great regatta with nice weather and medium winds. Since we always started at 1pm, of course we had some time for 'la dolce vita': good food in the evening, a beer or two, and a gin and tonic in between. Everything as it should be...

Many greetings, the 3rd Austrians from the first race.
AUT 333





Yngling Open World Championship 2023 Copenhagen 22-29 July

The World Championship was held off Copenhagen in the Öresund between Denmark and Sweden. The organiser was 'Sundby Sejlforening', which was celebrating its 100th birthday. There were 48 boats from eight nations at the start, including five boats from Austria. The sailing took place north of the island of Saltholm, the conditions were demanding, as considerable current had to be taken into account in the tactics. The World Championship was decided in nine races, with six races initially being sailed in medium-strength westerly winds, the remaining races in light southerly winds.

After six races, the Austrian team Jörg Moser/Michael Gubi/Michael Nake took the lead. After a botched start, the team from Union Yacht Club (UYC) Wolfgangsee sailed most consistently with places 2/4/2/5/2 and took a narrow lead. However, the first four boats were only separated by four points, so an exciting finale was guaranteed. Another Austrian boat also did great: Gudrun Böhm/Harald Böhm/Albert Wolfgang (UYC Wg) completed their first Yngling World Championship in an impressive manner, with the series 9/12/7/5/7/14, they were in the intermediate rankings at 8th.

On the last day, races 7 and 8 brought the top four within three points, with the Moser crew again at the top, with a four and six. The final race started according to plan – in second place the leeward buoy was rounded ahead of all top competitors. The final cross was disappointing as the chosen left side turned out to be wrong, and a group of around ten boats passed the Austrians on the right side, including the championship leaders.

Jörg Moser analysis: "It wasn't the wind, it was pretty much the same across the entire course, and there

was no significant change in wind direction. The current conditions probably had an effect with the decreasing wind conditions on the right side." The medal was lost after 12th place, but 4th in the World Championship is still positive: that was a top ten place. The goal, including the knowledge of being able to keep up with the inter-national leaders in Yngling, bodes well for the future.

The Böhm crew made one slip-up that day (32nd), which was cancelled. With further daily places of 10 and 16, the great result of 8th place was achieved.

The Austrian youth team Max Reisinger/Simon Oberfrank/Paul Oberfrank finished the World Cup in a strong 19th place, Leopold Berner/Anton Berner/Paul Laherstorfer and Ernst Frauscher/Christoph Zellinger/Klaus Schiller (all UYC Traunsee and Segelclub Altmünster) took 23rd and 24th place. So all Austrian boats were in the first half.

Next year the Yngling World Championship will be sailed in Austria with the host being UYC Traunsee.



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Salzkammergutpreis Yngling, August 2023

Union Yacht Club Wolfgangsee

14 boats came to Wolfgangsee to resume national regatta events after the successful World Championship (ranks 4 and 8 for Austria). It was pleasing that old, familiar faces like Johannes Richard/Michael Spängler and completely new faces like Richard Schulz/Martin Godderidge from Krems were represented in the starting field.

The wind conditions were moderate due to the extreme heat, and the warm nights meant that the thermals were very limited. The two races on Saturday were won by state champions Wolfgang Buchinger/Karin Schöberl/Karl Holzner, who won twice ahead of the eighth-placed World Champion 2023, Gudrun and Harald Böhm.

The third race on Sunday was won by Jörg Moser, fourth in the World Championship from Copenhagen, with his daughters Julia and Tina as crew, who were able to achieve third place overall.

Buchinger/Schöberl/Holzner finished fifth in this race and saved the overall victory just ahead of Böhm/Böhm.

The podium was therefore firmly in the hands of the sailors from the host Union Yacht Club Wolfgangsee.



Yngling National Championship 8-10 Sept., 2023

Union Yacht Club Traunsee (UYCT) Gmunden.

The weather forecast was for beautiful and exceptionally warm late summer weather. This gave hope for thermals.

The event unofficially began on Thursday evening with Ernst Frauscher's invitation to the christening of his new Yngling, which took place as part of a fine pier party – against the backdrop of the Traunstein illuminated in the evening.

Friday began with measurement and welcome and a briefing by the race director, Stasi Weinberger. The use of 'smartmarks' is a novelty in the Yngling class; self-propelled, GPS-controlled buoys, which should simplify course setting and significantly reduce the associated waiting times. Similar to major international events, a leeward gate was planned instead of a leeward buoy.

Shortly after 2.30pm the 'low wind', a local thermal from the north/northeast, stabilised at around 8 knots to the point where the first race could start. 16 teams took part.

At the finish, Böhm/Böhm were first ahead of Moser/Feichtenschlager and the Weinhofer/Holleis/Spießberger team, who were disqualified for a premature start.

Thanks to the sufficient, but difficult to sail, wind, two more races were held, in which Weinhofer/Holleis/Spießberger and Pfaller/Brickl won.

At the end of the first day, the UYCT invited people to a sailors' dinner.

Saturday the start was scheduled for 2pm due to the thermals that were forecast for the afternoon. Three races were sailed in similar conditions to the day before. The Weinhofer/Holleis/Spießberger team emerged as favourites at the end of the second, even if the Moser/Feichtenschlager team still had a chance at victory.

On the evening of the second day, the UYCT once again invited people to a widely praised sailors' dinner and then the Yngling class association 2023 general meeting.

Due to the continued constant weather and wind forecast, the start of the 7th race was scheduled for 1pm on Sunday. Finally, the last race started shortly after 2pm Pfaller/Brickl prevailed ahead of Böhm/Böhm and Buchinger/Schöberl/Nake.

Weinhofer/Holleis/Spießberger (SCA) won the National Championship title ahead of Moser/Feichtenschlager (UYC Wolfgangsee) and Böhm/Böhm (UYC Wolfgangsee).

Particularly noteworthy was the successful participation of young members, such as the State Champion Greta Holleis from the Segelclub Altmünster (SCA), the vice state champion Matteo Feichtenschlager from the UYC Wolfgangsee and the young team Max Reisinger/Max Schiller/Simon Oberfrank from the UYCT, finished in the top five with two places has drawn much attention.

With a view to the Yngling World Championship taking place at the UYCT in May 2024, this National Championship was a successful dress rehearsal.

Report by Harald Huska (AUT 80)

DANISH REPORT

In 2023, we had two big regattas in the Yngling. The year began in May, with our National Championship and for many crews, the first training session before the World Championship. 17 boats were on the starting line in beautiful weather. The organising club, Farum Sejlklub, are located on Lake Furesø, which offers tricky conditions. The hosting club held an excellent event on the water as well on shore. The Danish championship went to DEN 24 from Sundby Sejlforening. The winners were later to finish 3rd at the World Championship.

At this year's big regatta, the 2023 World Championship in Sundby, 48 boats competed.

The hosting club delivered perfect conditions. Several experts were involved from the organising committee, Jury and on the water. Even the former director of the Danish Sailing Union had the duty of being race officer.

Before the last race, four boats could have taken the title, so very close racing. As mentioned earlier, the Danish champions finished 3rd, and that was the first Danish medal in many years. On behalf of the Danish Yngling sailors and hopefully all the competitors, we offer our gratitude towards Sundby Sejlforening and we hope you all had a nice celebration on your 100th Anniversary.

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However to sail Yngling in Denmark is not all about racing. The Danish Yngling Club were early this year contacted by a completely new club. They accidentally got an Yngling as a present. Now they are telling us, that they love the boat, and they would like at least four more boats. They must work as school boats and boats for racing. So now we have a new project. This is good news for activity in the Yngling in Denmark, because we only have two clubs which are capable of togetherness in our class. That is more important, than anything else.

We hope for an eventful 2024 and see you all in Austria.

Photo Frederik Siversten



GERMAN REPORT

The year 2023 – “quite a completely normal year”

Whilst the years 2021 and 2022 were dominated by the World Championships in Berlin and Travemünde, 2023 was again a year without ‘big projects’ or special tasks, apart from the many regular regattas associated with scheduling and organisation by the clubs and their members. In total we were able to hold 10 regattas in Germany with good participation (10-14 starters). Our sailors also took part in numerous regattas in neighbouring countries, for example at the Open Dutch Championship (ONK) in Roermond/NL with even GER boats.

So ‘business as usual’? No, not that either. The Yngling Class experienced a lot of attention in Germany. We received several inquiries from sailors across Germany who intended to use our boats for recreational sailing rather than for racing. During the last six years our membership has grown by around 24% to 134 members whilst the number of boat owners also increased for the first time in many years. Moreover, it is pleasing that the proportion of youth members has increased significantly.

The two highlights of 2023 were the high participation of our sailors at the Open World Championships in Copenhagen and winning the Silver Medal by our Team *immer süd* GER 277 Ralf Teichmann, Jos Vaes and Theresa Neu. On the other hand, we had a new and committed youth team aged 14-16, who in their first year on an Yngling took part in 4 points regattas including the ONK in the Netherlands. They were supported by their home club, which provided the boat, as well as by Deutsche Yngling Klassenvereinigung e.V. (DYKV) providing financial support. Our Team GER 277, by taking on the task of coaching and support of the young people, also played a large part.

For 2024 we are planning another series of regattas, including for the first time a large ‘German Open 2024’ at the beginning of October in Berlin on Müggelsee (club and area of the Open World Championship in 2021). The demand for starting slots in the Open World Championship on Lake Traunsee is also high again!

We wish everyone a good and successful 2024!

Petra Schutt

President DYKV e.V.





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Ranking List 2023

Top Ten Helmsman

Place	Name	Club	Sail No
1	Ralf Teichmann	W S K	GER 277
2	Michelle Meister	YCBG	GER 300
3	Heiner Gerth	DKSC	GER 263
4	Heinz John	SVF 1891	GER 17
5	Jan Treutler	D J C	GER 292
6	Uwe Köstermann	S L S	GER 121
7	Frank Kanig	SCF 1891	GER 285
8	Ralf Lahno	S L S	GER 303
9	Ralf Goepfert	WSV 1921	GER 284
10	Guido Garthe	S K L	GER 138



Far left: Prinzen-Cup, Haltern

Top: Holemans-cup, Diersfordt

Centre: Silbersch, Kel Woerth

Left: Seen Regatta, Zeuthen

NETHERLANDS REPORT

2023 was a beautiful sailing year, with a nice full competition calendar. We have been able to sail great competitions in all corners of the Netherlands. We had many beautiful days on the water! In the spring, there were three training days and there was also a weekend for potential Yngling sailors. These were well attended. The competition calendar started traditionally at De Kaag, where we competed with 12 boats for the chocolate Easter bunnies during the Easter weekend. We had exceptionally good weather this year, which is unusual for mid-April. The opening winner was Team Gert Roukema.

At the end of April we sailed with a field of six boats during the United4 on open water near Medemblik (winner with all ones – Team De Kler). In May there was the NSK team sailing on the Kralingse plas near Rotterdam. In June, Team Roukema left for Italy to participate in Riva del Garda, where they finished third. In the summer we sailed on Loosdrecht during the Vrijbuitersweekend. Here Team Verberne took home the prize. After this competition, a part of the fleet left for Copenhagen at the end of July.

World Championship Copenhagen

‘Fanatisk sejlads og masser av sjov’

The World Championship is a joy to attend every year. You see beautiful places. The local sailing club had arranged everything down to the last detail. We felt very welcome at Sundby Sejlforening. In a suburb of Copenhagen, almost 50 Ynglings gathered to compete against each other for a week. Long days on the water, under very diverse conditions. But contacts were also strengthened again. We also enjoyed the delicious drinks and food during the various country parties. During this year’s dinner, the Chris and Jan Harper Trophy was awarded to ‘our own’ Reinier de Kler. Well-deserved for Reinier, who proudly received the award.

With the big World Cup winner this year: Team Joakim Skovly from Norway, congratulations again!

The Dutch finished as:

- 5. Team Maarten Jamin
- 6. Team Yska Minks
- 11. Team Jules van Raaij
- 12. Team Reinier de Kler
- 14. Team Matthijs Tak
- 44. Team Herman Sijtsma



Photo Frederik Siversten

ONK in Roermond

The Dutch Yngling Championship (ONK) took place this year from 22 to 24 September at Maas & Roer in Roermond over three days. Three races on Friday, five on Saturday and one race on Sunday, were sailed at 4 to 5 Beaufort on Friday and Saturday, and at 2 Beaufort on Sunday. 31 teams(!) arrived at the starting line: of which two were Belgian, 22 Dutch and seven German boats. A nice field of participants!

On the final day the decisive last race was sailed. Team Jamin was one point behind Team Minks. After a blood-curdling race, Yska Minks, Wouter Toornstra and Barbara Huber became Dutch Champions. Congratulations!

Traditionally, we ended the season in Langweer in October, where we met during the Hein Ruyten Trophy. There were 16 boats on the starting line this year. After the weekend, the Belgian team of Stefan Wuyts emerged as the winner. Finally, Team Reinier de Kler received the annual prize, and once again put it on the mantelpiece for another year.

We have created a well filled calendar for the upcoming spring to get all the teams ready for Austria. We hope to see you all there and wish you the best for 2024!



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NORWAY REPORT

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NORWEGIAN YNGLING CHAMPIONSHIP

Fjærholmen, Tønsberg, August 17-18, 2024



NOR 404 Team Guffen, who crashed in the first race of the last day in Copenhagen, and had to retire with a big hole on starboard side.

To be best prepared for the Worlds in July we started off with a training weekend in May, just before the Nationals in early June. All organised perfectly by Askøy. We had hoped for more than 20 boats, but 19 boats participated, with 14 locally from Bergen, three leased from Kristiansand/Trondheim and two trailed from Lillehammer/Røyken. The dedication of NOR 261 and NOR 405 paid off, with the first as the winner. This boat is a totally refurbished Bringsværd boat from 1973.

In the winter more than 10 boats had signalled that they wanted to join the Worlds in Copenhagen, eight got registered, but only five participated. Some of us found it difficult to get speed in those shallow waters, but the rumors said that some used the light jib, regardless of the wind. Results varied a lot, even for the best teams. In the end NOR 405 won, as the first Norwegian winner since 1990. Askøy will host the Worlds outside Bergen on 1-8, August 2026!

In 2024 the Norwegian Championship is back to the Oslofjord. Tønsberg has long traditions with Yngling and this year we will sail together with Soling, as in the Linge Memorial in 2022. This 'family' reunion is fine, but on the downside some of the teams have to choose between the classes. Hankø/KNS on the east side of the fjord is hosting the Soling Worlds this summer. It's crucial that the fleets in Horten and Færder meet at Fjærholmen in August, to be able to gather 20-30 boats.

We see that old saying 'once an Yngling, always an Yngling' still applies. But to secure the future we need new sailors. This year we challenge local Yngling fleets to set up a recruitment boat for younger sailors. And to combine this with organised training and sailing school with Ynglings. It could be Optimist or other dinghy drop-outs, big boat sailors that want to learn the basics or any newcomers to the sport. As Jørgen Ring showed for many years, the Yngling is perfect for learning how to sail regattas. A troubling fact is that new sails are expensive compared to fairly good boats. This also makes the second hand market for sails limited.

This reminds me of a story I've heard from the 1970s. Three youngsters in Kristiansand would like to sail a regatta in Denmark. They had no driving license or parents willing to drive them. Their Yngling was pushed on the trailer to the terminal and onboard the ferry by hand. At Hirtshals they hitchhiked boat and crew to the regatta. If some of this enthusiasm still follows our class, the future looks bright!

All the best for 2024!

Ronny Rognhaugen, President NYK.

SWISS REPORT

Yngling Cup Regatta

Six Yngling-Cup-regattas were held in 2023, distributed throughout the year on four different lakes, with the participation of 28 different boats/teams. The wind conditions were mostly better than in the last couple of years and a total of 32 runs could be sailed. All the regattas except the second one in Zürich were won by Thomas Kristiansen and his *Bazynga* Team. This consistency on a high level was rewarded with an overall victory of the team and the defending of the Yngling Cup trophy for the second time. A close second in the final calculation was the team of Oskar Erdin with Team *Stieglitz* and third place went to team *Tout simplement* of Jürg Wenger. The next year this traditional Cup-system with six major regattas will be continued, and we hope for even more participation especially on the Thunersee and Zürichsee, where many competitive teams are based.

Garda Springtime Championship

Five years after the Yngling world Championship the revival of the Garda Springtime Championship was a big success and among the 13 participating teams, five were Swiss teams. 11 runs could be sailed in those three days and the best Swiss team finished in 4th position. Although there were some runs in light and shifty winds, the legendary Riva weather conditions did present us with good sailing winds overall and the *dolce vita* ashore did reward all teams who took the long journey under their wheels and joined the regatta in Italy. We all hope

that those trips to lake Garda will again be part of the annual Yngling calendar in the future years.

World Championship Copenhagen

The absolute highlight of the Yngling year 2023 was the Yngling Worlds in Copenhagen. The event was organised very professionally, sailing conditions were great and the fight for every position in the big field of 48 boats were showing a very high level of competitive dedication of the participating teams. Tension on the water was high until the last run. The Swiss team was participating with seven boats and finished on the ranks 9 (SUI 457), 21 (SUI 500), 25 (SUI 474), 27 (SUI 398), 30 (SUI 471), 33 (SUI 456) and 38 (SUI 460).

All sailors and guests were treated very well by our Danish hosts. There was food and drinks at the shore after the long days on the water. Every day the Yngling fleet had to sail more than an hour from the harbour out to the racing course, and after sailing up to three long races the same distance of approx. 4nm had to be sailed back to the harbour.

There were great national parties in the evenings. The Swiss wine and cheese combination worked wonders again, and put many smiles on the faces of our international Yngling friends.

We had two spare days when everybody visited the beautiful city of Copenhagen, skied on Copenhill or just recovered from the sailing.

Easter at Lake Thun. Photo Marianne & Bruno Perren



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Swiss Championship 2023

The Swiss Championship 2023 was held once again on the famous Urnersee and hosted by the local Regatta Verein Brunnen. In Brunnen they know how to organise a successful championship and the wind conditions on the Urnersee are legendary in Switzerland. But this year the Swiss Yngling class was left with an unexpected problem to be solved before the championship could take place. Due to personal date collisions, several normally reliable participants announced their absence

to the championship, and the number of entries left little hope of securing the minimum of 15 Swiss boats at the start line, which is a prerequisite of Swiss Sailing to have an official Swiss Championship. The class had to become creative, and people who could join the field and at the same time add to the quality of racing, were asked to consider participating. The teams who finally gave in to the charming requests of the Yngling community were no less than former and future Olympic sailor Maja Siegenthaler, daughter of long time Yngling sailor Karin Siegenthaler. The multi Matchrace European Champion Eric Monnin with his wife Ute Monnin-Wagner, who was crew on the Australian Yngling of 2nd place Yngling World Champion David Chapman in Berlin 2021. After a short and very steep learning curve, those two crews proved to be unbeatable to all other teams. They won every start and hardly ever let any team pass them. This is how you win, and so Eric Monnin became the Swiss Champion with seven wins out of nine runs, Maja Siegenthaler took second and the team *Bazynga* of Thomas Kristiansen finished third. One of the lessons learned is that we should focus more on close boat to boat situations in the starting sequences of our training, and improve the handling and quick start of the boat. The event was nevertheless great, and we could keep it an official Swiss Championship thanks to Maja and Eric whom we would be very happy to welcome again at the starting line of our Yngling regattas. Such opponents really make all of us better sailors.

Marc Bornand, 12.12.2023

**Team *Bazynga* (SUI 457) and Team *Monnin* (SUI 466)
at the Swiss Championships on Lake Uri.
Photo Peter Kupferschmied**



NORTH AMERICAN REPORT

In North America we have three active Yngling fleets – all are located in the Midwest on inland freshwater lakes.

- Alpena Yacht Club, Michigan on Lake Huron
- Minnetonka Yacht Club, Minnesota on Lake Minnetonka
- Okoboji Yacht Club, Iowa on Lake Okoboji

Lake Minnetonka, Minnesota update by Doug Walker, Fleet Captain

The Lake Minnetonka Yngling fleet continues to be strong with 27 registered boats averaging about 12 boats on the starting line. We have an aggressive race schedule each summer starting in mid-May with back-

to-back races Saturday morning and Sunday morning and Wednesday evening that continue through mid-September. We have seven different race series and our championship series consisted of 18 scheduled races, however non-favorable weather only allowed us to race half of these races! We have a very competitive fleet with 6 different boats winning races this year. Our 2023 Championship Series was won by Charlie Hurd where he edged out J D MacRae by a half a boat length on the final race!

Lake Minnetonka, Minnesota



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NORTH AMERICAN REPORT

We were proud to have hosted the 2023 North American Championships on Lake Minnetonka this summer where we hosted 27 boats from Minnesota, Michigan, Iowa and Rhode Island. Minnetonka had two top five finishers with Charlie Hurd finishing 2nd and J D MacRae finishing 4th. The fleet has been working hard on developing the skill set of the fleet where we have setup winter clinics on rules and tactics, and on the water coaching throughout the summer. The Minnetonka Fleet along with the US Yngling Association will be sponsoring a Clinic in June 2024.

Lake Okoboji, Iowa update by Jock McDonald, Fleet Captain

Our Yngling fleet is small, but in 2023 we undertook new initiatives to rejuvenate our class here. They are communication, education, and growth.

Modern methods of communication has opened up many opportunities for sailors to improve their sailing experience and comradery. Texts, emails, cell phones, sharing files and web addresses, magazine articles, and YouTube titles, are allowing our group to share information and grow closer together. General sailing and class specific information is plentiful. Boat speed should improve.

Our growth will come by connecting interested sailors with boats in the barn, that have been there for a few years, as their original owners have retired from competition. Then supporting the newcomers so they have a sense of belonging, and a positive sailing experience. We are aware that if the existing sailors don't actively support the new people, this won't work. Happily Ynglings age well and can be restored to competitiveness easily.

Continuing education helps all sailors, and we are trying to make a seminar an annual Okoboji club event. In 2024 we will travel to Lake Minnetonka in June for a classroom and on the water Yngling specific seminar, including some video recorded races, for discussions. This would also give us a second significant annual event, when

Right: Lake Huron, MI Sailing School
Below: Lake Minnetonka, Minnesota

combined with our National Championships further building relationships and knowledge sharing.

Lake Huron, Alpena, Michigan update by Wayne Lewis, Fleet Captain

Alpena has an active fleet of 10 Ynglings. We race on Wednesdays and will have 6-9 boats competing. Our fleet has been stable for the last five or six years. We have been able to get new people involved. There have been adult children of current sailors that have moved back to the area. They are filling in for crew. We are hoping that some may get their own boats.

Alpena has a youth sailing program that owns seven Ynglings. They have on-water instruction 2 days a week. This is for teenage kids, most of which are going through our learn-to-sail program. The youth sailing program has been full for the last few years. Some of these kids sail with the adults on Wednesdays as well. Many eventually go to college and move out of the area, but we've given them the lifelong knowledge of sailing. There are a few that sail at the collegiate level as well.

Alpena is a great place to sail. We are doing our best to keep that going. We will be hosting the North American Championship in 2025.



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Photos Frederik Siversten





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