

# YNGLING 2025

A MAGAZINE FOR YNGLING SAILORS AND THEIR FRIENDS WORLDWIDE



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40 YEARS



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The administering authority for the International Yngling Class is World Sailing [www.sailing.org](http://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)  
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# WHO'S WHO

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

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

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Dansk Yngling Klub  
www.yngling.dk  
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GERMANY  
Deutsche Yngling Klassenvereinigung  
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www.yngling.info  
President: Petra Schutt

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Yngling Club Holland  
www.yngling.nl  
Secretary: Bertine van Dijk

NORWAY  
Norsk Yngling Klubb  
www.yngling.no  
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2024 WC OPENING CEREMONY, GMUNDEN. PHOTO: HERBERT TUCKER



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2024 WORLD CHAMPIONSHIP GMUNDEN, AUSTRIA. PHOTO: TOBIAS DRUGOWITSCH



# PRESIDENT'S MESSAGE

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How do we want to maintain our position as an active and attractive regatta class? Or more broadly, how do we want to secure our future? The 2024 Annual General Meeting has set the course. Investments for the future have been initiated or approved from our well-filled coffers. These include the purchase of Yngling moulds and financial incentives for sailors from overseas to participate in the World Championship.

## **PURCHASE OF YNGLING MOULDS**

To secure our future, International Yngling Association (IYA) purchased the Yngling moulds from the Mader shipyard in Germany. They are well maintained and cared for, and they are the last of the well-preserved ones. Owning them is important. They will be used to build new Ynglings at a lower cost and/or to customise them to the owner's needs.

Four Yngling packages have been defined to build a new Yngling. The basic package consists essentially of the hull, rudder and keel, while the final stage is a fully equipped Yngling. The Technical Committee is currently reviewing the prices for each package and which shipyards should be considered for construction.

The concept is not new; boats based on a bare hull have been built since the 1990s. The article on page 10 describes such an approach in detail.

## **ENCOURAGING OVERSEAS PARTICIPATION**

The downer of last year was that for the first time only European teams competed in the World Championship. World Sailing's rules state that two World Championships with participants from at least two continents must be held within a three-year period in order to retain the right to host World Championships.

To encourage participation from more than one continent, a bonus has been introduced: the American and Australian champions will each receive €1,500 per boat, and the best European boat will receive €500 – provided they make it to the World Championship. The bonus can be transferred to another participating boat from the same country.

Together with the charter boat program introduced in 2016, the IYA offers attractive financial support. In addition, IYA pays half of the entry fee for youth boats to the World Championships.

## **CLASS REPRESENTATIVE**

The introduction of a Class Representative was not a financial measure but to help improve the flow of the World Championships.

The first appointment of a Class Representative at the 2024 World Championships in Gmunden proved to be a success. In Gmunden, the Class Representative was nominated by the IYA Executive Committee. To avoid possible conflicts of interest, the representative shall now be elected by the sailors. Yngling Germany has made a proposal to this effect which will be implemented at the World Championships in Oosterschelde.

## **EUROPEAN YNGLING TROPHY**

Last but not least, we have launched the European Yngling Trophy. The European Spring Time Regatta in Riva del Garda will no longer be the only venue for the second annual international event – besides the World Championship. New venues will be added to balance the travel distances. Specifically, we plan to rotate between Riva del Garda, Italy (June 2025), the Netherlands (e.g. North Sea Week in Scheveningen, May 2026), and Germany (Berlin, Nebelpokal, Fall 2027). A perpetual trophy will be awarded at each of these three-day events.

The above-mentioned Annual General Meeting was well attended, with about 30 participants, two-thirds of them observers. The latter were not just observers, they helped to shape the direction! With your commitment and support, we can live up to our slogan:

***We are an active and attractive class!***

*Walter Baumgartner*  
IYA President



The Yngling World Championship 2025 is coming to the breathtaking waters of the Oosterschelde in the Netherlands! This event will bring together the best Yngling sailors from around the globe for a week of thrilling competition, camaraderie, and unforgettable experiences.

**Event Dates: 18-25 July 2025**

Location: Roompot Marina, Sophia Boulevard 23a, 4493 PL Kamperland.

**Why the Oosterschelde?**

The Oosterschelde, renowned for its natural beauty and challenging sailing conditions, is the perfect backdrop for this international event. With its blend of open water, tidal currents, and coastal charm, the Oosterschelde promises exciting races for competitors and stunning views for spectators.

**Registration and Event Details**

Registration for the championship are open! Follow the registration link at [www.yngling.nl/worlds](http://www.yngling.nl/worlds)

For more information, contact the event team at [worlds2025@yngling.nl](mailto:worlds2025@yngling.nl) or follow Yngling Club Holland on social media for updates.

**Schedule**

Friday 18 July	Registration and Measurement
Saturday 19 July	Registration and Measurement
Sunday 20 July	Registration and Measurement Practice race Opening Ceremony
Monday 21 July	Race Day
Tuesday 22 July	Race Day
Wednesday 23 July	Spare Day
Thursday 24 July	Race Day
Friday 25 July	Race Day Prize giving ceremony

**Accommodation Options**

**Roompot Beach Resort**

(XXL holiday resort with bungalows, campsite, beach houses) [roompot.nl/bestemmingen/nederland/zeeland/roompot-beach-resort](http://roompot.nl/bestemmingen/nederland/zeeland/roompot-beach-resort)



**Noordzee Résidence De Banjaard**

A little further, on the North Sea coast: holiday resort, spacious villas with garden. [roompot.nl/aanbiedingen/kamperland/accommodaties-noordzee-residence-de-banjaard](http://roompot.nl/aanbiedingen/kamperland/accommodaties-noordzee-residence-de-banjaard)

**Camping de Vlasschelf – Kamperland**

Mini campsite, chalets, safari tents. [www.campingdevlasschelf.nl](http://www.campingdevlasschelf.nl)

**Camping Anna Friso**

Campsite close to harbour [www.annafriso.nl](http://www.annafriso.nl)

**Camping Hoeve Hofwijk in Kamperland**

Campsite near Kamperland [hoevehofwijk.nl](http://hoevehofwijk.nl)

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[promotex.nl](http://promotex.nl)

The 2024 Yngling Open World Championships were held at Gmunden on Lake Traunsee as part of Traunsee Sailing Week between 18 and 25 May 2024. The host club was Union Yacht Club Traunsee, and the event saw 50 boats entered from 7 different countries.

The Championship week began with two days of measurement and registration on Saturday 18 and Sunday 19 May, followed by a practice race and Opening Ceremony on Monday 20 May. The practice race was won by Peter Hermansen, Stine Hermansen and Claus Gladyszak on NOR 261. The Opening Ceremony was an explosive event, with a canon being fired by members of Traditionskorps Gmunden.

Tuesday 21 May saw the first day of racing, which started in beautiful weather, but was cut short by a thunderstorm after two races. Race 1 was won by AUT 285, sailed by Wolfgang Buchinger, Michael Nake and Karin Schöberl while Race 2 was won by Joakim Skovly, Kjell Eirik Irgens Henanger, and Andreas Brunvoll, sailing on NOR 405.

After racing, the Austrian, Norwegian and Swiss contingents hosted the first of two national parties, as is tradition at each Yngling World Championship.

Day 2 of racing occurred on Wednesday 22 May. After a little wait, the fleet went for two races in challenging and quite unpredictable wind. Race 3 was won by NED 350, sailed by Reinier De Kler, Marije Willemsen, and Theresa Neu and Race 4 was again won by Wolfgang Buchinger and team on AUT 285, in their second of four first placings over the course of the Championship.

The traditional Championship Dinner was held after Day 2 of racing, at the Hoisn inn. During this dinner, the Chris and Jan Harper Trophy for promotion of the Yngling Class was awarded to Chris Skogen and Torbjørn Halvorsen for their role in revitalising the Yngling Class in Norway. Read more about this award and the 2024 winners on page 12.

Day 3 of racing occurred on Thursday 23 May, with the conditions allowing the committee to run three races. The team on AUT 285 again took first place in Race 5, but Race 6 went to AUT 369, sailed by Stefan Frauscher, Christian Spiessberger and Josef Weinhofer.

Race 7 saw a notable result, when veteran Yngling sailor and International Yngling Association life member, Jørgen Ring, crossed the line in first place, sailing on DEN 111 with Alexander Reiter, age 13 and the Chairman of the Danish Yngling Club, Frederik Løppenthin, as crew members. Jørgen Ring has sailed Ynglings since the boats were first raced in 1968.

Like Day 2, Day 4, on Friday 24 May, started with a long wait on shore, but eventually the race committee managed to get two races done. Race 8 saw Wolfgang Buchinger take his fourth and final first placing on AUT 285. Race 9 was won by AUT 294 sailed by Gudrun Böhm, Harald Böhm and Claudia Stenico.

By the end of Race 9, it was clear that Wolfgang Buchinger, Michael Nake, and Karin Schöberl would be the 2024 Yngling World Champions, as no other boats would be able to beat their score in the remaining race. However, competition for the 2nd and 3rd positions would still be determined by each boat's result in Race 10, to be held the next day. After racing on Friday 24 May, the Dutch, German, Belgian and Danish contingents hosted the second national party.

Saturday 25 May saw the last race of the regatta. This last race belonged to GER 278, sailed by Philipp Däbritz, Astrid Cornelißen and Nikolas Sparisch. Remarkably, this team ended the World Championship in the opposite position to the where they had found themselves at the beginning of the regatta, when they received a UFD, or U-Flagged Disqualification, in Race 1!

Second place in Race 10 went to another German team in the form of GER 263, sailed by Hans-Heinrich Gerth, Marcel Severin and Valentin Däbritz.

However, perhaps the greatest struggle of the day was between the top two Netherlands skippers, Reinier De Kler (NED 350) and 5-time World Champion Maarten Jamin (NED 355), who started the final race with only 4 points between them, and who were contending for 2nd and 3rd spots in the overall Championship. By the end of the race, Reinier De Kler managed to increase his 4-point lead, which he had over his fellow countryman, securing third spot in the last race, and 2nd place overall in the World Championship.

With 10 races sailed, the top three places in the 2024 Yngling World Championship belonged to:

**1st Place and 2024 World Champions:** AUT 285  
Wolfgang Buchinger, Michael Nake, Karin Schöberl

**2nd Place:** NED 350  
Reinier De Kler, Marije Willemsen, Theresa Neu

**3rd Place:** NED 355  
Maarten Jamin, Jaap Smolders, Cristel Pessers

Congratulations to everyone who participated.

See you on the waters of the Oosterschelde, Netherlands, 18-25 July 2025!

*Adam Tran*  
*President AIYA*



# CHAMPIONSHIP

GUMNDEN, AUSTRIA. PHOTOS: TRAUNSEE WOCH

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# 2024 YNGLING OPEN WORLD CHA

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Place	Sail No	Team	Pts.
1	AUT 285	Wolfgang Buchinger, Michael Nake, Karin Schöberl	40
2	NED 350	Reinier De Kler, Marije Willemsen, Theresa Neu	46
3	NED 355	Maarten Jamin, Jaap Smolders, Cristel Pessers	56
4	NED 320	Jules van Raaij, Jolle Bausch, Emile van Raaij	67
5	GER 237	Nicolaus Schmidt, Kaj Müller, Magnus Waller	92
6	AUT 369	Stefan Frauscher, Christian Spiessberger, Josef Weinhofer	97
7	GER 263	Hans-Heinrich Gerth, Marcel Severin, Valentin Däbritz	117
8	AUT 296	Martin Lutz, Susanne Skolaut, Philippe Boustani	118
9	AUT 279	Ernst jun. Frauscher, Wolfgang Reisinger, Klaus Schiller	118
10	AUT 286	Jörg Moser, Michael Gubi, Manfred Magnus	125
11	AUT 294	Gudrun Böhm, Harald Böhm, Claudia Stenico	129
12	GER 300	Michelle Meister, Stefan Meister, Sten Höpfner	135
13	NOR 405	Joakim Skovly, Kjell Eirik Irgens Henanger, Andreas Brunvoll	137
14	SUI 457	Thomas Kristiansen, Marc Bornand, Sandra Schaar	137
15	NOR 261	Petter Hermansen, Stine Hermansen, Claus Gladyszak	138
16	GER 277	Ralf Teichmann, Jos Vaes, Thorsten Schutt	147
17	GER 17	Heinz John, Michael Heyder, Hendrick Rathke	152
18	AUT 174	Michael Gsell, Felix Hoff, Bernd Gsell	157
19	BEL 358	Stefan Wuyts, Bart Goossen, Lenn Masson	161
20	SUI 474	Stephan Speiser, Dominik Auer, Michéle Grossenbacher	169
21	AUT 287	Max Schiller, Anton Berner, Ferdinand Schober	171
22	GER 284	Ralf Goepfert, Jörg Sonntag, Gunter Edinger	171
23	AUT 246	Wolfgang Reiser, Michael Waldburger, Christian Reiser	174
24	AUT 80	Harald Huska, Florian Huska, Günter Huska	186
25	GER 292	Jan Treutler, Andreas Bauer, Emma Johanna Graßman	189

2024 WORLD CHAMPIONSHIP GMUNDEN, AUSTRIA. PHOTOS: TRAUNSEE WOCHE



Place	Sail No	Team	Pts.
26	GER 288	Yvonne Muschke, Saskia Hermenau, Dana Wächter	193
27	AUT 314	Leopold Berner, Paul Laherstorfer, Xaver Haginger	221
28	SUI 471	Oskar Erdin, Konrad Schindler, Michèle Spörri	223
29	AUT 277	Thomas Pfaller, Peter Fasching, Andreas Brickl	224
30	NED 323	Matthijs Tak, Margreeth Duit, Bertine Van Dijk	226
31	AUT 330	Maximilian Wolfgang Reisinger, Simon Oberfrank, Paul Oberfrank	228
32	GER 278	Philipp Däbritz, Astrid Cornelißen, Nikolas Sparisch	238
33	DEN 111	Jørgen Ring, Frederik Løppenthin, Alexander Michael Diamantopoulos Reiter	240
34	AUT 300	Matteo Feichtenschlager, Georg Böckl, Katharina Böckl	241
35	AUT 297	Hans Joachim Schibany, Christina Stadlmayr, Karl Boucek	246
36	GER 303	Ralf Lahno, Jörg Fischer, Lothar Zimmer	266
37	SUI 398	Patrick Haag, Johannes Tinsobin, Gianni De Nardis	276
38	GER 285	Frank Kanig, Friederike Wiedemann, Yvonne Brook	281
39	GER 301	Birgit Schröder, Susanne Hopsch, Sabine Klieber	288
40	SUI 460	Jan Wild, Rolf Greuter, Silvia Bühler	304
41	AUT 333	Bernhard Prange, Andreas Schobesberger, Herbert Trucker	325
42	SUI 472	Walter Baumgartner, Eva Baumgartner, Bernd Muschke	339
43	NED 312	George Van Liebergen, Renate Mittertreiner, Michael Wüsten	344
44	GER 222	Florian Tenk, Gerhard Tenk, Lutz Riedbaum	358
45	AUT 162	Greta Elisabeth Holleis, Anna Franzelin, Flora Hofmanninger	368
46	NED 368	Herman Sijtsma, Rob Sommers, Marcel Menger	372
47	GER 7	Oliver Frey, Matthias Römmer, Susanne Müller	408
48	GER 304	Linus Wittmann, Lena Böing, Fie Wittmann	414
49	GER 286	Fredi Haake, Erhard Haake, Guido Sven Daether	459
50	AUT 283	Josef Urban, Julia Anna Graber, Christian Kahls	459





LADY B. IN 2002

The following article is about my experiences in equipping my Yngling SUI 447.

Before you start, read the Class Rules carefully. Yngling class rules are closed class rules where anything not specifically stated is prohibited. Discuss details with your local Yngling measurer at an early stage.

During the transition from Portier (boatyard in Switzerland) to Mader (boatyard in Germany), there was a time when no Yngling could be built in Europe. Therefore, I ordered a bare hull in Australia from Chris Harper/Sunburst Marine in 2000 and fit it out in Switzerland, with the help of the Betschart+Wolfensberger boatyard.

The boat was in the following construction progress:

- Hull and deck joined (= assembled hull) and measured
- Keel loose, not mounted
- Rudder blade loose: without rudder head, tiller fitting and tiller
- Without fittings
- Without rigging.

The boatyard mounted the keel and completed the rudder system. This level of construction progress is the minimum reasonable starting point for further work on your own.

### **Why do it yourself? Why not order the complete boat from the boatyard?**

- Financial aspects should not be the main reason. If you are short of money, it is better to buy a good used boat
- The motivation comes from a boat that is perfectly equipped according to the crew's wishes, and also from the joy of doing it yourself. Cost savings are a positive side effect.

### **Prerequisites for doing the work yourself:**

- Experienced Yngling sailor, preferably already the owner of an (old) Yngling
- Detailed knowledge of the crew's needs regarding boat handling and boat trim. How exactly do I want to handle the boat?

- Talented and experienced handyman with good tools and a love of crafting
- A hall where you can work on the boat in peace and over a longer period of time
- Plenty of time and no deadline pressure. Think twice before you drill
- You can't calculate your own working hours – it's part of the hobby.

### **The advantages of doing the work yourself:**

- Optimal usability of the boat according to the crew's needs
- Customised arrangement of fittings
- DIY fun
- Special requests to the boatyard for a new build are expensive
- From the beginning, everything is optimally set up
- Save costs, the corresponding hourly costs of the boatyard are eliminated.

### **Important points from my experience:**

- Fittings, layout and operation must prove themselves in strong winds. In less wind, everything works reasonably well
- A boat is only optimally equipped when you can't eliminate anything more without sacrificing important features. Principle of simplicity
- Avoid "nice-to-have", no frills. It's only complicated and prone to failure, with no added value
- Visit boats of other Yngling owners and look at all the details carefully. Sail with them to see if you want to have it that way or not
- When in doubt, retrofit your old Yngling and try it out
- Think about how you can make (or buy) special parts such as consoles for clamps, consoles for the jib ratchet block, foot straps, spinnaker bag, etc
- Make sure that raising and lowering the mast is easy for transport to regattas. No time consuming threading of halyards, etc
- Before you start, work out an exact layout and define the positions of clamps etc. exactly.
- First stick the clamps, pulley blocks etc. to the hull with double-sided tape and check the pull angles. Only then drill the holes.
- Clarify the necessary gear ratios of pulley blocks exactly. A lower transmission ratio is better, requires a little more force but runs more smoothly and quickly. Only the kicking strap and the jib halyard adjuster require a lot of force
- Avoid block and tackle systems with double or triple blocks. Far too much friction. Use cascades (potential block and tackle). Less friction, but requires more space in the boat, respectively reduces the adjustment range if there is a lack of space. Ideal for kicking strap and jib halyard adjuster

- Avoid all friction. A line must not chafe anywhere (deck passages, oblique pulling angles etc.), but must run freely from ball bearing to ball bearing
- Use ball bearing blocks, clamps, etc. only from first-class brands
- If in doubt, choose a larger roll diameter, which results in less friction in the system
- Use only lines with a Dyneema core. Dismantle or taper wherever possible. The cover should only remain on the lines where when they are clamped or handheld. This reduces friction in the system
- Suggested line diameters: All control lines 5mm, double jib sheet 6mm, taper spinnaker sheets from 8mm to 4mm, mainsheet 8mm, jib halyard 6mm, spinnaker halyard 5mm
- The rig may have to be ordered separately. This gives you the opportunity to determine all the details exactly: which halyards should come out of the side of the mast, which lines run over the rollers in the mast foot, and which lines run directly through the mast foot into the boat? How do I lead the spinnaker and the jib halyard into the boat? How is it operated?

#### General:

- Clarify exactly which crew member operates what and position the clamps accordingly. What has to be operated from both sides and what can also be operated centrally from the middle of the boat? Keep it simple
- Do I configure the boat for 2 or 3 people, or for both variants?
- Do not position any clamps on the crew seating areas. Sitting on them is uncomfortable and makes them difficult to use.
- Standardize the screws to a few diameters and use the same type of screw head everywhere. The crosshead type has proven itself
- Use only nuts with polyamide inserts, PolyStop or similar
- Use only acid-resistant screws, nuts and washers of quality A4. Stainless steel A2 is not seawater resistant. You can get quality A4 from established screw dealers, but not from normal yacht shops or hardware stores. Buy large quantities, 100 pieces are quickly used up.

**I wish you lots of fun equipping your new Yngling!**

LADY B. ON LAKE GARDA AT THE 2018 WORLDS. PHOTO ELENA GIOLAI



# CHRIS & JAN HARPER TROPHY

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The winners of the 2024 Trophy are Chris Skogen and Torbjørn Halvorsen from Norway.

They have contributed significantly to the revival of the Yngling class in Norway. Ronny Rognhaugen's nomination letter describes this as follows:

Chris and Torbjørn are essential to the Yngling class in Askøy/Bergen. They have been active since 2009 in restoring Ynglings and organizing training and regattas for the class. The activity got a boost when Askøy took over nine Ynglings from the Royal Norwegian Navy. They had to be ready for the Military Worlds in 2013, together with their own three club Ynglings and several private ones. But that was just a tune-up for the Yngling Worlds in 2015 with 37 participants, and now they will host the Worlds again in 2026.

For more than ten years, Askøy has provided a stable fleet of 25 Ynglings and has been the main contributor to the class in Norway. Especially in the maintenance and care of the club boats Chris and Torbjørn have been crucial.

The possibility of renting Ynglings at Askøy has made it easy for teams from other places to participate. This is probably the main reason why the Yngling has become more popular in Norway in recent years. Not only are we attracting more sailors to the class, but the quality of the boats and crews has improved. In 2023 we got the first Norwegian World Champion since 1990, representing Askøy and Bergen.

I would also like to mention the friendly and positive attitude that Chris and Torbjørn represent.

They share their competence and knowledge with the rest of us, and set good examples to newcomers and old-timers in the Yngling class. This is vital for the future; a Yngling can live forever, but without personal commitment the regatta class will not survive. And as we say in Norway: *Once a Yngling, always a Yngling!*

The trophy winners so far:

2001 Heinz and Evi John, GER

2002 Jürg Wenger, SUI

2003 Reinier de Kler, NED

IYA ExCo



CHRIS AND TORBJØRN AT ASKØY WITH NOR 404

# YINGLING MAGAZINE HISTORY

BY KJELL ERIK IRGENS HENANGER

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Coming back to the Yngling class and Yngling sailing in 2021 after a 'pause' since the year 2000 season I was pleased to see a thriving class and the same friendly atmosphere even though competitive at the race area. Of course, the Olympic years had brought some new ideas and impulses to the class, not to mention also a welcomed addition of newly built boats. Really needed as the original 60's and 70's build boats do come of age, even though proved to be competitive still if looked after and prepared well for racing.

Also, the yearly Yngling magazine was alive and well with the class. Even in these digital ages, having a paper copy at hand is a joy still... maybe it's me getting of age, but still. At the IYA pages I found newer editions from 2016 and onwards. Following a relocation this winter I found a pile of my old Yngling magazines collected during the 90's, the 1993-2000 edition.

A treasure too pricey to hide away, hence I set off to scan these to pdf files and sent to IYA for archiving and publishing at the IYA website. This was received really well and our friends in Netherlands, Anna Bertling and Reinier de Kler started searching for missing editions, and by now we should have found most years edition in paper versions and have started scanning them. Also Norwegian Yngling Club chairman Ronny Rognhaugen has retrieved some editions. As far as I know 1985 was the first yearly magazine. There was possibly a Danish made 1984 edition as well according to rumours. We are at present looking for 1988, 2008, 2009, 2011 and 2012, and anything made prior to 1985. The rest should be on their way to the IYA web archive as soon as scanning time has been found.

*NOR 405 Fetter Fart*

Link: [www.yngling.org/organisation/iya-magazines/](http://www.yngling.org/organisation/iya-magazines/)



Photo: Kjell Eirik Irgens Henanger

# Y MAGAZINE CELEBRATES 40

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## A magazine for Yngling sailors and their friends worldwide.

The Yngling News was printed in 1980, a good attempt to keep updates on rules, builders and NYA's. In 1984 the Danish association printed a Danish/English magazine.

In 1985 the magazine was produced by a group of very astute Vikings from Denmark led by Neils Christian Anderson. Neils a very charismatic President was assisted by Nicolai Lassen, Henrik Møller and Maj Greving together providing their art and production skills and... the first *Magazine for Yngling sailors and their friends worldwide* in English was born!

Their ambition was to promote the Yngling Class around the world by letting each nation (NYA's) tell their stories. This kept their interest up and certainly increased the class numbers.

Contacts were made around the world and communications increased.

The sailors made friends all around the world and the class became truly International.

All the NYA's were contacted by FAX, for our youngsters it is an early tree hungry version of an SMS, and photographs were snail mailed.



40 years later the Yngling Magazine is still important to our Class.

Our President Walter Baumgartner said the following: *"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"*.

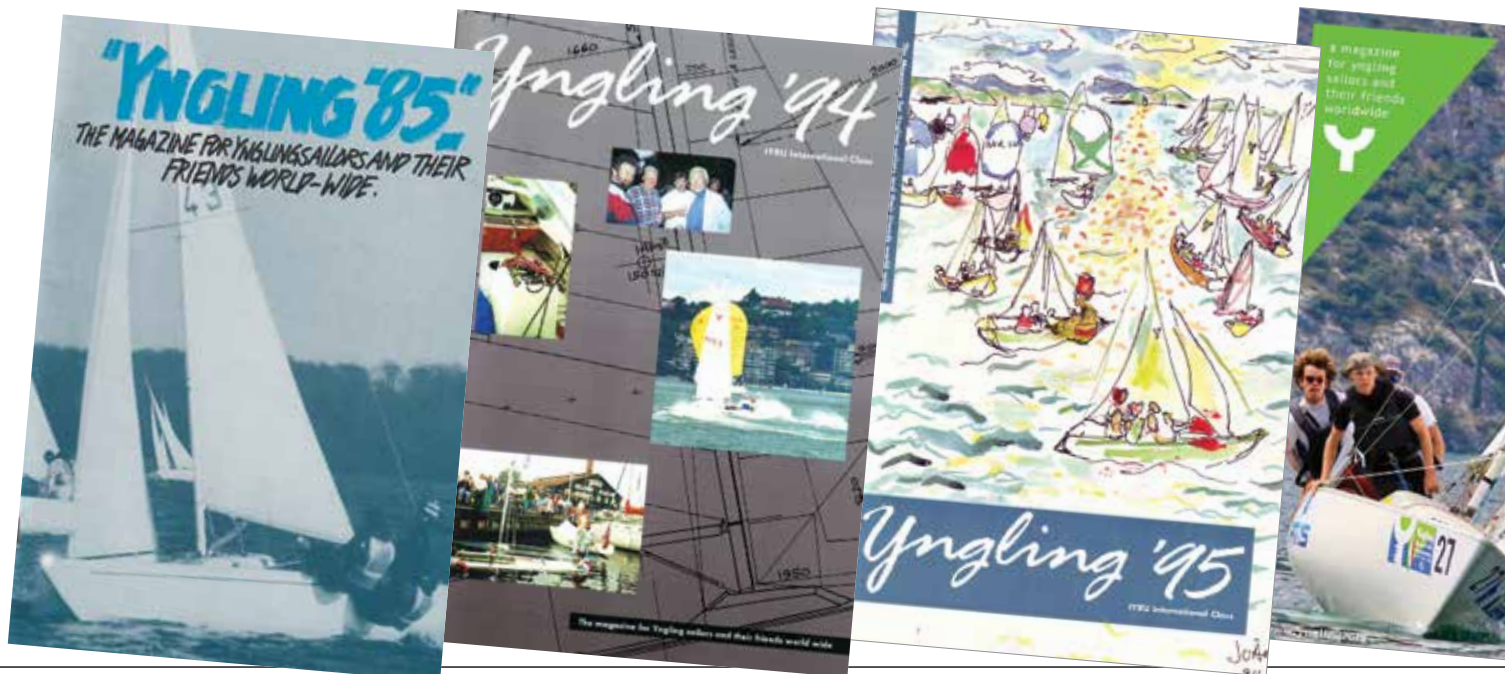
On the latter: *Studies show that print is remembered longer. Print media has greater credibility. Readers take more time for print and devote more attention to print products. Print offers a unique feel and greater reading comfort.*

*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.*

The Yngling was born in Norway. Designed by the Olympic class Soling naval architect Jan Herman Linge. I say Jan Linge finally got it right when he came up with the Yngling.

The voyage started in Denmark.

With great events, venues and friends, the International Yngling embarked on a journey that is truly remarkable and has been logged all the way in our great Magazine.





The magazine covered National and World Open Championships including the first Women's Championship in Denmark in 1985.

The Presidents Report contained information from all the nations now competing and the navigation that we must take.

The magazine Included contacts in Australia, Austria, Belgium, Canada, Denmark, Germany, Holland, Italy, Norway, Switzerland and the USA.

The builders, Jan H Linge A/S Norway, Yachtwerft Portier (Switzerland), Bootswerft Mader (Germany), Scandia Plast Boatworks (Canada), DeWolf Boats (USA) and Pamcraft (Australia), were included.

The magazine also included prominent sailors, Jurors and of course Yngling Friends and mostly what they got up to.

The course was set by the IYA and we all stayed onboard, both sailing the course and recording it for our friends worldwide.

The formalities were also covered which included the behind-the-scenes Committee Members – Presidents, Treasurers, Measurers, Race Officials and volunteers.

With such great colourful people involved it made the magazine a great read.

Financing the magazine in the beginning was problematic, but in the end it paid its way through the promotion of the class.

40 years on and it is still admired by the sailors and their friends and has received commendations as

the best sailing magazine of its type at the IYRU/ISAF/ World Sailing meetings.

I am sure it helped the class gain International and Olympic status.

I must say it was a pleasure to be involved with the YMAG, with my wife Jan, it kept us in touch with sailing and our Yngling friends in ways you just can't imagine.

The journey is not over yet for the Yngling, and therefore our magazine.

*Editor and Secretary 1994-2020*

*Chris Harper OAM LM IYA*

THERE HAVE BEEN MANY ITERATIONS OF THE YNGLING MAGAZINE FROM IT'S BEGINNING IN 1985, INCLUDING A MAKEOVER OF THE LAYOUT IN 1994, TWO COLOUR PRINT INSIDE FROM 1999, AND IN 2012 THE MAGAZINE BECAME FULL COLOUR THROUGHOUT, WITH DIGITAL PRINTING MAKING THE MAGAZINE MUCH MORE COST EFFECTIVE TO PRINT.



# A SWISS FLASHBACK TO TØNSBERG

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*Yngling Norway is considering a new bid for the 2029 World Championship in Tønsberg at the Oslofjord. The reasons for this are several anniversaries, including the 50-year anniversary of the first official Yngling World Championship in Kristiansand, Norway, and the 40-year anniversary of the first (and only) Yngling World Championship to be held in Tønsberg.*

*Jürg Wenger is apparently the only active Yngling sailor from Switzerland who took part in the 1989 Yngling World Championship in Tønsberg. As it was his first World Championship, he has kept a lot of documents as souvenirs, which he does not want to withhold.*

*Here is Jürg Wenger and his crew's experience from that time:*

At first it was just an idea, a seemingly daring one, which arose in our heads on a foggy November day in Berne, Switzerland, as a way of countering the gloomy mood. We laughed at the thought of taking part in the World Championships, as we were only hobby sailors. But then we asked ourselves the question, why shouldn't we actually risk the adventure, push our limits, after all, what could happen to us? In the end, it's the participation and the right attitude that count. The plan was born, we wanted to participate.

We began by systematically reserving all the regatta weekends in our diaries, of which there were quite a few. We bought gym memberships and started riding our bikes to work to train our stomach and thigh

muscles and strengthen our circulatory system. The crime novels on the bedside table were replaced by the racing rules.

We started training on the water at the beginning of spring, with the snow still lying on the hills around Lake Thun. We froze terribly, but as we knew it was supposed to be cold in the north, we were able to test our clothing. In addition, riding out on the Yngling was also a learning experience: at first, we usually ended up with bruises and sore muscles. Our helmsman spent evenings modifying the boat and figuring out new sheet arrangements. More and more, we caught the regatta fever, and our results were already quite respectable.

After these preparations, we headed north on July 1, 1989 with our ship on a trailer, or more precisely via Denmark to Tønsberg. From there we searched for the harbor of Fjaerholmen, where the World Championships were to take place. The north presented itself from its best side, the landscape was overwhelming and the light very unusual. We received an extremely hospitable welcome at the Tønsberg Sailing Club. We were the third boat to arrive there. Three blond, tanned, athletic sailors, who were in the process of building a super-fast boat, greeted us with a confident "Hi, how are you?", so that we were already wondering within our team whether we were overestimating ourselves. We greeted back in awe.

More and more boats from many countries arrived and on July 7, the time had come: the race office opened,



THE KING INSPECTED THE WORLD CHAMPIONSHIPS



FULL SPEED AHEAD

and the measurements began. Sail by sail, mast by mast, keel by keel was measured to the millimetre, and often sails were changed, marks shifted, and masts straightened. People helped each other and made their first contacts.

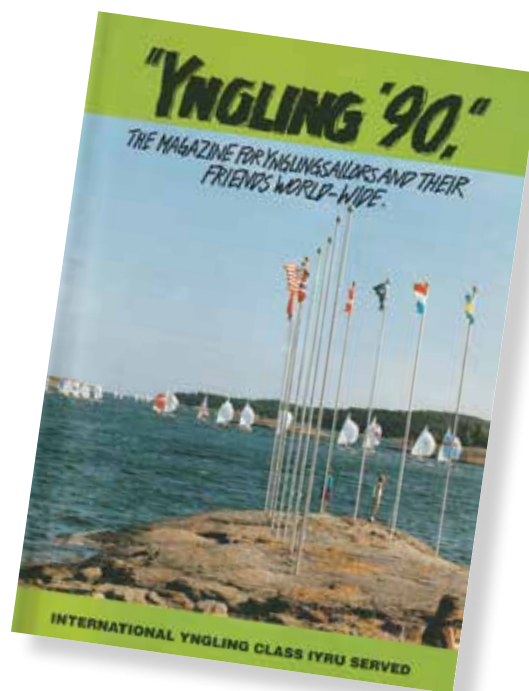
On July 9, the opening race took place in bright weather with winds of force 3 on the Beaufort scale. It was a spine-tingling excitement to be among the 56 boats at the starting line. However, we Swiss had trouble keeping up with the field, and it seemed as if the other boats could fly while we were struggling in the waves. Our president, G. Schmidt-Ginzkey, tried hard to coach us and also took care of our physical well-being, but against the great Danish and Norwegian experts, we were real green horns and often seemed to give the impression of freshwater exotics, so we were therefore even mentioned by name at the opening ceremony.

Every morning at 8:00 a.m., after hoisting the Swiss flag, we left the harbour. We sailed about an hour out on the sea to get to the regatta course. A race lasted about 3-4 hours, with 1-2 competitions taking place each day. Our personal goal was modest: we didn't want to come in last, which we always managed to do, with one exception. At the beginning of the week there was little wind, 2 Beaufort. The second race couldn't even start because of the calmness. But from the third race on, the wind speeds increased and even reached 8 Beaufort on Friday, so that we were unable to leave port for the time being. It was a big change for our crew to sail in 4-7 Beaufort and quite rough seas. We were almost constantly pumping on the upwind leg and at first it seemed as if we were literally stuck in the waves. We then followed the advice of the Australian team, who were always very helpful to us, to make our sails more rounded, move the jib lead cars forward and the trim was much better suited to the conditions. The spinnaker course was a real pleasure, often we were able to ride the waves, and the current added to the speed. We felt like we were flying. Since King Olav of Norway was also watching the whole thing, we couldn't help but yodel.

We fought our way to 53rd place. The winners were the crews from Denmark, namely Andersen/Sebbelow/Kihl in first place, Lambaek/Lambaek/Pedersen in second place and Selko/Empacher/Nilsen in third place. We warmly congratulated them on their great performance.

Looking back, we can say that we were able to significantly expand our sailing knowledge, and in conclusion, we would also like to give the organisers a big thank you for their excellent organisation. In a very personable way, they ensured that the races ran smoothly and organised the evening barbecue parties in such a relaxed atmosphere that the meeting of nations was certainly made possible.

We can only hope that as many Yngling sailors as possible will take part in the event in Geneva next year, as a World Championship is a unique experience.



As sailors, we have a lot to think about. It starts with deciding what to wear, which jib to use, basic mast trim, where to start, which course to take, how we expect the wind to shift, and so on. Almost all of our decisions are weather-related. We're constantly busy with these considerations, but I realised that we often lack a deep understanding of the weather itself.

This realisation underscores the importance of improving our weather knowledge, especially our ability to read and interpret clouds. By enhancing our understanding of weather patterns and cloud formations, we can make more informed decisions on the water, improving both our performance and our overall sailing experience. This knowledge becomes an invaluable tool, complementing our other sailing skills and helping us make better decisions on the water.

By regularly looking at the sky and practicing these characteristics, you as a sailor will become increasingly able to 'read' clouds and predict the weather, helping you make safe and tactical decisions on the water.

**PRACTICE CLOUD RECOGNITION AND WEATHER FORECASTING EVERY DAY!**

To improve your cloud recognition skills and weather prediction abilities, try the following daily routine: (not just when you are sailing)

**1. Morning weather map analysis:**

- Start your day by examining the weather map for your area
- Note the current conditions and any approaching weather systems.

**2. Make your own forecast:**

- Based on the weather map and your knowledge of cloud types, predict the day's weather
- Pay special attention to expected cloud formations and their implications.

**3. Verify with a reliable weather app:**

- Use a reputable weather app to check the official forecast
- Compare your prediction with the professional forecast.
- Take note of any discrepancies and try to understand why they might occur.

**4. Observe throughout the day:**

- Regularly look up at the sky throughout the day
- Identify and name the cloud types you see
- Notice how the clouds change and develop over time.

**5. Evening review:**

- At the end of the day, reflect on your morning prediction
- Compare what actually happened with your forecast and the official forecast
- Consider what you've learned and how you can improve your predictions.

By consistently following this practice, you'll gradually enhance your ability to read clouds and interpret weather patterns. This skill will become invaluable when you're out on the water, helping you make informed decisions about your sailing plans and safety. Remember, becoming proficient at cloud recognition and weather forecasting takes time and patience.



High Troposphere		Medium Troposphere	
Ci spi	Cirrus spissatus	Ac flo	Alto cumulus floccus
Ci fib	Cirrus fibratus	Ac cas	Alto cumulus castellanus
Ci unc	Cirrus uncinus	Ac len	Alto cumulus lenticularis
Cc flo	Cirrocumulus floccus	As	Altostratus
Cs fib	Cirrostratus fibratus		
Cs neb	Cirrostratus nebulosus		

The more you practice, the more accurate your predictions will become, ultimately making you a safer and more confident sailor.

**ON THE WATER:**

1. Approaching a cloud from the front may lead to a decrease in wind speed.
2. Sailing behind a cloud often results in stronger winds, which can be advantageous for speed but may require sail adjustments.
3. The wind direction can shift slightly as you pass alongside a cloud, curving towards its center.
4. These effects are generally more pronounced with larger, more developed clouds.

5. In rainy conditions, this pattern can reverse, with stronger winds in front of the cloud and weaker winds behind it.

6. Outflowing winds (associated with rain) are typically stronger than inflowing winds (associated with dry conditions)

Remember, while these patterns are common, local conditions and other meteorological factors can influence wind behavior, so always stay alert and ready to adjust your sailing strategy as needed. (In the Netherlands we have no *föhn* like the Swiss have we only have hairdryers)

See this website for more on cloud classification: [www.weather.gov/lmk/cloud\\_classification](http://www.weather.gov/lmk/cloud_classification)



Low Troposphere		Towering vertical & Other-Accessories clouds				Surface based	
Cu fra	Cumulus fractus	Cu con	Cumulus congestus	An	Anvil	Br	Brume
Cu hum	Cumulus humilis	Cb cal	Cumulonimbus calvus	Vg	Virga	Fg	Fog
Cu med	Cumulus mediocris	Cb inc	Cumulonimbus incus	Ro	Roll cloud		
Sc	Stratocumulus	OST	Overshooting Top	Sh	Shelf cloud		
St	Stratus	Mm	Mammatus	Wa	Wall cloud		
Ns	Nimbostratus	Pi	Pileus	Fu	Funnel cloud		

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**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 – IYA Social Media/Competitions Officer, NED
6. Sally Jacquemin – Advisor and Special Tasks Officer, USA
7. Christian Dylla – Chief Measurer, GER
8. Jørgen Ring – Observer, DEN
9. Alexander Reiter – Observer, DEN
10. Frederik Løppenthin – President, DEN
11. Kjell Eirik Irgens Henanger, NOR
12. Bernhard Prange – President, AUT
13. Andreas Schobesberger – Observer, AUT
14. Oskar Erdin – Observer, SUI
15. Eva Baumgartner – Observer, SUI
16. Konrad Schindler – Observer, SUI
17. Michèle Spörri – Observer, SUI
18. Silvia Bühler – Observer, SUI
19. Thomas Kristiansen – Observer, SUI
20. Michael Gsell – Observer, SUI
21. Jan Wild – Observer, SUI
22. Sandra Schaer – Observer, SUI
23. Marc Bornand – Observer, SUI
24. Jolle Bausch – Observer, NED
25. Emile Van Raaij – Observer, NED
26. Felix Schneider – Observer, SUI
27. Matthijs Tak – Treasurer, NED
28. Reinier de Kler – Observer, NED

**2. Opening of the meeting.** The meeting opened at 9:00pm Gmunden time – *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. – *Nil*

**4. Approval of Agenda.** The Notice of Meeting and the Agenda was approved. – *Nil*

**5. Approval of Voting Registry.** The voting registry was approved with 66 votes in total.  
No proxies have been received from Sweden.  
65 votes or 98% of the votes are represented at the meeting. – *Nil*

**6. Recognition and update of new National Yngling Associations.** No new National Yngling Associations were recognised. – *Nil*

**7. Minutes of AGM 2023 in Copenhagen, Denmark.** Minutes of the Annual General Meeting in 2023 in Copenhagen were approved, with thanks to Adam Tran. – *Nil*

**8. The Annual Report 2023.** The Annual Report 2023 was distributed prior to the meeting.  
Walter Baumgartner delivered a presentation covering key points from the Annual Report (attached). – *Nil*

**9. Financial Statement, Accounts, Balance and Treasurers comment, Report of the Auditors.** The Financial Statement, Accounts, Balance and Treasurer's comments were presented by Petra Schutt.

- The Association has had a positive result for a second year in a row.
- The Association had strong income in the previous financial year with 444 boat stickers sold, particularly to Denmark and Norway (budget was for 460 stickers). A record high number of sail labels were also sold (218 sold from a budget of 130).
- Additional revenue was also received from the placement of advertisements in the Yngling Magazine.
- Total income was 19'818 CHF.
- Expenses were 18'872 CHF.
- The cost of producing and printing the Yngling Magazine was 1'088 CHF.
- Overall the Association had an operating surplus of 946 CHF.
- Due to the date that the report is being presented, the results are provisional and not yet confirmed by the auditor.

Maarten Jamin put forward some remarks about the need to invest in the development of the International Yngling Class rather than generating a surplus. He proposed an idea where the Australian and US champions be sponsored to attend the next Open World Championships through a subsidy of 1500 Euros each, and the European champion would be sponsored with a subsidy of 500 Euros. Maarten also proposed a 500 Euro prize for the Springtime Championships at Riva Del Garda. The meeting agreed with the proposal in-Principle, and the Executive Committee will discuss the matter further at its next meeting.  
– *Executive Committee to discuss Maarten Jamin's proposal.*

**10. Discharge of the Executive Committee.** The Executive Committee for the past year was discharged with no objections or abstentions. – *Nil*

**11. Proposals.** Class Rules: No Proposals  
Championship Rules: No Proposals  
Constitution Proposal: No Proposals – *Nil*

**12. Report and recommendations from IYA Technical Committee.** Christian Dylla provided an update from the Technical Committee:

**Rule C.5.1 (b) Portable Equipment:**

- The Committee investigated this matter and have confirmed that there is no class rule change needed to enable people to use e.g., the Racemaster T070 Compass.

**Change of Construction Manual Page 6:**

- Option to preproduce hull/ deck joint rather than laminating it wet in wet while joining hull and deck.
  - Not yet requested with World Sailing as no new Yngling is built now.

**Build of high floor:**

- Answer from World Sailing received
  - High Floor can't be taken out of the License Agreement with the builders

- Consequence is if a boat should be upgraded with a high floor, the parts need to be bought from a licensed builder **Note**, that the boat needs to be re-measured after a high floor was built in.

Intention of the class to buy moulds from Borresen.

- The Executive Committee decided to be independent from individual builders and have a set of moulds on its own
  - The moulds from Borresen are still available
  - Jos Vaes (Yngling Sailor and civil engineer with boatbuilding skills) will visit Borresen end of May/ beginning of June and inspect the moulds
  - Further discussion will start after this.

#### New Sail Label Sticker

- New labels were ordered as we are running out of stock
- We changed vendor due to the fact that the previous one has problems with the quality of the stickers
- New stickers start with number 13641, will be slightly bigger (85mm diameter rather than 77mm) and layout is different.

**13. Review of IYA info. Magazine, website, Facebook, and Y for future booklet.** This item was addressed in the President's report. – *Nil*

#### 14. Future Regattas.

*2025 Springtime Regatta, Riva del Garda, Italy.*

- Austria is organising this regatta and is aiming for 20-25 boats.
- Feedback was provided during the meeting about the need to open entries early to increase participation, with the ability to confirm participation closer to the date of the regatta. Discounts for early registration should also be considered.

*2025 Open World Championship, Oosterschelde, Netherlands (application).*

- Yngling Club Holland presented its application to hold the 2025 Open World Championship at Oosterschelde.
- The application was accepted with pleasure.

*2026 Open World Championship, Bergen, Norway (Confirmed).*

- It was noted that the application from Norway was presented and accepted at the last Annual General Meeting.

*2027 Open World Championship, Brunnen, Switzerland (Application)*

- Switzerland presented its application to hold the 2027 Open World Championship at Brunnen.
- The application was accepted, and the Swiss representatives were thanked for their presentation.

*2029 Open World Championship, Tonsberg, Norway (for discussion)*

- The possibility of holding the 2029 Open World Championship at Tonsberg in Norway was discussed. The Norwegian Yngling Association would like to gauge the level of interest in this location and invites feedback to be provided to Kjell Eirik Irgens Henanger. – *2025 Open World Championship confirmed for Oosterschelde, Netherlands. 2027 Open World Championship confirmed for Brunnen, Switzerland.*

**15. Builders Information.** The only current active builder of International Yngling Class boats is Bootswerft Mader GmbH. – *Nil*

**16. Budget for 2024/2025.** The meeting discussed the budget for 2024/2025

- A proposal to increase fees was presented, noting that fees have stayed the same for more than 10 years. Austria indicated that it did not agree with the fee increase but all other National Associations supported the proposal, and it was passed.
- The meeting also discussed and agreed to an amendment to the budget to allocate 9000 CHF for the promotion of the Yngling Class, with the Executive Committee to be delegated the task of deciding how the funds are to be spent. – *9000 CHF to be allocated for the promotion of the Yngling Class, with the Executive Committee to be delegated the task of deciding how the funds are to be spent.*

**17. Membership and Label fees.** The meeting agreed that the fees for 2024 are:

- Membership Fee € 25
- Application for entry € 20
- IYA Share at Championships € 30 (or as negotiated)
- IYA Sail Label € 50 – *Fees to be set as agreed.*

#### 18. Elections/Appointments.

Walter Baumgartner was elected as President for one year. Maarten Jamin was elected as Vice President for one year. Adam Tran was elected as Secretary for one year.

Petra Schutt was elected as Treasurer for one year.

Anna Bertling was elected as Social Media Officer for one year.

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

The Technical committee was appointed, comprising of Christian Dylla, Thomas Huber SUI (new member) 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. – *Nil*

#### 19. World Sailing Classes Committee – IYA representative.

Matthias Dahlström was confirmed as the International Yngling Association representative at the World Sailing Classes Committee – *Nil*

**20. Any other business.** The Chair noted that Felix Schneider will be retiring from his duties with the International Yngling Association and bade him farewell.

- Felix has served the Yngling Class for more than 24 years, and he has been to most World Championships during this time.
- Felix has been a careful and meticulous Class measurer.
- The Chair thanked Felix for everything he has done for the Yngling Class and awarded him a small model of a Yngling.
- It was noted that Felix will continue to assist with the Swiss Championship. – *Nil*

**21. Date and time for next AGM.** Next AGM will be held in the Netherlands, date and time to be confirmed.

#### 22. Closing of meeting.

The meeting was closed at 10:50pm, Austrian Time. 19 May 2024

# BUILD NEW YNGLING GET MORE FOR LESS

- ✓ A cost effective approach to building a new Yngling – due to modular design.
- ✓ Four construction packages make building highly attractive.
- ✓ The basic package consists essentially of the hull, rudder and keel.
- ✓ Work is done partly by the shipyard, partly by yourself.
- ✓ IYA has approached three shipyards – including the proven Mader shipyard.
- ✓ The basic package costs, depending on the shipyard, is between €18,000–€28,000 net.
- ✓ The costs for the complete boat depends on the buyer's own contributions.
- ✓ IYA will support you to get offers from the three shipyards.
- ✓ The first two buyers may apply for a €5,000 subsidy from IYA.

**Package 1** (basic package): Fully assembled casco including hull, deck, keel, rudder, stanchions, including measurement.

**Package 2:** Holes for fittings drilled into the hull. Sailors can assemble the fittings themselves using their own material such as blocks, clamps, travellers.

**Package 3:** Pre-defined fitting layout is assembled, including blocks, clamps, travellers, sheets, trim lines, etc, but without rig. Old rig can be used.

**Package 4:** Complete boat, but without portable equipment and sails.

## INTERESTED?

Contact Walter Baumgartner  
[iya-president@yngling.org](mailto:iya-president@yngling.org)  
and Christian Dylla  
[christian.dylla@gmx.net](mailto:christian.dylla@gmx.net)

Photo: Jürg Wenger





# TREASURER'S REPORT

BY PETRA SCHUTT, JANUARY 31, 2025

23

**New:** Account 1200 as recommended by Auditor

Balance as per...

reviewed and confirmed by Grant Thornton, July 23, 2024

Account	CHF	April 30 2022	April 30 2023	April 30 2024	April 30 2025 assumption	Notes
<b>Assets</b>						
1000	Bank	52.119	59.487	63.310	41.672	1
&1010						
1020	Bond fund	14.253	13.698	14.300	14.300	2
1050	Accounts receivables	2.521	1.798	1.245		3
1080	Active accruals/prepaid expenses			1.284		4
1200	Stock Sail label – <b>new!</b>			1.739	1.545	5
1500	Assets: Yngling moulds residual value				15.520	6
		<b>68.893</b>	<b>74.983</b>	<b>81.878</b>	<b>73.037</b>	
<b>Liabilities</b>						
2000	Accounts payable	89	89			
2090	Deferred income and accrued expenses					
2100	Accruals (Provisions)	22.198	27.698	31.998	31.998	7
		<b>22.287</b>	<b>27.787</b>	<b>31.998</b>	<b>31.998</b>	
<b>Equity</b>						
2800	Accumulated funds	49.885	46.606	47.195	43.277	
	Result of the period – <b>new!</b> (instead of 945 CHF)	-3.279	590	2.685	-2.238	8
		<b>46.606</b>	<b>47.196</b>	<b>49.880</b>	<b>41.039</b>	9
<b>TOTAL Liabilities and Equity</b>		<b>68.893</b>	<b>74.983</b>	<b>81.878</b>	<b>73.037</b>	

1 Bank accounts (CHF, EUR) according to bank statements as per Apr. 30, 2024

2 Bond fund: 131.764 parts

3 Accounts receivables: advertising (735 CHF), Sail labels North Sails (510 CHF)

4 Active accruals/prepaid expenses: gifts youth OWC (931 CHF), medals OWC 2024 (353 CHF)

5 Based on the auditor's recommendation, the costs for the new sail labels have been booked as inventory and will be successively offset against revenues as costs are used. Comment Auditor: "The stock of saillabels is recorded at acquisition costs. The acquisition costs are calculated with the FIFO method (first in – first out = valuation according to purchase price). This increases the positive business result 2024.

6 Assets: Yngling moulds (Mader) = fixed assets less depreciation 20% per year

7 Accruals April 30, 2024: The Position "Build New Yngling (11.050 CHF)" and "plug cost (CHF 5.000)" were summarised and will be managed as "hidden reserves" in the future, thus eliminating the purpose limitation; further provisions are: Youth Package (1.762 CHF), measurement equipment (CHF 5.000), seminars for race officials (CHF 5.000), Worlds Charter Boat Program (CHF 4.186)

8 Profit 2024 of 2.685 CHF mainly due to high sail label fees (+2.900 CHF), advertising Y-Magazine (+495 CHF), adjustment on securities (+602 CHF), Y-Magazine (-1.089 CHF), website (-500 CHF), no cost OWC (-1.000 CHF), Charter Boat Program (-742 CHF), Conferences/Meetings/AGM (-800 CHF)

9 Equity shall not become lower than CHF 34.000 which corresponds roughly to two years of lost revenues.

**Accruals:** 30.04.2023 = 27.698 CHF -> 30.04.2024 = 31.998 CHF -> 30.04.2025 = 31.998 CHF

# TREASURER'S REPORT

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Income and Expenditure Account May 1, 2023 to April 30, 2024 taking into account the changes according to the audit		30.04.2023: 0,982615		01.05.2024: assumption 2023/24 Ø= 0,9850		30.04.2024: 0,980663		01.05.2024: assumption 2024/25 Ø = 0,9700 changes according to the AGM and Audit	
		Accounts 2022/23		Budget 2023/24		Accounts 2023/24		Budget 2024/25	
CHF		Expenditure	Income	Expenditure	Income	Expenditure	Income	Expenditure	Income
<b>Income</b>									
3210	Building fees		0		110		0		110
3220	Boat sticker fees		10.803		9.060		8.464		10.913
3230	Sail label fees		6.538		4.480		7.381		8.488
3240	Others (eg Advertising Y-Magazine)		496		490		985		970
3310	European Championship								
3320	Open World Championship		1.875		2.265		2.399		2.386
3410	Bank interests		36		50		58		50
3420	Adjustment on securities		-555				602		
3430	Forex profit/loss		-2.359				-72		
			<b>16.834</b>		<b>16.455</b>		<b>19.817</b>		<b>22.917</b>
<b>Expenses</b>									
5610	Yngling Magazine	3.692		4.400		3.312		4.400	
5620	Promotion & Marketing (eg World Championship), Website	0		500		0		8.730	
5710	Expenses measurer (travel expenses, technical equipment, admin)	358		500		592		1.000	
5720	Class Management	287		500		285		500	
5800	Open World Championship	1.830		1.000		0		1.000	
5810	European Championship	0				0			
5820	Worlds Charter Boat Program	3.000		1.480		738			
5825	Worlds Youth Package	1.942		710		709		931	
5840	"Build New Yngling" moulds, insurance	0		5.300		5.300	5.300	19.600	19.400
5860	Half models, medals, gifts	2.034		2.600		2.443		2.600	
5910	Conferences and meetings	0		300		0		300	
5920	World Sailing fees	252		300		254		300	
5930	Annual General Meeting	389		500		0		500	
6010	Admin	925		1.200		1.461		1.600	
6020	Auditor	1120		1.250		1.143		1.400	
6030	Bank charges	302		400		350		400	
6040	Mailing fees	113		600		486		600	
6050	Other expenses	0		100		59		500	
6510	Sail Label (from stock account 1200) – new!							194	
		<b>16.244</b>	<b>0</b>	<b>21.640</b>	<b>5.300</b>	<b>17.132</b>	<b>0</b>	<b>44.555</b>	<b>19.400</b>
<b>Operating Result</b>			<b>590</b>		<b>115</b>		<b>2.685</b>		<b>-2.238</b>
		16.244	16.244	21.640	21.640	17.132	17.132	44.555	44.555
6800	Depreciation on assets (Y-moulds)	<b>no cash out!</b>						3.880	
	Total effort							<b>48.435</b>	<b>48.435</b>

**Comments on Income and Expenditure accounts 2023/2024**

<b>INCOME</b>	<b>CHF vs Budget</b>
<b>3210 Building fees:</b> Building fee for 1 new Yngling from World Sailing nil » budget 110 CHF	-110
<b>3220 Boat sticker fees:</b> 444 stickers sold » budget 460 stickers	-596
<b>3230 Sail label fees:</b> 218 labels sold » budget 130 labels	+2.901
<b>3240 Others:</b> (eg advertising Y-Magazine) 4 advertisements » budget 2	+495
<b>3320 Open World Championship 2022:</b> Release of accrual OWC 2018, 48 IYA fee OWC 2023, 45 application fee OWC 2024 » budget 50 IYA fee OWC 2023, 40 application fee OWC 2024	+134
<b>3410 Bank interests:</b> Net earnings on Corporate Bonds	+8
<b>3420 Adjustment on securities:</b> Stock market profit	+602
<b>3430 Forex profit/loss:</b> CHF devaluation vs. EUR » loss	-72
<b>Total income of 19.817 CHF matches budget of 16.455 CHF »</b>	<b>+3.362</b>

**EXPENDITURE**

<b>5610 Yngling Magazine:</b> Annual magazine 2024 (incl. print of 600 magazines for all NYAs) Release of accrual magazine 2023	-1.088
<b>5620 Yngling website:</b> Hosting package, div	-500
<b>5710 Expenses measurer:</b> Calibration scale, new sticker tip weight	+92
<b>5720 Class Management:</b> Miscellaneous, Zoom license etc	-215
<b>5800 Open World Championship:</b> nil	-1.000
<b>5820 Worlds Charter Boat Program:</b> 1 charter boat OWC 2023 -> budget 2	-742
<b>5825 World Youth Package:</b> Entry fee 3 youth teams worlds 2023	-
<b>5840 Build New Yngling:</b> Accruals grant according to project "Build New Yngling" IYA ExCo decision from 24/02/2020	+5.300
<b>5860 Half models, medals, gifts:</b> Medals WC, gifts WC for youth, etc	-157
<b>5910 Conferences and meetings:</b> Travel and accommodation World Sailing conference	-300
<b>5920 World Sailing fees</b>	-46
<b>5930 Annual General Meeting</b>	-500
<b>6010 Admin:</b> Boat sticker 2023, license accounting program, allowances for administration postpayment for financial year 2022/23	+261
<b>6020 Auditor:</b> Audit Grant Thornton	-107
<b>6030 Bank charges:</b> Various fees	-50
<b>6040 Mailing expenses:</b> net mailing cost (sail label dispatch is charged, boat stickers dispatch is not charged, shipment magazine USA/AUS 2024)	-114
<b>6050 Other expenses:</b> Mainly office supply	-41
<b>Total expenditures of 17.132 CHF matches budget of 16.340 CHF</b>	<b>+792</b>

**RESULT:**

**Overall, a profit of 2.685 CHF is recorded – calculated profit 115 CHF**

The 2023/2024 financial year ended with a profit of CHF 2.685, which is mainly due to high sail label fee, advertising Y-Magazine, adjustment on securities. On the other hand, there some minimal additional expenses, realization of accruals for the project "Build new Yngling". Elsewhere, costs were not incurred or were lower.

**Comments on Budget 2024/2025**

1 EUR = CHF 0.97

**INCOME**

<b>3210 Building Fees:</b> 1 new Yngling
<b>3220 Boat Sticker Fees:</b> 450 sticker (Ø 2019 – 2023/24 = 469, thereof 2023 =540) taking into account an increase in fees to EUR 25/24 CHF
<b>3230 Sail Label Fees:</b> 175 labels (Ø 2019 – 2023/24 = 149, thereof 2023/24 = 218) taking into account an increase in fees to EUR 50/49 CHF
<b>3240 Others</b> e.g. advertising Y-Magazine: 4 advertisements
<b>3310 European Championship:</b> nil
<b>3320 Open World Championship:</b> 50 x IYA Fee WC 2024; 48 Application Fees WC 2025
<b>3410 Bank interests:</b> net earnings on Corporate Bonds (value 30.04.2024 CHF 14.300)
<b>3420 Adjustment on securities:</b> nil
<b>3430 Forex profit/loss:</b> nil
<b>Total income of CHF 22.917</b>

**EXPENDITURE**

<b>5610 Yngling Magazine:</b> design "art work", print costs 2025 of 600 magazines worldwide, photos Worlds etc
<b>5620 Promotion &amp; Marketing, Website:</b> contains expenditures for new publications (print, video etc.), promotion actions OWC like eg travel subsidies for oversea teams and youth teams, European Yngling Trophy etc
<b>5710 Expenses measurer:</b> travel expenses, technical equipment, admin
<b>5720 Class Management:</b> allowances for administration
<b>5800 Open World Championship:</b> various
<b>5810 European championship:</b> nil
<b>5820 Worlds Charter Boat Program:</b> no charter boats OWC 2024
<b>5825 Worlds Youth Package:</b> Reduction of entry fees of youth boats by 50 % at Worlds and Europeans; IYA carries the remaining 50% – 4 youth boats (233 CHF each)
<b>5840 Build New Yngling:</b> Purchase of Y-moulds from Mader Shipyard, storage insurance, activation as an investment asset in accordance with auditor Grant Thornton. This is offset by an asset item of CHF 19.400, which is allocated to equity less depreciation of 20% per year (see account 6800).
<b>5860 Half models, medals, gifts:</b> different occasions, World Championship, special gifts youth
<b>5910 Conferences and meetings:</b> World Sailing conference
<b>5920 World Sailing fees:</b> Yngling class subscription
<b>5930 Annual General Meeting:</b> allowances for administration eg Webex/Zoom license, rent conference room
<b>6010 Admin:</b> print of boat stickers, telephone and communication allowance, license accounting program, miscellaneous
<b>6020 Auditor:</b> audit Grant Thornton
<b>6030 Bank charges:</b> various fees.
<b>6040 Mailing expenses:</b> net mailing cost (sail label dispatch is charged; boat stickers dispatch is not charged)
<b>6050 Other expenses:</b> mainly office supply
<b>Total expenditures amount of CHF 44.555.</b>
<b>RESULT: A loss of CHF 2.238 is thus budgeted.</b>

# 2025 REGATTA CALENDAR OF EVENTS

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Date	Event	Location	Organising Club	Country	Web link
<b>APRIL</b>					
12-13	Training Regattasegler/-innen	Thun	Thunersee-Yachtclub	SUI	tyc.ch
18-19	Y-Cup 1	Thun	Thunersee-Yachtclub	SUI	tyc.ch
19-21	Easter Regatta	De Kaag	KWV de Kaag	NED	kwwdekaag.nl
26-27	Dahme Cup Yngling	Langer See, Berlin	WSV 1921 e.V.	GER	wsv1921.de
<b>MAY</b>					
01-03	Regional Championship Upper-Austria	Traunsee	Union-Yacht-Club Traunsee	AUT	uyct.at
03-04	Silberschäkel-Regatta	Landeshafen Wörth	Ruder- und Kanu-club Wörth e.V.	GER	rkcw.de
03-04	Y-Cup 2	Beinwil	Segelclub Hallwil	SUI	sc-hallwil.ch
10-11	Gelderland-Cup	Heidesee, Geldern	WSG Gelderland e.V.	GER	wsg-gelderland.de
17-18-	Ladies' Cup	Zürich	Zürcher Segel Club	SUI	z-s-c.ch
17-18-	Prinzen Cup Haltern	Halterner Stausee	Segelclub Prinzensteg	GER	segelclub-prinzensteg.de
17-18-	Sonderwettfahrten	Seddinsee, Berlin	Dahme Jacht Club e.V.	GER	dj-c.org
24-25-	Y-Cup 3	Zürich	Zürcher Yacht Club	SUI	zyc.ch
29-01/06-	Kleine Sneekweek	Sneek	KWS Sneek	NED	kws-sneek.nl
31-01/06-	Danish Yngling Championship	Lake Furesø	Farum Sejlklub	DEN	farumsejklub.dk
<b>JUNE</b>					
14-15	Regional Championship Tyrol	Achensee	Segelclub TWV Achensee	AUT	sctwv.at
21-22	Norwegian Yngling Championship	Askøy, Bergen	Askøy Seilforening	NOR	askoy-seilforening.no
28-29	Euregio Regatta	Asselter Plassen/NL	SVNRW/WSV Ascloa – Stiftung Euregio	GER/NED	euregioregatta.com
28-29	3-Seen-Regatta	Zeuthener See, Berlin	SC Argo 1909 e.V.	GER	sc-argo.
<b>JULY</b>					
05-06	Niederrhein-Pokal	Lohheider See, Duisburg	Seglergemeinschaft Lohheider See e.V.	GER	lohheider-see.de
05-06	Vrijbouterweekend	Loosdrecht	GWV de Vrijbouter	NED	gwvdevrijbouter.nl
<b>18-25</b>	<b>Yngling Worlds 2025</b>	<b>Oosterschelde</b>	<b>Roompot Marina</b>	<b>NED</b>	<b>yingling.nl/worlds</b>
31-03/08	North American Championship	Alpena, Michigan	Alpena Yacht Club	USA	
<b>AUGUST</b>					
09-10	Y-Cup 4	Thun	Thunersee-Yachtclub	SUI	tyc.ch
23-24	Old Fashion Race	Zürich	Zürcher Yacht Club	SUI	zyc.ch
30-31	Y-Cup 5	Steckborn	Yacht Club Schaffhausen	SUI	ycs.ch

Date	Event	Location	Organising Club	Country	Web link
SEPTEMBER					
05-07	Salzkammergutpreis	Wolfgangsee	Union Yacht Club Wolfgangsee	AUT	uyc-wolfgangsee.at
06-07	HOLEMANS-CUP - German Open	Diersfordter Waldsee, Wesel	Segelclub Niederrhein e.V.	GER	sc-niederrhein.de
06-07	Open Dutch Championship	Enkhuizen	Enkhuizer Watersport Vereniging Almere	NED	ewwa.nl/sportboat-cup-en
11-14	Schweizermeisterschaft	Nyon	Société nautique de Nyon Club Nautique de Prangins	SUI	snny.ch cnpr.ch
20-21	Regional Championship Salzburg	Wallersee	Segelclub Seekirchen am Wallersee	AUT	segelclub-seekirchen.at
20-21	Yngling-Ranglistenregatta	Baggersee Leopoldshafen Mittelgrund	Segelkameradschaft Leopoldshafen e. V.	GER	sk-leopoldshafen.de
27-28	Auesee-Regatta	Auesee Wessel	Weseler Segler-Kameradschaft/ Yacht Club Wesel	GER	wsk.wesel.de
OCTOBER					
03-05	Nebelpokal	Müggelsee, Berlin	Yacht Club Berlin Grünau	GER	ycbg.de
04-05	Y-Cup 6	Zürich	Zürcher Yacht Club	SUI	zyc.ch
04-05	Klasse evenement Roermond	Roermond	R.R.Z.V. Maas en Roer	NED	maasenoer.nl
11-12	Weinlese-Regatta, Regional Championship Lower-Austria	Donau	Segelbootclub Krems	AUT	segelbootclub-krems.at
25-26	Langweer	Langweer	KWVL & Yngling Club Holland	NED	yngling.nl
NOVEMBER					
22-23	Nikolaus-Regatta	Lohheider See, Duisburg	Seglergemeinschaft Lohheider See e.V.	GER	lohheider-see.de
TBA	Australian Championship	Sydney Harbour	Royal Sydney Yacht Squadron	AUS	rsys.com.au
FEBRUARY 2026					
TBA	NSW State Championship	Sydney Harbour	Royal Sydney Yacht Squadron	AUS	rsys.com.au

During 2023-2024, the Australian International Yngling fleet continued to enjoy regular racing at Royal Sydney Yacht Squadron. These races provide 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.

In addition to regular Mini-Regattas on Sydney Harbour during the Spring and Summer months, Ynglings also participated in Winter racing, the Paspaley Tuesday Ladies' Twilight series, the Ladies of the Sea Coaching Regatta, the Yngling NSW State Championships and the Yngling National Championships.

### Mini-Regattas

The Mini-Regatta series comprised of 39 scheduled races during the six months between September 2023 and March 2024. Five boats were entered for the entire series this season.

On scratch results, the series was won by Gary Pearce on *BlackAdder* (YAUS 56), followed by Daniel Marlay on *Uncanny* (YAUS 25) and then Adam Tran on *Soria* (YAUS 57).

Gary Pearce also came first on handicap results, followed by Adam Tran and Daniel Marlay.

### Paspaley Tuesday Ladies' Twilight

The Paspaley Tuesday Ladies' Twilight series continued to attract a strong contingent of regular participants with 20 races scheduled between October 2023 and March 2024.

During this season, Alice O'Connor was the sole representative of the Yngling fleet over the entire series, sailing *Mojo* (YAUS 47) amongst a fleet of Elliot 7s and J-70s.

### Ladies of the Sea Coaching Regatta

Between 5 and 6 October 2024, the Royal Sydney Yacht Squadron (RSYS) held another Ladies of the Sea (LOTS) Coaching Regatta.

In 2024, one Yngling participated in the LOTS Regatta, in a fleet of seven one-design boats. The participation of *Soria* YAUS 57 was a special occasion because it saw the former Australian Athens Olympic boat returning to competition with an all-female team, for the first time in many years.

A key strength of the LOTS Regatta are the high-quality coaches and guest speakers who dedicate their time to the events. In 2024, these included Nickie Jones, Bridget Canham, Julie Clarke, Lindy Hardcastle, Peta Noris, Wendy Tuck, Kathy Veel, Brooke Wilson, Annabelle Connery, Vanessa Dudley, Karyn Gojnich, Marike Koppenol and Kristen Kosmala.

### NSW State Championship

The New South Wales State Championship was held on 17 and 18 February 2024, with five 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 Daniel Marlay on *Uncanny* (YAUS 25).

LADIES OF THE SEA COACHING REGATTA  
PHOTO: MARGARET FRASER-MARTIN



On handicap the placings were *BlackAdder* (YAUS 56), followed by *Uncanny* (YAUS 25), then *Miss Pibb* (YAUS 60).

### 2024 Australian Championship

The 2024 Australian Championship was held on 30 November and 1 December 2024, with six 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 *Karma* (YAUS 45), sailed by Gary Wogas (skipper), Cameron Sloey and Melissa Schem, and third place went to *BlackAdder* (YAUS 56), sailed by Gary Pearce (skipper), Ellis Todres and Warrick Back.

The Sirocco Trophy for best all-female crew was awarded to Ruth Lawrence, Alex Birrell and Natasha Miller, sailing *Mojo* (YAUS 47).

### Full Scratch results:

Place	Name	Skipper	Points
1	<i>Miss Pibb</i> (YAUS60)	Hamish Jarrett	5
2	<i>Karma</i> (YAUS45)	Gary Wogas	11
3	<i>BlackAdder</i> (YAUS56)	Gary Pearce	14
4	<i>Uncanny</i> (YAUS25)	Daniel Marlay	16
5	<i>Mojo</i> (YAUS47)	Ruth Lawrence	23
6	<i>Soria</i> (YAUS57)	Adam Tran	29

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2024 AUSTRALIAN NATIONAL CHAMPIONSHIP  
PHOTO: ALICE O'CONNOR



## Yngling National Championship, SCA Altmünster/Traunsee, May 9-11, 2024

As part of the 20th Traunsee Week, the Yngling National Championship took place this year at the Altmünster Sailing Club on Lake Traunsee. Full of World Championship fever, 42 sailors on a total of 16 boats came to Lake Traunsee to compete within Austria, but also to train in the regatta area of the Yngling World Championship, which was taking place shortly afterwards. The first day of the regatta gave us time to acclimatise and get a taste of the Traunsee air, but no races could be sailed due to the lack of wind.

On the following two days, the lake showed its good side and gave us sunshine and a stable north wind of 2-3 Bft. 4 races were sailed on both days.

BELOW: NATIONAL CHAMPIONSHIP, ALTMUNSTER



AUT 285 (Buchinger/Nake/Schöberl) clearly secured the National Championship title with 5 race victories, AUT 369 (Frauscher/Weinhofer/Hummer) sailed to a safe 2nd place with 2 victories, followed by AUT 294 (Böhm/Böhm/Stenico) in third place.

The supporting program with a dinner at Orth Castle, where all the sailors from the entire Traunsee week came together, is already a tradition and a nice get-together of the local sailing scene. Let's hope that this show of the Yngling class continues until after this year's World Championship in the UYCT in Gmunden and that the number of participants at the next regattas remains similarly high.

*Gudrun Böhm (AUT 294)*

## World Championship 2024

After the practice race and the opening ceremony with a great backdrop on the Gmunden town square, the Yngling World Championship 2024 started on Tuesday as part of the Traunsee Week. The AUT 285 crew with Wolfgang Buchinger at the helm promptly won the first race and the team around Martin Lutz came third!

We were left with the grateful seventh place (report) and that was it for our good performance. After sixth place in the second race, the 285 crew was in second place overall. After this starting position, the mood was of course perfect, and people danced into the night (which was, by the way, well organised by the Austrians under Bernard Prange.)

The second day was the day for Wolfgang, Karin and Michael when the foundation stone for the World Championship title was laid:

- Race 3, 2nd place
- Race 4, 1st place

So overall lead (you can't run any better).

In the evening we went with the *Poseidon* (steamer) to the Hoisn inn for a perfect gala dinner organised by the Gmunden Yacht Club.

On the third day, 3 races were sailed under difficult conditions. With places 1, 4, 4, the 285 crew was able to extend its lead even further. The team of Stephan Frauscher, Christian Speissberger and Sepperl Weinhofer were also able to fight their way back into the medal game with a second and a first place.

And then came the day of the 285s!!! They sealed the deal with 1 and 20. Yes, WORLD CHAMPIONS and early. AUT 285 therefore didn't have to sail on Saturday!





PHOTO: R DE KLER

Unfortunately, Stephan Frauscher's team had dug too deep into the points bag and the medal dream was shattered (a shame).

The teams around Gudrun Böhm won a race, Jörg Moser won second place and Ernst Frauscher won fourth place!

Of course, there was an early World Championship party in the tent in the evening with live music. It was a blast; I can tell you that.

On Saturday the places were actually already taken, but there was still one more race before the Buchinger team had to go for a swim!

My summary: It was a perfectly organised event with 5 top 10 places for the Austrians.

1 Wolfgang Buchinger, Karin Schöberl, Michael Nake

6 Stephan Frauscher, Christian Spießberger, Sepperl Weinhofer

8 Martin Lutz, Susanne Skolaut, Philippe Boustani

9 Ernst Frauscher, Wolfgang Reisinger, Klaus Schiller

10 Jörg Moser, Michael Gubi, Manfred Magnus

The international strength of the Austrians in the Yngling class has thus been confirmed!

*Hans Schibany (AUT 297)*

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OKTOBERFEST REGATTA

### Oktoberfest Regatta 28-29 September, 2024

On the last weekend in September, 13 teams gathered at the UYCT for the Yngling Oktoberfest Prize. The organiser reacted spontaneously to the unfortunate not so good weather forecast and quickly organised a floating sauna to give the participants the opportunity to relax and warm up after the strenuous races. However, not much sailing took place. Due to the changing westerly wind, there was at least a lot of start training on Saturday. The persistent calm on Sunday after the 'white sausage breakfast' unfortunately did not allow any more races. So the one result from Saturday remained. Fortunately, we had more luck with the wind at the World Championship in the spring.

2024 had two highlights in the regatta calendar: The World Championship (WC) and the Danish Championship.

Sadly only one Danish boat participated in the WC. It was DEN 111, with the master Jørgen Ring, Alexander Reiter, age 13 and the Chairman of the Danish Yngling Club, Frederik Løppenthin. The Chairman's first WC was in 1999, with Jørgen Ring at the helm, so quite an anniversary. The results were eight disappointing races, one decent and one 1st place. We heard that the boat that finished second was almost three minutes behind.

The National Championship was arranged by Farum Sejlklub located at Lake Furesø. The club is hosting frequently, because of the number of boats on the lake. Unfortunately we only had wind Saturday, but with champagne conditions. The race chief and all his team managed to box five races.

1st place DEN 196, Jørgen Krogh, Frederik Løppenthin

2nd place DEN 218, Carl Vilhelm Bech, Peter Nygaard Wulff, Preben Højlund Olsen

3rd place, DEN 111, Jørgen Ring, Jonas Gram, Mads Emil Stage Jensen.

We have noted some activities around Denmark, among them is a new sailing club located on the island of Samsø. They have requisitioned five old Ynglings. They wish to offer both the local boarding school, seniors, and everything in between some fun activities on the water. We also note that many are buying old Ynglings and want to refurbish them. We have many questions on our Facebook, Dansk Yngling Klub, and many 'old Yngling Sailors' are happy to give advice.

The Danish Championship 2025 will take place at Farum Sejlklub on Lake Furesø May 31-June 1.

Everyone is welcome.

We hope for a fun 2025

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# GERMAN REPORT

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## Climate change has also left its footprint in the German sailing districts.

2024 was again a very busy regatta year, with eleven points races scheduled throughout Germany. For the first time they included a 3-day German Open Regatta in Berlin on Mueggelsee, the World Championship sailing area of 2021. All scheduled races could take place and were welcomed by our sailors, though we had to postpone two races during Springtime due to heavy rain. This demonstrated to our sailors the immediate effect of climate change in our sport. During the hot and dry summers of the past few years several races had to be cancelled due to low water levels in water reservoirs and risk of wildfires in wooded areas. In 2024, however, two races had to be cancelled or shifted to nearby sailing districts due to high water levels, because the respective cranes got 'wet feet'

i.e. were partially submerged. This made launching and recovering of boats impossible. The comradeship amongst our sailors, however, overcame these obstacles and enabled the sporting competitions to take place regardless.

Everyone had awaited our first German Open in Berlin with excitement and anticipation. It turned out to be a great event with 19 teams participating including one from Switzerland. End of November our St. Claus Race really became truly international with Belgian, Dutch and German teams participating. GER boats also took part in some regattas in neighbouring countries, for example in Switzerland on Lake Thun, in the Dutch Championship and in the Hein Ruyten Trofee/NL. Not to forget the good participation of 15 GER boats in the World Championship 2024 on Lake Traunsee, Austria.



During the past years an active exchange amongst sailors based in the border regions of Germany, Netherlands and Belgium has further deepened, resulting in the registration for the Euregio Regatta, scheduled during 2025 near Roermond/NL (Asselter Plassen). This race will be organised by the Dutch Euregio Sailing Federation in conjunction with the German Sailing Federation of North Rhine Westfalia (LSB-NRW).

Summarising the year 2024: The general recognition of our Boat Class has increased and the Yngling fleets in several districts have grown, though mainly in the cruising sections. These sailors too are highly appreciated since they also keep our Class alive. The interest in racing has also increased. Our members enjoy meeting in competition as well as in social events. Last but not least, our sailors are welcome in the regatta scene by other sailing clubs and continue to receive enquiries or invitations to participate in their races, thanks to the enthusiasm of our sailors. We are all looking forward to a rewarding Sailing Season 2025.

#### Ranking List 2024 – Top Ten Helms

Place	Name	Club	Sail Number
1	Nicolaus Schmidt	ASC	GER 237
2	Heiner Gerth	DKSC	GER 263
3	Michelle Meister	YCBG	GER 300
4	Ralf Teichmann	WSK	GER 277
5	Heinz John	SVF 1891	GER 17
6	Ralf Lahno	SLS	GER 303
7	Jan Treutler	DJC	GER 292
8	Frank Kanig	SCF 1891	GER 285
9	Yvonne Muschke	DJC	GER 288
10	Guido Garthe	SKL	GER 138

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# NETHERLANDS REPORT

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**Last season we put in six very nice regattas across the whole of the Netherlands. We had some really neat racing, with tight battles through the whole field. After the six sailed events we had five different winners!**

We started the year at the Kaag with three days of racing. We also held the GMM with a nice dinner afterwards. We started with 12 boats on the starting line which meant it could get quite busy on the course.

The rest of the regattas were held all across the country. All on completely different lakes and against different crews. We sailed our national championship in Enkhuizen on the IJsselmeer. We sailed two days after which first and second place was decided in the final race. Wouter Toornstra managed to secure the title with 20 points over the 21 points of Gert Roukema who came in second.

Unfortunately, we were not able to sail in Roermond this year due to flooding of the river Maas. We were very lucky to end the season in October with a very sunny Hein Ruyten Trophy in Langweer. It was a beautiful sailing weekend with close racing, good food and friends and yes, also a good party.

For those who went, one of the highlights was the World Championship in Gmunden. Great water, in between the high mountains, perfect sailing conditions, great social activities and best of all: finally seeing our international Yngling friends again. It was a very special week, we are so happy we can take these memories home with us. We are very proud to have second, third and fourth place coming from the Netherlands. Congrats to everyone!



While the boys of NED320 managed to secure the youth prizes at the Worlds they also came first overall across all the Netherlands national regattas.

This winter lots of us are busy setting up the World Championship in Zeeland 18-25 July. We are all very excited to welcome you to the Netherlands!

NATIONAL CHAMPIONS NED353



2024 WC YOUTH TEAM NED320. PHOTO: LAURENS MOREL





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 NEW CREW! Nils van Son  
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If you are bringing family members who might be interested in helping with the organisation onshore during the event, please let us know by sending an email to [worlds@yngling.nl](mailto:worlds@yngling.nl) or by calling/sending a WhatsApp message to +31 0612828669 (Jolle Bausch).

2024 WC, NED350 AND NED355. PHOTOS: TRAUNSEE WOCH



# NORWEGIAN REPORT

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PHOTO ABOVE: TØNSBERG SEILFORENING PHOTO BELOW: OLE-BERTHIL OLSEN



The most active Norwegian teams in recent years, NOR 261 *Hoy Hoy* and NOR 405 *Fetter Fart*, travelled from Bergen to Austria for the early Worlds in May 2024. 405 couldn't defend the victory from Copenhagen, but both finished top 15. Lake conditions with mostly light winds, wind holes and big shifts were hard to predict, but anyhow it was a great championship at Gmunden.

Chris Skogen and Torbjørn Halvorsen were awarded the 'Chris and Jan Harper Trophy' for Yngling Publicity at the Worlds. They couldn't participate with NOR 404 this year, which was just repaired after the crash the last day in Copenhagen, but they wanted to fly down to receive the prize at the AGM. Unfortunately the flight was cancelled, and Claus Gladyszak received the prize on their behalf.

As for the Linge Memorial in 2022, the Norwegian Championships for 2024 were combined for Yngling and Soling on 17-18 August 2024. 20 boats were gathered including NED 350 at Fjærholmen outside Tønsberg. The Dutch team was very welcome to join us in a fairly strong, but steady south-west breeze. NOR 354 *Hotline* won as in 2022 and 2019, but several teams behind them are evolving, hopefully for the





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Secretary

Jon Mikael Bjørklund NOR 117,

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Spare Members

Christian Jaksjø NOR 420, Færder/KNS,

Chris Skogen NOR 404, Askøy

Worlds in 2026. Even the possibility for the next Worlds to be in Norway in 2029 has been discussed. It would be the 50-year anniversary for the first Yngling Open World Championship in Kristiansand 1979 and the 40-year anniversary for Tønsberg 1989.

The Norwegian Championship is back at Askøy for 21-22 June 2025. This will also be a pre-Worlds and the last chance for those outside Bergen to test the local conditions before 1-8 August 2026!

For some, especially the Færder fleet, June is not ideal for participating. Anyhow we hope many teams outside Bergen will come. For 2026 we will also have the Nationals in June and for the time being, Kristiansand or Trondheim are the most likely locations.

New Yngling sails are still expensive compared to fairly good boats, especially due to exchange rates NOK to EUR/USD. Therefore NYK is trying to find competitive alternatives, and hopefully it will also help the second hand market in Norway. We will also try to finance three sets of sails for league sailing. Then clubs can arrange Yngling series more easily, while only people and sails must be transported. This could attract new sailors to the class and perhaps re-vitalise former Yngling fleets.

All the best for 2025!



2024 NORWEGIAN NATIONAL CHAMPIONSHIP.  
TØNSBERG SEILFORENING

**2025 Regatta:**

**Norwegian Yngling Championship  
Askøy, Bergen 21-22 June**

## Swiss Yngling Cup Regattas

As in the years before, 6 Yngling-Cup-regattas distributed over the year and on four different lakes were held in 2024 with the participation of 31 different boats/teams. That was slightly more boats/teams than in 2023, but on the other hand, we were less lucky with the wind on those weekends, which resulted in only 24 runs compared to 32 in 2023. The most consistent team in 2024 was Stephan Speiser's young crew of SUI 474 *Selene*, who won the Yngling Cup trophy for the first time. Second was team *Tout simplement* with Jürg Wenger on SUI 500, and Oskar Erdin with *Team Stieglitz* SUI 471 completed the podium. We already know that in 2025 this traditional cup system with 6 major regattas will be continued, and we hope for similar participation and better wind conditions next year.

WINNERS OF THE SUISSE YNGLING CUP 2024, SUI 474 WITH MICHÈLE GROSSENBACHER, STEPHAN SPEISER, ROLF IMOBERDORF AND SOPHIE MOSEGAARD (NOT PRESENT). PHOTO: OSKAR ERDIN



SWISS CHAMPIONSHIP 2024. PHOTO: WALTER BAUMGARTNER



## World Championship Gmunden

The 2024 Worlds in Gmunden, Austria, started with an opening ceremony including an impressive cannon shot and it was once again an amazing event and for sure the highlight of the Yngling year 2024 for many of the 50 participating teams. The event was organized very professionally; sailing conditions on the Traunsee were good, but not easy, as the development of the wind conditions was not always as predictable as expected. But the fleet was able to sail the 10 runs as scheduled, and this time, the winner, Wolfgang Buchinger from Austria, was already celebrating his victory at the party before the last day, as with four first places and no double-digit rankings, he could take a DNC on the last day and watch the last run from the shore. For the other teams, this last run was still an opportunity to gain or lose positions on the final ranking, as the differences in points were very small in many regions of the ranking. SUI 457, for example, lost 7 ranks due to an OCS in this last run. The Swiss team was participating with 6 boats and finished in the ranks 14 (SUI 457), 20 (SUI 474), 28 (SUI 471), 37 (SUI 398), 40 (SUI 460) and 42 (SUI 472). There were great national parties in the evenings with lots of dancing and live music. The classic Swiss wine and cheese combination was this time accompanied by our own YngGin, which is already available in the second batch, as the first 50 bottles sold out to the Yngling community in short time.

On the other days we had a championship dinner at the lake, including a boat trip, and enjoyed our time in this beautiful city of Gmunden. The UYCT was a great host.

WORLDS GMUNDEN – MOST OF THE SUISSE SAILORS



### Swiss Championship 2024

As there were just the necessary 15 participants for the qualification as the official Swiss Championship in 2023, we noticed with great joy that 18 teams registered for the SM in Estavayer le Lac at the shores of Lake Neuchâtel this year. A tendency that may continue. But one important participant was missing on the entry list, and this was *Aeolus*, the God of wind, who was invited but did not show up. During the three days in Estavayer, only two runs were possible, by the rules of Swiss sailing, this was not enough for an official Swiss Championship. Therefore, there is no Swiss Champion for 2024, and Eric Monin can keep his title for one more year. Nevertheless, we had a great time in Estavayer, playing games and enjoying the nice weather at the lake. Estavayer the host sailing club did an amazing job in keeping the spirit of the slightly disappointed sailors as high as possible. We were served great local food and drinks, had long chats with our sailing friends, and we are looking forward to the next Swiss Championship in 2025 in Nyon at the Lac Léman, where *Aeolus* should please be on the entry list again.

*Marc Bornand SUI 457*

### Farewell to our measurer Felix Schneider

Felix has been serving the class for a long time, since 2002, 24 years. He started as a national measurer in Switzerland. The 2002 Worlds in Brunnen was the trigger for him to become an international measurer. Since then, he has been at all Worlds except Sheboygan 2019 and Travemünde 2022 where budget constraints played a role. Felix was and is

PHOTO: JÜRIG WENGER



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known for his very careful and meticulous work, done in a pragmatic and friendly manner.

He worked a lot with military aircraft – in the Swiss Air Force and to this day in an aircraft museum – two places where precision was really required.

He lived for the Yngling class - he will still be measuring at our Swiss Championships. But his international work is finished. Felix, thank you very much!

*Walter Baumgartner*

FELIX SCHNEIDER. PHOTO: JÜRIG WENGER



# NORTH AMERICAN REPORT

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The 2024 sailing season in North America started with a weekend clinic hosted by the Minnetonka Yacht Club in Minneapolis, Minnesota. Yngling World Champion and

**TOP: BRUCE CHAFEE AND TEAM USA 302. MIDDLE: TIM RUMBLES AND TEAM USA 323. BOTTOM: CHARLIE HURD AND TEAM USA 348. PHOTOS: ERIN WILSON**



Olympic level coach John Ingalls and the USYA collaborated to bring a weekend of Yngling coaching to Lake Minnetonka on June 14 and 15, 2024. Yngling sailors from all North American clubs were welcome to participate. John is a 2-time Yngling World Champion, many times Yngling North American Champion, and an International Olympic level coach. John also has national championship trophies in the Apollo, Windmill and 5o5 classes, and is a member of the Collegiate National Champions for the US Merchant Marine Academy. John continued his collegiate coaching experience for more than 20 years at Salve Regina University. John recently retired and is now living in Hawaii. 16 boats participated and sessions were recorded and are available on YouTube for reference.

John Ingalls Yngling Boat Tuning Clinic Part 1 – Friday June 14th, 2024. [https://youtu.be/egC\\_WPnUcVI](https://youtu.be/egC_WPnUcVI)

John Ingalls Yngling Boat Tuning Clinic Part 2 – Friday June 14th, 2024. <https://youtu.be/IFeSmvcbxR4>

John Ingalls MYC Yngling Post Race Review – Saturday June 15th, 2024. [https://youtu.be/D8wS\\_1FVHTI](https://youtu.be/D8wS_1FVHTI)

## 2024 Yngling North Americans

The 2024 North American Championship took place at a brand new venue where no one had ever raced before — Lake Superior, the largest body of freshwater in the world. And what a refreshing change of pace it was! Following a beautiful day's drive through the piney forests of Northern Wisconsin and the Upper Peninsula of Michigan, all arrived safe and sound — one even overcoming a broken mast from the week before with a replacement boat and spars. We also discovered that there were no local Ynglings in the Marquette fleet, only Ensigns, so all of this year's 17 participants travelled to the location.

The weather could not have been better, with sunny skies and temps in the mid-70s. Day 1 brought building winds



### 2024 North American Yngling Championship cumulative results

Sail No.	Boat Name	Skipper	Race	1	2	3	4	5	6	7	8	9	10	TO 1	Total
USA 302	Grani	Bruce Chafee	1	1	2	3	1	3	3	1	1	2	3	15	
USA 323	Taboo	Tim Rumbles	2	11	10	2	4	1	1	3	3	4	11	30	
USA 348	Oma's Fancy	Charlie Hurd	3	2	1	6	3	6	4	7	6	1	7	32	
USA 1	Teal	Ellie Field	5	6	3	1	6	2	5	4	2	5	6	33	
USA 41	Stinky	Christine Kronich	4	3	7	8	2	4	6	2	4	6	8	38	
USA 0359	Wayne's World	Wayne Lewis	7	4	4	4	7	5	2	5	7	8	8	45	
USA 334	Surprise	Steve Wilson	6	5	6	7	5	7	10	8	5	7	10	56	
USA 318	null	Doug Walker	10	7	15	12	10	8	7	12	10	3	15	79	
USA 347	Cardinal Puff	William Rock	8	9	8	10	8	10	9	10	11	12	12	83	
USA 476	Pandora's Box	River Servia	12	12	5	9	11	14	11	13	9	9	14	91	
USA 322	Mustang	Sally Jacquemin	11	15	12	11	12	13	16	6	8	10	16	98	
USA 341	N/A	Eric Cornish	9	13	14	5	9	17	12	15	13	15	17	105	
USA 307	Crewella	Cindy Verant	13	10	13	15	14	9	8	11	14	13	15	105	
555	Happy	Gregg Resnick	15	14	9	14	13	12	14	16	12	16	16	119	
USA 313	Sailbolt	BOLT MOORE	14	16	17	13	15	11	13	9	15	14	17	120	
335	Iris	William Meinhardt	16	8	11	16	17	16	17	17	17	17	17	135	
323	Shenanigan Too	John Caplis	17	17	16	17	16	15	15	15	14	16	11	17	137

with a steady chop to give the fleet a taste of big water racing on the Big Lake they call *Gitche Gumee*. New skills were learned to steer through the waves upwind and surf the waves downwind; conditions not often found on our home lake in Minnesota. Four races were sailed with a post-race party awaiting as soon as the fleet came ashore. A briefing session was held to review the day and discuss the conditions, with tuning, steering and sail trim tips from the pros.

Day 2 brought warmer temps and lighter breezes, but still four more races with the final one shortened to preserve what sanity was left of those involved. A rib dinner that couldn't be beat followed at the club with much needed restorative spirits from a local distillery enjoyed by all.

The last day of racing saw cooling temps with a cloudy sky and building breeze and chop. Two races were sailed to round out the full complement of 10 scheduled races. Final results found 2023 NA regatta winner, Bruce Chafee from Sakonnet Yacht Club in Compton, RI, hanging on to the Championship trophy once again with 15 points after one throw-out (only a 3rd!). Pretty tough to beat. Only three total points separated 2nd from 4th place, with Tim Rumbles of Alpena Yacht Club in 2nd, Minnetonka Yacht Club sailor Charlie Hurd in 3rd, Sakonnet's Ellie Field in 4th, and MYC's Christine Kronich in 5th.

2024 YNGLING NORTH AMERICAN CHAMPIONSHIPS.  
PHOTOS: MICAH OLSEN.



The following activities have been done by the Technical Committee during the year 2024:

### **Class Rule changes per January 1st, 2025:**

The 2025 Class Rules are available on the World Sailing web page [Sailing.org](http://Sailing.org). Various changes have been made. All changes are housekeeping related. These were necessary due to changes in the RRS and ERS. For further information please see [sailing.org](http://sailing.org) web page.

### **Technical Committee Meeting 2024**

The annual meeting of the International Technical Committee was held as an online meeting.

Topics discussed were:

- *Rule C.5.1 (b) Transportable accessories:*  
After consultation with World Sailing, it was agreed that the Racemaster T070 compass may be used. The condition for a compass in the Yngling Class is that it does not contain any GPS component.  
Note: GPS operated devices (e.g. smart phones, watches, etc.) are prohibited unless otherwise stated in the NOR or the SI.
- *High floor:*  
The high floor bottom is part of the License Agreement between World Sailing and the builders and cannot be removed. The consequence is that a boat which is to be equipped with a high bottom must buy it from a licensed shipyard.  
Note: After the installation of a raised floor, the measurement certificate expires, and the boat must be re-measured.
- *New Yngling:*  
The IYA bought the moulds from the Mader boat-yard. The intention of the class is to have its own moulds to be independent of the shipyards. See also new Yngling project.
- *New Sail Label:*  
The layout is slightly different  
The new Sail Labels start with number 13641  
Labels have a larger diameter than the old ones (85mm instead of 77mm).

### **New Yngling project:**

At the 2024 AGM in Gmunden it was decided that the IYA will aim to buy its own set of Yngling moulds to enable the class to have the future in its own hands. Most of the construction moulds have been scrapped in the meantime. After a thorough assessment, the moulds from Mader were purchased.

Mader is currently the only licensed Yngling shipyard.

With the purchase of the moulds, a concept was developed to make the construction and purchase of a new Yngling more attractive again.

*Steps that are currently being evaluated:*

- We are in ongoing discussion with 3 builders about how the Yngling can be built for a more attractive price. Depending on the builder, we are discussing a price range between 18.000 EUR and 28.000 EUR/Net for a hull only (spec as below).
- Offering different packages like e.g.
  - Hull only (including keel, rudder, stanchions)
  - Hull with pre-drilled fitting holes
  - Hull with fittings (pre-defined standard fitting)
  - Hull with fittings and rigging.
- Depending on the yard, boats will be built using vinyl ester resin and wet in wet process or infusion process as we did with the last Yngling that was built.

# WC 2024 IN PICTURES

GUMNDEN, AUSTRIA

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PHOTO: TRAUNSEE WOCH