

OK DINGHY INTERNATIONAL

◀ GÖRAN ANDERSSON

DAN SLATER ON MASTS ▶



JULY 2020



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Issue 6 - July 2020

The official magazine
of the OK Dinghy
International Association

www.okdia.org

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Official website: www.okdia.org

Worlds website: YEAR.okworlds.org

Europeans website: YEAR.okeuropeans.org

Class Rules website: rules.okdinghy.org

Postal address: OKDIA, 2 Exeter Road, Ipswich, IP3 8JL, UK

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Content: Please send all content to publicity@okdia.org for the next issue. Published occasionally and some issues may only be published online.

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President's Letter

Dear OK Dinghy Sailors and Friends

It is an understatement that we are experiencing a year like no other.

The European and World Championships for 2020 have been cancelled and we face the possibility of the loss of the full sailing calendar for the year. Organisers for major events at Kiel Week and Bandol are still pressing ahead, as well as delayed national championships in most countries, which we are hopeful will bring OK Dinghy sailors together in the next few months.

It is important to bring the impact on our class into perspective in relation to the tragedy and uncertainty being felt around the world, both as a health crisis and an economic crisis. Our thoughts are with sailors who may have lost family, friends or are, or have, been sick themselves. It is tough we can't gather in numbers and see each other, and have a beer, as we were planning in August in Mastrand. But it is better to be safe so we can get together for many years to come.

We will get past this. In the meantime, for those of you able to go for a sail, whether that be on your own, at your local club, within your country or even across a national border, enjoy. The OK Dinghy was perfectly designed for isolation.

For those of you who can travel to Kiel, Bandol or your National Championships, good luck and have fun. What a great sport we all have.

You will see elsewhere in the magazine and in online publications the changes to events for this year and future years. I thank everyone involved in working together and being so accommodating.

I would like to particularly thank our supporters and sponsors. It is heartwarming to see your response when I know you will all be struggling financially. I ask everyone who reads this edition to go out and support OK Dinghy suppliers. Buy a new boat, mast, boom, rudder, centerboard, sail or any other equipment if you can. You know how good it feels when you get a new boat, mast or sail. Seriously, please do what you can to support our suppliers.

Robert will advise of preparations for the AGM that is normally held in conjunction with the World Championships. This year it will be held online and other matters requiring decisions will be subject to normal procedures for postal votes. I ask all national associations to please involve their members in these democratic processes.

Finally, earlier this year we lost one of our Hall of Famers, Bill Bell. I have known Bill personally for over 40 years and am honoured to have been able to call him a friend. Vale Bill. ➤



Mark Jackson
President OKDIA



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RESCHEDULED EVENTS

The COVID-19 crisis led to the cancellation of many events this year including the Europeans in Lundeberg, Denmark, and World Championships, in Marstrand, Sweden (above).

OKDIA was quite early in taking the long-term view that any international events in 2020 would prove to be challenging, if not impossible, and even if possible, would probably not be acceptable. That is not to say that all events will get cancelled. The class still hopes that some national and regional events in the European autumn can take place, with many hopes focussed on the Autumn Trophy in Bandal, which at present is still going ahead.

OKDIA then tried to reorganise the world's schedule to accommodate everyone. It would like to note the helpful cooperation and flexibility of all its event organisers. To move one event is not easy, but to move and get agreement on four world championships perfectly epitomizes the class spirit. So thanks to everyone who made the process so straightforward.

The new schedule is as follows:

2021 World Championship

Arco, Lake Garda, Italy, 8-16 July

2022 World Championship

Marstrand, Sweden

MSS was still very keen to host the championship, but the only available year was 2022. Dates have not been arranged yet and will remain provisional until there is more certainty.

2023 World Championship

Lyme Regis, UK, 23-30 June

2024 World Championship

Royal Queensland YS, Australia

The 2024 World Championship will most likely be held in January-February 2024.

OKDIA will not be accepting proposals for any world championship for 2025 onwards until such time as there is some certainty on this existing event schedule. However, bids are welcome for European Championships.

2020 EURO LEAGUE

The COVID-19 crisis came soon after OKDIA launched the new Euro League. So it was cancelled before it could start. Planning is already underway for 2021. OKDIA would like to thank all the sponsors - Allen, Art of Racing, Ceilidh, Ovington, Synergy Marine and Turtle Sails - who generously offered support for this new initiative.

Key aspects of the OK Euro League include:

- Silver and Bronze fleets with separate prizes
- Innovative scoring system so that all events count the same, regardless of entries
- Sponsor focussed media presentation
- Easy to qualify with three events to count

- Weighted points on final round
- Mix of 2, 3 and 4 day events

The OK Euro League was launched in response to the rapid growth of the OK in recent years. The intention is to support five events, covering many of the popular regattas, as well as new ones to encourage local fleet development.

The concept behind this selection is that most travelling OK Dinghy sailors will do at least two of these events normally, so with a series of three out of five to count, it encourages them to do one more event to stand a chance of winning some of the more than €4,000 in prizes offered by a range of very generous sponsors.

The sponsors are at the heart of the series, with a media package designed to promote each one as well as the class and its sailors.

More details will be published on events.okdinghy.org when they become available.

WORLD RANKING LIST

The World Ranking List as it stood at March 2020 (see later in this issue) is frozen until further notice, most likely until December at the earliest.

2020 OKDIA AGM

The 2020 OKDIA AGM will take place online (not live) with published reports and a voting form. Secretaries will be informed of further details.





GÖRAN ANDERSSON

Legendary Swede enters OKDIA Hall of Fame in 2020

In May 2020 Göran Andersson was inducted to the OKDIA Hall of Fame. It was initially intended to make the presentation during the World Championship in Marstrand, but following cancellation due to COVID-19, OKDIA Vice President **Jonas Börjesson** went to visit Göran in his home on Tjörn (an island near to Marstrand) to not only make the presentation, but also to interview him for the magazine.

It could be said that Göran Andersson raised the level of professionalism in the OK Dinghy class. His breakthrough was immediate and he was ahead of his time in developing sails and masts. He is perhaps known best of all to OK Dinghy sailors as the World champion in 1965 and 1966. But those of you that know your dinghy sailing history will also remember the Marinex brand, which was the sail to have in the 1960s and 70s.



Göran Anderson was born in 1939 and spent his first years in the towns of Lysekil and Uddevalla on the Swedish west coast. At the age of 10 he and his family moved to the island of Marstrand where his father had been appointed manager of a bank office.

Unlike today, there were plenty of children at Marstrand during the 1950s. Youngsters gathered to take part in various sports and besides sailing they played table tennis, football and ice hockey. But it was sailing that Göran stuck with. In his early teens, Göran sailed a so-called Långdragseka and achieved early success in local competitions. Göran started sailing the Finn in 1955. He had been inspired by some of the older local Finn sailors and by Paul Elvstrøm, who had been invited to Marstrand for a training camp. He saw him sail and thought to himself that one day 'I am going to be as good as Paul'. Therefore, he started to sail the Finn. There were several Finn sailors at Marstrand at that time and many of them built their own boats. Soon Göran was among the top Finn sailors in Sweden and Scandinavia and in 1960 he represented Sweden in the Rome Olympics, which was sailed in Naples. In 1961 Göran won the Nationals with straight bullets in an 80-boat fleet. He continued to dominate the Finn class in Sweden for many years.

GETTING INTO THE OK DINGHY CLASS - WINNING HIS THREE FIRST EVENTS

During 1960 and 1961 the first few OK Dinghies were built in Marstrand and it quickly grew in popularity and soon many more boats were built in Marstrand and nearby. OK Dinghy sailing completely exploded in Sweden during the early 1960s. Between 1961 and 1964 more than 1,200 OK Dinghies were built. The numbers of sailors and the tough competition within the OK Dinghy class made Göran curious about the boat. There were 10-15 competitive local sailors, which provided a perfect opportunity for good training. "Basically, I realized I would become a better Finn sailor if I also sailed the OK." In 1965 he participated in his first OK Dinghy nationals in Luleå in the northern part of Sweden, approximately a 1,300 kilometer drive from Marstrand. That was basically Göran's first competition in the OK Dinghy, and he won.

By winning the Nationals he qualified for the Worlds in England that same year. "It was a great opportunity for some competitive racing so I just had to make the arrangements and travel to Hayling Island." He had no expectations and Göran, who was rather unknown in the OK Dinghy class at



that time, won in a fleet of more than 100 boats. This was quite remarkable because it was only his second event in the class. The Danes that had been dominating the class were taken by surprise and quickly realized what a great sailor Göran was. "By winning the Worlds I got invited to Australia to participate in the Cairns International OK Dinghy Ocean Race later that same year which was a fantastic adventure." The Australians paid for the boat transport and travel expenses. Göran won this event as well, which included some offshore sailing. The great Clive Roberts finished second. "I had a fantastic start in the OK Dinghy, winning my first three events and even though the competition was tough, the social atmosphere among the OK sailors was great." Göran met Clive Roberts for the first time this year and they got on well and became friends.

MARINEX – A DOMINANT SAILMAKER IN 1960S AND 1970S

In 1959, Göran started the company Marinex. He was only 20 years old then and the business included marketing and selling different kind of boats as well as producing sails and masts. Early on he got an order of 100 kit Optimist dinghies. He also made the sails for these dinghies and from that it just kept going. He realized that a good mast was very important for speed. From the traditional boatbuilders on the Swedish west coast he got the tip that he should use Canadian spruce. "It was important to get hold of trees that grew in the middle of the forest. By using those trees the risk for cracks was significantly decreased."

Opposite: Göran Andersson in his OK Dinghy • Above left: In Cairns in 1965 with Noel Beale and Clive Roberts
Above right: OK Dinghies in Marstrand in the 1960s • Below left: Preparing for a race • Right: Göran in his Finn days - with his own sail • Below right: 1965 World Championship prize

The demand for Marinex sails and masts grew and the company moved several times to better suited facilities. Several hundreds of OK Dinghies were also made under the brand name Marinex. During the 1960s and 1970s the Marinex sail was dominant in several classes and won plenty of national and international championships. The popularity and the good records of Marinex sails was, according to Göran, a result of combining sail cutting with mast building. "When getting an order I always asked for length and weight and physical ability of the sailor, what kind of conditions they mainly were going to sail in. Over the years I built up a database with information that could be used in the design and production of new sails and masts." Often, he sold a sail together with a mast that was tuned to each other. For several years the Marinex OK Dinghy hulls and masts and sails dominated the class.

ONE MORE WORLDS VICTORY

In 1966 the Worlds was held at the Veerse Meer in the Netherlands and Göran won after a close battle with his employee at the Marinex, Björn Arnesson. One year later his employee succeeded in winning the worlds in St Louis, in



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Right: Göran Andersson (far left) with Clive Roberts (middle) • Below: Göran Andersson with his Cairns Ocean Race prize boomerang

Canada, with Göran taking the bronze. "I was so happy for Björn and it was fantastic to keep the title within the company." On asking why Göran made such an immediate success in the OK Dinghy he says one reason was that he came from the Finn and was very fit when sailing the OK Dinghy. "Also, the way I was I able to design my sails after the mast was a reason for my success." In 1968 Göran almost made the Olympics again. He was the Swedish reserve in Finn and as such he participated in the tune-up race which he won.

MAKING FRIENDS WITH SAILORS FROM DOWN UNDER

Clive Roberts, from New Zealand, who Göran met when getting into the OK Dinghy quickly became a great friend. Göran had met Clive's brother Ralph at the Naples Olympics where he sailed the Flying Dutchman. Göran and Clive discussed sails a lot while competing in the OK Dinghy and it resulted in Clive coming to Marinex and Marstrand to learn and participate in the production of OK Dinghy sails. One thing led to another and Clive became a Marinex agent and started to make Marinex sails in his own basement down in New Zealand. Clive became an even better sailor and won the OK Dinghy Worlds in 1973. The mast that Göran had won the Worlds with in 1965 and 1966 was later sent down to Clive in New Zealand and according to Göran, Clive used this mast and of course a Marinex sail when he won his World title in 1973.

Marinex, as a sailmaker, also had an agent in Australia, i.e. William 'Bill' Bell in Melbourne. "Bill was a great sailor and won several Nationals in the OK Dinghy." Göran's son Gustaf went to Australia in 1979 and stayed with Bill and went to school for one semester. In 1971, Bill took an order of a Finn mast and sail from the Australian sailor, John Bertrand.

GÖRAN ANDERSSON AND THE AMERICA'S CUP

The order of the Finn mast and sail for John Bertrand had a 10-month delivery time but was delivered on the exact date according to the contract. When John tested the mast and sail from Marinex he instantly felt that this was fast. He tucked the stuff away and only used it for the Australians Nationals which he won. He was also able to qualify for the 1976 Olympics where he won the Bronze medal in the Finn-class. Later, Göran received a letter where John expressed his gratefulness for the mast and sail. "John also unexpectedly appeared at the sail loft in Marstrand which was a big surprise and very nice of him". According to Pelle Pettersson, a Swedish sailor and boat designer, who met John Bertrand in Portugal in 2011, Göran Andersson has a part of Australia's victory in Americas Cup in 1983. John told Pelle that thanks to the mast and sail he received from Göran he was able to reach the top of the Finn class, which made his success in becoming a professional sailor and getting the chance of being the skipper of Australia II. The Australia's victory in the 1983 America's Cup ended 132 years of American supremacy.

SUMMING UP

When meeting with Göran and talking about his career it is very obvious that one of the reasons for his success is his accuracy. He made notes after every sailing session. It made no difference whether it was a training session or a competition. "We were approximately 15 OK sailors in Marstrand in the early days and we sailed a lot. Hours on the water pays off." Several sailors from Marstrand went on to win the OK Worlds. "The larger the base of competitive sailors you have, the higher the top will reach," Göran summarizes the success of Marstrand OK Dinghy sailors.

There are plenty of more stories to tell about Göran and his sailing career. For instance he travelled to Thailand and helped both the King Bhumibol and his daughter so set up their OKs. Of course they used Marinex masts and sails. Göran has also won a bronze medal in 5o5. That was during the 1974 Worlds that was held at Marstrand and was the first Swedish medal in the 5o5 class. ➤





OK

Nothing Stops OK

There is an exciting amount of OK Dinghy building and growth worldwide, both in terms of new boats being built, but also new nations coming into OKDIA. One of the key drivers of this has been the Dan Leech CNC plans, which have inspired many to go back to basics and build their own boats. In addition two of the major builders retooled over the winter and are building boats as fast as they can.

After many years of OK Dinghies being sailed only in their traditional heartlands, there are now in fact OK Dinghies being built and sailed in more than 20 countries across four continents. The OKDIA office has been inundated with news of home builds and used boat registrations around the world, including from countries that used to have boats and some that we think never did.

USA

There continues to be positive news from the USA with class secretary James Bland making steady progress in revitalising the fleet and the membership. There is also a growing cell in Florida, with a container load of used boats being shipped in from Europe. One Leech boat has already been built, with more on the way, while Arthur Anosov from the Star Boat Shop is looking at building boats as well.

James writes, "USOKDRA is growing. We have 25 full and associate members and a growing list of interested sailors."

James is racing USA 1008, a Dan Leech Mk1 plywood boat, built by Rob Coutts in 2018. Jack Jennings, from Illinois, Michigan has USA 1011 (below), built by Ken Biddick, from Charlevoix, MI. It's a Dan Leech Mk 2 plywood hull. Measurement and registration are in progress. Jack Jennings



is a Star Sailor and Ken's partner in National Marine. In addition, Greg Bartoszek, from Rhode Island, is also currently building a boat, which is a very good sign for USOKDRA."

"Arthur Anosov is arranging to purchase a number of used boats along with several other Miami sailors and filling a 40 ft shipping container. Arthur is a Star Sailor, but the OK was the boat of his youth and he is enthused by the current USOKDRA class management."

"The coronavirus pandemic has forced the cancellation of all USOKDRA events in 2020. We are investigating a National Championship in California in 2021, and there is a possibility of fleet racing in Miami and Richmond, California, before the end of the year."

STRANDBERG MARINE

Strandberg Marine started production of some new moulds in June 2019, with 15 boats having now been built.

Jesper Strandberg writes, "It's such a joy to work with an accurate CNC machined tool. Also a lot of fun for me that my customers really have an idea about how they want their boat. No two boats are the same. A lot of them make exciting and bold decisions on the colour scheme. Some have wooden cockpits, some untreated teak decks. I think that the customers I have really like the idea of their boat being something special. They do not want to meet a boat similar to their boat in the dinghy park."

"The design is inspired by the previous design. Jan Pedersen also designed the old boat. So it was easy to bring the old boat up on the screen and start making adjustments. The major difference is in the back. Feedback from sailors was that the old boat could feel a bit sticky down wind. You really have to work with the boat to get it on the wave. So there's also been added some volume in the back."

"We had some options that we didn't have when I made the plywood plug for the previous boat. A lot of effort has been put into avoiding any hollows in the surface even if the boat doesn't go in a straight line. The front was also adjusted. Adding a bit of volume to make the design more harmonic and to balance for what we put in aft."

"The old boat was a good all-round design and we didn't want to kill the nice easy going feeling upwind, and the nice top speed when surfing fully. But I must admit that when working on the plug I started to realise that the design was quite different from the old design. It didn't look like much on the computer screen."



"In terms of performance it's still early days. It's bit anticlimactic to see all events being cancelled this year when Simon [Synergy] is also bringing a new design to the table. The new boats have shown great potential. I'm so confident in the new design that I have actually sold the tooling for the Strandberg one to our new sailing friends in the US."

"The new boat does feel different. A bit more bow-happy then the old boat upwind. The trend at the moment is to have the mast quite far forward in the boat. Downwind the new boat has more stability than the previous design. When a gust hits you, the bow feels stable and it seems easy to get surfing. When you come out of surf it doesn't kick the back end down and stop the boat, and feels like it carries the speed longer. So it feels easy to get a good rhythm in marginal surf conditions."

He has taken the bold and generous decision to sell his old moulds to Arthur Anosov (Star Boat Shop) in the USA to help them grow the North American fleet.

THE MIAMI GROUP

In one of the most exciting developments for the class, Strandberg is sending his old moulds to Miami together with four used boats to get them started. It has been a long held desire of OKDIA to have a builder in the USA, so this finally seems to be happening thanks to a close cooperation between Strandberg and Anosov. For the USA fleet to grow they need boats and the Miami group is making that happen.

"At the moment I have three used boats in my workshop that I have helped us sailors buy here in Denmark. So only need to find one more boat. Just haven't found the right boat for the last buyer. In a month or so we pack a 20" container with the used boats and my old moulds and ship it to Miami. Arthur will start by building a boat for a buddy of his and himself. Some of the guys also plan to buy boats and keep them here in Europe."

OTHER NATIONS

The Miami group includes a Brazilian sailor, so we could soon see the first South American registered OK Dinghy. Boats have also been sold into Canada and Spain, while newbuilds are underway or completed in Thailand, St Petersburg, Russia and Italy.

ITALY

Luca Guerra, from Circolo Velico Sassonia Fano in the city of Fano, on the northern Adriatic coast of Italy purchased

the Dan Leech plans in 2015 and took a long time to build his boat, ITA 101, but was very pleased with the result. While there have been OK Dinghies in Italy in the past, this is the first new one for a generation at least.

Luca writes, "It took me a long time, working only a few Saturdays and Sunday in my spare time. I am very satisfied with my work, and the boat sails very well. The boat arouses a lot of curiosity and people always stop to look at it because they don't know what boat it is, and ask me many questions. My club mates tried it and were positively impressed. I built one because there are no used boats in Italy, so I should have gone to France, Germany, or Denmark, but I'm very lazy ... so I preferred to build it myself."

"The name of the boat is 'Nero di Seppia' (cuttlefish ink) - the ink that cuttlefish release when they are in danger. This is because my hull is black and you can see the cartoon symbol on the transom"

"I was helped online by many people whom I wanted to thank especially Alistair Deaves who was provided a lot



of valuable advice. I have my Youtube channel 'OK Dinghy Italia', where there are videos of the inauguration of my boat and a video of when she sails."

Luca also designed the 60th Anniversary OKDIA logo, and has more lined up. "I went to the UK Dinghy Show in 2020, where I was finally able to meet other people like Mary, Robert, Greg, and see other OK Dinghies."

Luca has been sailing for 40 years, including Flying Juniors, Moths, Contender, Laser Radial and Standard. In 2017 he decided to switch to the OK Dinghy.

RUSSIA

In the former USSR there was a large fleet of OK Dinghies, but, unfortunately, at the moment there are only a few old plastic hulls left, most beyond repair. Igor Shlyuev, from St



Petersburg, is building the first new OK Dinghy in Russia in, probably, decades. It will be a plywood hull, using the parts pre-cut on a CNC machine.

"We planned to start building the boat in April, but the situation with the coronavirus changed

our plans, and rather than rent a workshop, we decided to build our own." (See photo).

"We have already completed a project for cutting the hull for the CNC machine, files for the centreboard and rudder are also read. I already ordered two sails, although I only have a wooden mast."

He is working on acquiring masts and booms, or "... if we don't buy used ones, we will cooperate with manufacturers of masts for windsurfing. So far it is important for me to get a mast just to be able to go sailing. There are not enough resources for good new masts."

"Many sailors have become interested with this idea, but everyone is waiting for what will be born as a result."

Igor will keep us updated.

SYNERGY MARINE

Synergy Marine spent the winter months retooling with new CNC moulds to a slightly refined shape. After taking over the old Skipper moulds nearly 10 years ago, and subsequently building their own moulds, it was time for something new.

The old moulds were showing their age, and badly needed replacing. The old shape was scanned and transferred to computer and together with top UK designer, Dave Hollom, the shape was made symmetrical and straight. The bow was

slightly narrowed to improve upwind performance and the stern area was straightened to maintain the boat's legendary offwind speed.

Simon Cox said, "Not only should these boats prove faster on the water, but the build process has just become so much simpler and more efficient with the CNC moulds, which also brings a leap in quality. Everything fits together well so there is less finishing and less waste. They are so much easier to build. So far the new owners are delighted with the boats and we hope that translates into more victories for Synergy boats once we get back on the race course."

Simon Cox had received 12 orders before the moulds were even ready. Boats from the previous mould had won two world championships, so there is plenty of pedigree in the shape. The new boats look great (see below) and speak for themselves, with the first eight already built and shipped across Europe, with more on the way. ➤



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Widdy on woodies

Damien Widdy on the OK Dinghy fun factor and building boats

Over the past few years the OK Dinghy fleet in Queensland, Australia, has been one of the fastest growing regions for the class. Local boatbuilder Damien Widdy has been an instrumental part of that growth building, first a boat for himself, and then for others, working with Dan Leech to refine the CNC kitset files that Leech produces.

He grew up near Mornington, Victoria, and began sailing there. "Mates of mine from school were sailing Sabots so I went along one day to have a go in a club boat."

"But I always wanted to go on bigger boats as crew so started crewing on Flying Fifteens on the Saturdays and did this for a couple of years. From there I left sailing to do powerboat racing and didn't return to sailing again until 2012 on a Hobie F18 just to have fun with a mate from powerboat racing days."

He got involved with OKs in 2014. "A couple of good mates had OKs and were having great battles with each other. My good mates Ben Downey, Kelvin Holdt and Dave Vincent were all there from the beginning so when the four of us hit the water the interest grew from people watching the banter and close racing from the beach (well close racing from the other three anyway)."

BEGINNINGS

The main focus for the growth has been the Southport Yacht Club, located on the Gold Coast, just south of Brisbane, with other boats at the Royal Queensland Yacht Squadron, in Brisbane.

The Queensland fleet started to grow fast. "It all happened

quickly as the group was getting bigger, and so did the fun, so it snowballed from there. Finding second hand boats was hard and I had always built my own racing power boats so I ordered an OK Leech build kit and made my own OK Dinghy."

He says the attraction to invest in the class is from the fun on and off the water.

"To be honest it was mainly because of these mates constantly sledging each other both on and off the water. One could say it was all about who won the starts and the rest didn't matter, so I wanted to be a part of this."

He credits Andre Blasse and Glenn Yates for influencing and helping him when he joined the class.

"I would have to say Andre Blasse for all the technical stuff and Glen Yates. I called him the OK Dictionary. As secondhand boats were non-existent in Queensland we were buying boats sight unseen from interstate so by telling him the sail number he was able to give us the history of the boat and what the gear was like so this made purchasing them easier for us newcomers to the class."

He got involved in boatbuilding during his powerboat racing days. "As a hobby I built most of my boats and it was a running joke with my mates that every two seasons I would launch a brand new boat, going on to do no better than third at the nationals, sell the boat to a mate, and then that boat would go on to win the next two titles, which goes to show it's clearly the driver."

The lack of availability of suitable secondhand OK Dinghies



Damien Widdy sailing in Southport

The Dan Leech boat built for Shane Smith



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in Queensland, and having already worked with Dan Leech, made it an easy decision to start building his boats

"I love building boats. I already had the relationship with Dan Leech having just finished building a Leech 650 sportsboat (Raw Prawn) and a 27' semi-displacement cruiser (Avalon). By that stage he had a successful OK Dinghy design with first and second at the 2014 World Championship at Black Rock, so clearly that was a no brainer start for me to build one."

He has so far built four boats and "...helping a mate build one as we speak via Facetime. The best one was for Shane Smith, 100 per cent woody Leech OK with 90 per cent clear finish."

"I have built Leech's MK1 MK2 and I have 30 percent built the new MK4 for a mate to complete from there, and two Magic's with composite hulls with clear finish decks and cockpits. I'd like to build a MK4 for myself with 100 percent clear over glass but I'm currently building a Paper Tiger along with owning a wholesale awning manufacturing company here on the Gold Coast, so time is scarce at the moment."

DESIGNS

In terms of the different Dan Leech designs, "On paper they are minor tolerances but on the water there are some noticeable differences so in my opinion it comes down to people's preferences."

"The MK1 was the standard Leech that was designed for the Black Rock Worlds 2014. It proved fast off the breeze and fairly easy to build with the parts CNC cut. Although there wasn't much between the main designs the key was for an accurate but simple home build."

"The MK2 was an extension of the MK1 with a slightly fuller station under the mast area for more volume as we didn't want to distort the hull too much from this current shape and some of the building sequences were refined to save time and unnecessary weight. Although I'm just an average club sailor the feedback from the much better sailors was positive and helped widen the crew weight range a little."

"The MK3 was a one off design, based on a Delf. I wanted to do a Paulownia strip planked version with ply decks. I started this project and was half way through the hull process but was pressed for time so a good mate of mine (and the CNC guy Dave Vincent) took over the build and it should be ready to hit the water this coming season, but the boat looks great."

"For the MK4, I commissioned Dan Leech back in June 2019 to draw up a new design for the heavier crews and wanted more panel round through parts of the hull. Once we came up with a suitable number we float tested the hull on his computer and now have the 105kg skipper sailing at the same lines as the MK2 with a 80kg skipper, so job done."

"Dan also ran the final MK4 drawings by Dan Slater and the



The MK3 under construction

response was good according to Dan Leech. Once again I ran out of time to build this new MK4 due to my awning manufacturing company expanding so a mate of mine wanted to have a go at building his first boat so I built the hull, centreboard case and bulkheads so this could be shipped to Sydney in the jig and from there we Facetime on Messenger once a week to go over the next stages to build. So far the boat looks great and should be ready to hit the water soon."

"The OK Dinghy is one of few classes that cater for a wide range of crew weights as the ability able to build your own boats. It's very gratifying to see the build from paper to hitting the water and racing. I highly recommend building it at least once."

At the moment Damien is taking a break from building OKs for a season and building a different class boat this year. "But new OK Dinghy plans are on the horizon."

DRIVING GROWTH

The Queensland fleet will be hosting the 2024 World Championship at the Royal Queensland Yacht Squadron in Brisbane. It is expected to further drive growth.

"At the moment the growth has levelled off but the surge is on the move again with Brisbane starting to gather momentum. With Brisbane just 40 minutes up the road we started to mix fleets and looking at a traveller series between the two clubs."

He believes the OK Dinghy still has a lot to offer the wider sailing community. "It can cater well for varied crew weight ranges to still be competitive. You can build or revamp old boats and still have a fast package. There are not many classes left you can do this with, and also all the class support from the other competitors is great."

In terms of the popularity of the class, "The thing that comes to mind first is the shared technical information, general and social scene, as well as the close racing."

What can other regions learn from your experience?

"Make it fun!!! We treated racing seriously but are laughing around the race course at the same time. It makes a good mix." ➤





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VALE BILL BELL

Remembering William Hugh Moore (Bill) Bell
17th October 1942 to 10 April 2020

The sailing world lost a great friend with the loss of Bill Bell, who passed away on Good Friday, April 10, 2020 in Melbourne. Quietly spoken, but always considered, Bill Bell was a great friend to many sailors across the world and will be sorely missed. He made a significant contribution to the sport of sailing, both as a sailor, an International Judge and a club official, and he was hugely respected worldwide for his calm and authoritative approach.

Bill was a lifelong member of the Black Rock Yacht Club in Melbourne Australia where he was a sailor, race official, Commodore and Life Member. It would be hard to find a more loyal and dedicated member; enjoying a drink, a meal and a chat with friends every week while in town. For his club mates, neighbours and fellow sailors it was a privilege to have known Bill.

Bill Bell was a big, strong teenager and after sailing Sharpies and 14s, he moved into the OK Dinghy in the early 1970s, winning the Australian Championship three years running from 1975 to 1977. Bill was also a driver behind innovations to the class, as importing Needlespar masts, from the UK, and Marinex Sails, from Sweden. Renowned for his heavy air sailing, Bill famously won the fourth race at the 1977 OK Dinghy Worlds at Takapuna in Auckland, New Zealand. Like many singlehanded sailors in the 1970s, Bill moved into the Finn Class and also maintained an ongoing close association with that class worldwide, including as a member of many International Juries, most recently for the Finn Gold Cup held in Melbourne in December 2019.



The Class of 2014. Bill Bell was inducted into the OKDIA Hall of Fame at his home club of Black Rock in December 2014. Left to right: Mark Jackson, Roger Blasse, Andre Blasse, Greg Wilcox and Bill Bell.

There will be thousands of memories around the world of Bill's generosity and friendliness. Bill was a good friend to the late Clive Roberts from New Zealand who tragically lost his life in a car accident after returning from the OK Interdominion Championships in 1975. Bill and his good friends, Bill Tyler and Ray Stone, established the Clive Roberts Trust to assist the "youth of Australia in developing their skills within the OK Dinghy Class... and assist them to attend International Regattas". After a slow start in 1980, the Trust has assisted a large number of young Australian OK Dinghy sailors to travel to New Zealand and Europe to sail in Interdominion and World Championships.

Bill was extremely proud of the Clive Roberts Trust and personally guided the investments to ensure the current healthy balance of funds. Bill continued to maintain close friendships with Clive's wife Bev and brother Ralph, participating on many occasions with Ralph on International Juries at World Championships and catching up with both of them at the OK Dinghy Worlds held at Wakatere in February 2019, where Bill was again a member of the International Jury.

Bill was a life member of the Australian OK Dinghy Association and in 2014 at the World Championships held at his home club, he was inducted into the OKDIA Hall of Fame for his outstanding contribution to the class, alongside fellow club members, Andre and Roger Blasse. Fittingly Andre read out the nomination and presented the honour to Bill.

Bill sailed his last OK Dinghy Australian and Interdominion Championships at Easter 2004 out of Airlie Beach in the Whitsundays in North Queensland. Selflessly, Bill handed over his boat mid regatta to Mark Fisher whose boat was broken beyond repair, allowing him to finish in fifth place. It was a common theme for Bill who never hesitated to lend a helping hand. An example was when Mike Williams borrowed Bill's Finn for a couple of seasons allowing him to compete in the Gold Cup in Cascais in 2007 and at Black Rock in 2008.

Despite health issues for the last few years, Bill remained incredibly active travelling around the world to international events. His considered and wise counsel was valued worldwide, backed up by his huge experience and knowledge of sailing. Bill's presence on any Jury was reassuring as he calmly steered a steady but firm course through many protests.

Bill will be sorely missed and will be an enormous loss to the sailing community. Over 50 years of international competition and judging he made friends across the world who always welcomed him, just as he welcomed sailors to Melbourne. ➤



OKDIA

RULE CHANGES

Rules changes that were passed in 2019, effective May 2020

"In 1985 OKDIA clarified the classes policy towards rule changes. "As a general principle, rule changes are bad for a long and well established class such as the OK Dinghy, as they create instability, complexity and increased costs, and in the worst instances may outdate large numbers of boats.

Changes to rules are only acceptable or necessary if they
(i) clarify existing rules;

(ii) stop a loophole that is outside the 'spirit of the rules' and which may outdate large numbers of existing boats; or

(iii) introduce a marked improvement in safety without unduly increasing either complexity or cost.

Any proposals from individual members or the Executive Committee should first be thoroughly analysed by the Technical Committee before being discussed by National Associations before being submitted to the AGM for class approval."

The above is taken from page 85 of 'Completely OK'.

The class policy above, while not written into the Class Rules or Constitution is still as relevant today as it was 35 years ago. The amendments below, as approved by the class during the online vote in October 2019, comply with the 1985 class policy very well.

The following amendments have been approved and have been incorporated into the Class Rules that were published on 21 April 2020. All amendments were approved by a two-thirds majority of the members in accordance with the OKDIA Constitution.

1. AMENDMENT ONE. The introduction to the rules has had the following words added. "Components, and their use, are defined by their description." This is standard for rules following the World Sailing Standard Class Rules format and simply implies that components shall only be used for their intended purpose. This wording prevents rules being infringed by clever word play and reinforces that components need to be able to perform as per their description.

2. AMENDMENT TWO. The personal flotation device rule (C.3.1) has been modified to allow PFDs equivalent to the permitted

standards and also those that are suitable for the weight and size of the sailor. The actual new wording has been modified from that approved by the class after consultation and recommendations from the World Sailing Technical Department.

3. AMENDMENT THREE. At the meeting of measurers and builders in Auckland in 2019 it was agreed to propose that tow ropes should be kept outside the buoyancy tanks. It is very rare that a boat needing a tow will sink because the tow rope is inside a watertight hatch and the removable of that hatch lets the water in. But this is a possibility and so the correct safe practice is to keep the tow rope outside. The tow rope needs to be a floating line so any fears that it will soak up water and increase in weight are fairly groundless.

4. AMENDMENTS FOUR AND FIVE. At the 2019 AGM there was a wide ranging discussion on the recent trend of having masts fitted, and often retro fitted, with off centred deck bearings in order to obtain extra masthead movement when the mast is rotated; in effect the rake of the mast changes as the boom is let out towards 90 degrees. Ironically most alloy masts had an off-centre deck bearing. However almost all carbon masts built since 2004 have the mast roughly centred in the deck ring. The question was asked whether the class wanted to allow this practice to continue, which in effect allowed possible performance gain through extra costs. The Meeting was undecided on the course of action and asked the Technical Committee to come back with a proposal later in the year. After some testing with mast movement when the mast was at 90 degrees to the centreline it was determined that the mast crane itself added 50 mm to the measured movement, hence the new rule for maximum movement of 150 mm when the mast is rotated. Boats that have fitted an off-centre mast bearing need to be careful that their movement in the deck bearing added to the rotational movement is now not infringed and may need to add an extra chock to limit this movement.

5. AMENDMENTS SIX AND EIGHT. In the new rules the limitations on the number of masts, booms, rudders and boards has been reduced to one, providing that the Notice of Race or Sailing Instructions invoke this rule. This practice is becoming common in many classes with the aim of reducing development costs and sailors having to choose an all-round rig rather than one for light and one for heavy conditions. Of course sailors may still have a light or heavy air rig and

take the risk of choosing the correct one for any given regatta. Many sailors will choose an all-round rig which should save costs and keep the fleet closer together. The limitations on sails remains at two. The Sailing Instructions for any such event will also need to include a process for exchanging damaged gear for when an Equipment Inspector is not readily available to approve such a change; e.g. between races.

6. AMENDMENT SEVEN. The wording for the maximum extra forward rake on the rudder has been clarified after it became obvious that some sailors did not understand the intent.


7. AMENDMENTS NINE, ELEVEN AND TWELVE. In line with the rules on the rest of the equipment these new rules define what the hull, decks and bulkheads can be covered with. These are resin, gelcoat, paint, varnish or vinyl.

8. AMENDMENT TEN. This amendment specifically states that the hull panels are not permitted to be concave. It is a question that often gets asked so its inclusion should now clarify the situation.

9. AMENDMENT THIRTEEN. EVA is commonly used for non-skid areas on the floor and side-deck. EVA is technically an exotic material and so this amendment removes EVA foam from the list of permitted exotic items and makes its use open.

10. AMENDMENT FOURTEEN. This amendment clarifies the wording by making it clear that the area permitted is the total area of all the tubes.

11. AMENDMENT FIFTEEN. Masts have been made as a two-piece mast for many years. A two-piece mast can be taken on a large plane but not a regional aircraft. A mast that can be broken down into three parts is short enough to be loaded as checked-in baggage and so a sailor who is travelling to an event where they are chartering a boat and can now take their own rig. Equipment Inspection procedures should allow enough limitation marks for three parts of a mast. This also applies to masts that are in two parts.

After converting our Class Rules to the World Sailing Standard Format using the Equipment Rules of Sailing (ERS) in 2017, there were inevitably going to be a few missed loopholes. We are slowly fixing them and there is certainly still more work to do. The intention, as always, is to create a set of Class Rules that maintain the value of your OK Dinghy by keeping the boat as close to the original concept as possible and by not allowing developments that would change performance at extra cost. 

Alistair Deaves
Chair OKDIA Technical Committee
June 2020

CLASS RULE CHANGES - EFFECTIVE DATE: MAY 11, 2020

This abridged changes should be read in conjunction with the Class Rules and the list of changes as published on the World Sailing website.

AMENDMENT ONE - INTRODUCTION

Add: Components, and their use, are defined by their description.

AMENDMENT TWO - C.3.1 PERSONAL EQUIPMENT, MANDATORY

Amend: The crew shall wear a personal flotation device to the minimum standard ISO 12402:5 (CE 50 Newtons), or EN393, or USCG Type III, or AUS PFD II, or equivalent, and suitable for their size and weight, except for short periods when changing or adjusting clothing.

AMENDMENT THREE - C.5.2 PORTABLE EQUIPMENT, NOT FOR USE

Amend: Any floating towing rope with a minimum length of 10 m of not less than 6 mm in diameter, and which shall be accessible without opening a watertight bulkhead.

AMENDMENT FOUR - C.6.4 (C) HULL, LIMITATIONS

Amend: The distance from the masthead halyard sheave to the top of the transom at the centreline shall not change by more than 100 mm between the mast being in its most aft position to its most forward position, with the mast facing fore/aft.

AMENDMENT FIVE - C.6.4 (D) HULL, LIMITATIONS

Amend: The distance from the masthead halyard sheave to the top of the transom at the centreline shall not change by more than 150 mm between the mast being in its most aft position when facing fore/aft and the mast being in its most forward position when the mast is rotated through 90 degrees to the centreline.

AMENDMENT SIX - C.7.2 (A) HULL APPENDAGES, LIMITATIONS

Amend: Any number of hull appendages may be used during an event. If required by the Notice of Race or Sailing Instructions, not more than one centreboard and one rudder may be used during an event, except when a hull appendage has been lost or unintentionally damaged beyond repair. Such replacements shall be made only with the approval of the Event Technical Committee.

AMENDMENT SEVEN - C.7.4 APPENDAGES, RUDDER

Amend: The distance from the top leading edge of the rudder, extended in a straight line as necessary, to (i) transom at deck level = 45 mm; (ii) transom at hull datum point = 45mm

AMENDMENT EIGHT - C.8.2 (A) RIG, LIMITATIONS

Amend: Any number of masts and booms may be used during an event. If required by the Notice of Race or Sailing Instructions, not more than one boom and one mast may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such replacements shall be made only with the approval of the Event Technical Committee

AMENDMENT NINE - D.3.1 (B) HULL SHELL, MATERIALS

Amend: The hull may be covered with resin, gelcoat, paint, varnish or vinyl.

AMENDMENT TEN - D.3.2 (E) HULL SHELL, CONSTRUCTION

Amend: When measured athwartships at the stations, the surface of the hull and topsides shall not be concave.

AMENDMENT ELEVEN - D.4.1 (B) DECK, MATERIALS

Amend: The deck may be covered with resin, gelcoat, paint, varnish or vinyl.

AMENDMENT TWELVE - D.5.1 (B) BUOYANCY TANKS AND BULKHEADS, MATERIALS

Amend: The bulkheads may be covered with resin, gelcoat, paint, varnish or vinyl.

AMENDMENT THIRTEEN - D.7.1 (C) (4) ASSEMBLED HULL, FITTINGS

Amend: The use of exotic materials (excluding EVA foam) and/or CRP is limited to wear patches, protective and backing plates, compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons, pintles, hiking pads, mast bearings and chocks, mast bearing adjusting mechanisms and block organiser wings when they do not incorporate a mast bearing.

AMENDMENT FOURTEEN - D.7.2 ASSEMBLED HULL, DIMENSIONS

Amend: Total cross sectional area of control line tubes passing through buoyancy tanks = 150 cm²

AMENDMENT FIFTEEN - F.2.3 (D) & (E) MAST, CONSTRUCTION

Amend: (d) Mast sections may be made as a two-piece or a three-piece section. (e) The only permitted additional items to the mast construction are: (1) External sail track; (2) Internal connecting sleeves (when spar is a two or a three-piece section).



From AC to OK

Kiwi Matt Mason talks America's Cup and OK Dinghies

Matt Mason is a member of Wakatere Boating Club on Auckland's North Shore, the host for last year's highly successful World Championship. It has grown into one of the largest OK Dinghy club fleets in the world. Matt comes from a background of big boat racing, and has been on the winning team at four America's Cups.

He was brought up in Whangarei, which is two hours north of Auckland. "I learnt to sail at the Onerahi Yacht Club. I got into sailing as my family did a big cruise to the Pacific Islands when I was eight years old, and we spent two years cruising the Pacific."

"On leaving school, I completed a boatbuilding apprenticeship, which led to me sailing on bigger boats. An opportunity arose to do the Sydney Hobart Yacht Race, which led to taking part in the Admiral's Cup. Then in 1990 I was asked to trial in San Diego for the New Zealand America's Cup team and I never looked back. Now I have been involved in seven America's Cups."

He first got involved in OKs at Wakatere in 2013 "We have a great scene at our club, Wakatere, always 10-20 boats on any weekend."

A lot of the attraction was simply about getting back to basics. "The boats, the people and our club attracted me as well as being able to get back to the basics of sailing. I had spent years and years sitting on the rail of boats doing my specific role and it is nice for once to be able to take control and try and get everything together from starting, first beat, mark roundings, rules etc and try and piece it together and get a result."



AWESOME

The group of sailors there all helped him get started and learn the boat. "Everyone is awesome."

"I love designing and developing things. That has been my role within pretty much all the America's

Cup teams as well as sailing. Dan Leech is a good mate of mine now as our boys sail together so we have been talking, along with Dan Slater, about a new boat. Dan L told us about the new MK5 and what he designed and its potential. I got excited about building some new moulds."

"COVID came along, which slowed a few things for me so it was OK, now's the time. The hull plug is now complete."

For the future, "I am 100 percent targeting Lake Garda next year with the new Maverick M5 as it's going to be a rocket."

Dan Leech commented, "These new production boats are going to be really nice boats. Matt, Dan and myself have put a lot thought into the design details. The volume distribution through the hull will give a great boat for the bigger sailors and be perfect for the fresh waters of Lake Garda."

LEARNING

From being a veteran America's Cup sailors, Matt says he has learned plenty from sailing the OK Dinghy.

"If you get the basics right and as long as you are on the pace, pretty much everything else will line up."

The OK Dinghy "...allows amazing racing across a very wide range of ages and abilities. You can be going tack for tack with an ex-Olympian, or getting your ass kicked by a 70 year old on any one day."

"When you compare it to other classes the OK Dinghy is pretty good value for money, cost and numbers and a good all round boat. We need to keep encouraging people into the class – once they get in it's pretty hard to get out."

And for future exotic venues, "Anywhere that's warm, sunny, nice breeze and has super cold beer.. Hawaii, Pacific Islands, Queensland."

He is currently also sailing, "...some mega boat stuff and



all the Wild Oats stuff in Australia. It pretty much has to have push buttons now, if you know what I mean..."

AMERICA'S CUP

Turning to the America's Cup, the 1995 win remains the most memorable for Matt. "1995 was the best when we won in San Diego and experiencing bringing the Cup to New Zealand for the first time ever."

"2010 was also pretty special on the big Oracle trimaran, that was pretty out of control with the big wing and the way that evolved."

"I have done seven America's Cups, winning four times. I was always involved in the design of the deck layout of the boats, liaising with the sailors and designers for what was required to have the best working/winning systems."

"Sailing, I was normally around the mast area, doing the hard yards."

"It's pretty amazing how quickly the foiling thing has evolved. It's very cool because all the kids want to do now is go foiling. The new AC75 monohulls are pretty amazing and some of the numbers we hear they are doing is crazy. Hopefully the racing will be close and we will see some intense racing."

He remains convinced the 2021 America's Cup will go ahead on schedule, despite the issues with COVID-19 and the travel restrictions into and out of New Zealand.



"I think 100 percent the Cup will happen as per scheduled in 2021. The situation is a bit of a shame as we might only get 30 percent of the supporters and other boats coming down than we expected, but I know the big goal for New Zealand will be to defend the title and then make sure the 2023 defense will be the one that 2021 should have been."

The situation with coronavirus has affected all aspects of the sport from top to bottom, but he thinks a side effect of this is the opportunity to focus on your local club racing.

"The worldwide sailing scene may take a long time, possibly another year, to get back to normal due to travel restrictions. So it's a great chance for people to get involved in their own yacht club and sailing scene, get the old boat out, clean her up and go and have some fun." ➤

Matt Mason (NZL 570), with bow number 111, finished 21st at the 2019 World Championship in Auckland



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Stockholm success story

Per Westlund, President of the Swedish OK Dinghy Association, reports on the growing OK Dinghy fleet at KSSS

We had the unique opportunity to sail four OK championships during 2020 within reasonable travelling distance. But sadly the virus destroyed our plans. The Worlds in Marstrand was the really big event in Sweden but we had also planned for the Nordics and the National Championship and for the Europeans in Denmark. All four are now cancelled.

But happily for us living in the Stockholm area we have a growing and active fleet of more than 15 OK Dinghies. Thanks to the Swedish virus policy we have the right to race as long as we maintain social distancing.



This year we are more active in the Stockholm fleet than ever and during May we organised two weekends with training on the water. Our coach is running the starts, films us and gives feedback. Every Wednesday evening during this spring we sailed a series of races with a coach and followed up as well.

It is a little bit of a challenge to gather OK sailors in the Stockholm region in one sail arena as we have 125 sailing clubs here and probably the world's longest waterfront with the Baltic and the big lake Mälaren. However we have agreed

to use Saltsjöbaden as our hub and the club KSSS welcomes us to keep our boats there and assists with a coach and rib boat.

THE IRONIC BENEFIT of the pandemic is that our local activities are thriving.

In 2019 Niklas Edler (top photo) moved over from the Laser and started sailing the OK Dinghy. He has a career in many classes such as Europe dinghy, Star boat and Laser. Niklas is ten times Swedish Champion and two times world silver medallist in the Laser Master class, three times winner of the Swedish National Sailing League and three times winner of The Champion of Champions regatta in Sweden and was second in the Swedish OK Dinghy Championship in 2019.

Niklas on why he started sailing the OK: "I was talked into it by Jonas Börjesson but it was a good decision because the OK is a classical dinghy, has good competition locally and internationally".

Talking about why the OK now is one of the most active classes in Stockholm he says: "Organized local racing and training is important. As we have managed to convene many boats here in Saltsjöbaden we are visible which attracts others to join us. I like the OK as it is a single-handed classical dinghy."

HE UNDERLINES THE value of local regattas and organised training with a coach and follow-up for faster learning. The possibility to race with strong competition in Sweden and internationally is also important and he thinks the combination of frequent local sailing and bigger national and international events is a winning concept.

Niklas finishes saying that our active local fleet in Stockholm together with the Worlds in Sweden 2022 makes the OK Dinghy very attractive now. ➤





Lockdown Lectures

World Champion, Dan Slater, ran a series of webinars on masts and sails when sailing was curtailed worldwide

At the height of the COVID-19 lockdown, current OK Dinghy World Champion ran a series of online webinars for singlehanded sailors from his home in Auckland. One series of talks focused on masts and sails for OKs and Finns.

The three webinars are each around 80 minutes in length and if you lace his palm with appropriately sanitised silver, Dan will send you the links (Contact him at dan@nzwatershed.co.nz). They contain an enormous amount of information and history on developing rigs, what to look for and how to set up a rig to sail fast. This is just a taste of what's there....

SHAPE

In about 2005 there was an engineering student in New Zealand, who did a study into the shape of a Finn mast as part of his engineering project. He went into the wind tunnel, built a few prototype shapes and towed them behind a boat and, all sorts of things. It was quite an interesting paper. And out of that came that came the D section.

Because the Finn mast rotates as we drop the traveller, the mast starts rotating wider and in light air the ideal shape was actually a D, a round mast with a square aft face. In the top part where the section wasn't so wide, and you didn't have the wall thickness, the wing shape was actually better.

The gain with the wing is obviously downwind where you

get about half a square metre made a more sail area, than you do with a smaller D section or a round section. That's just raw sail area. Then when you get into a wider sheeting angle, so your traveller is now out on the corner or beyond, then the wing mast upwind performance improves as the wind angle changes. The mast becomes much more aerodynamic.

The D section is a great light air section, but it doesn't work so well downwind due to having less surface area. In 2008, I built a mast for the Olympics in Beijing, which was a D section and the bottom and a wing at the top. And it proved to be really quick, but it was purely designed as a real light air mast. And that actually became my first OK Dinghy mast after I added a foam fairing.

TWIST

The next thing is twist, just like foils or an aircraft wing. In the OK the top of the mast where it's quite tiny you have that same effect. Having a lot of vertical 90 degree unis, rather than many 45s, in the layup can help the mast twist quite a lot, but there is a risk it can break. The mast twists at the top under load, giving you more rotation, sort of like a multihull sail, an over-rotated mast to get a better airflow.

Some Finn masts were built pretty straight and quite uniform because they had big side unis and they didn't twist much at all. The round tube with a fairing on the back would twist more easily because the unis were so much further forward, and it would twist and that also improves performance, but also helps how the sail flies on mast.

I made three masts before Beijing. One we called the Twister and it was fast, but it snapped. We made it pretty radical and it just didn't have enough unis to keep the thing together.

If there's a way you can get some twist, it doesn't matter what, whether it's a Finn or an OK, twist is fast. There's no doubt about that. The mast builder, whoever you use, will probably know those limitations and what you can and can't do without it breaking.

CENTRE OF GRAVITY

Obviously we want to build the lightest mast we can possibly get. And by building, the lightest mast, then as the mast lays over it's not going to be so heavy that it keeps pulling you over. So build the lightest mast you can get, and in the perfect world, you'd want the maximum corrector weight, right at the



centre of gravity point. If it's any higher, that means the mast is a bit too heavy in the bottom.

It's quite amazing what a difference that alone makes to how your boat feels. You can have the same bend curves and everything, but how the boat pitches over the waves and how it reacts with its gust response will change. I would really recommend that anybody building a new mast to really push hard for that because it's a big deal. And I think, especially in the OK class, that's one area that's open for improvement.

MAST BEND

We can probably debate mast numbers until the cows come home, and one of the things with bend numbers is actually understanding what they really mean.

When we do a static test, some guys use 10 kg and some use 12 kg. 12 is standard on the Finn and in the OK, it's a bit of both. When we are sailing, we are probably using the equivalent to about 20 kg fore and aft, but only about 8 kg of righting of side bend. This is how much we're able to hike against the induced side bend. Our static test is the same, so try and picture what we're measuring as a static fore and aft is less than about half what we sail with and with the sideways, it's more than what we sail with

What happens on the water? The tip number is related to the bottom and relates to how soft the mast is below the deck, and up to the gooseneck. It also affects the bend in the middle to how stiff that is. Like all types of tubes the mast is always going to bend at its weakest point and because the mast is bending at the weakest point, it tends to straighten up between the bands.

If the mast is hinging below deck, in a fore and aft position you end up with a sail with not too much luff curve. Now the advantage with having that is it allows you to basically sail with the mast, more upright downwind. That's like your classic C-Tech style OK mast. If your mast is soft below the deck it'll have a high tip measurement and it'll be laying off, and maybe the whole mast can be laying off sideways like that as opposed to bending off sideways and depowering in certain parts

In the Finn, because you've got a lot more power in them the masts are generally on the softer side, but in the OKs the masts and static tests showed much higher numbers sideways than they do fore and aft.

The advantages of having bend at the deck is that upwind you can have your mast back and downwind you can have it forward or more upright. The trade off of that is you end up with quite a straight mast between the bands, and when you have quite a straight mast between the bands then you have less left curve in your sail and your sail becomes quite one dimensional as far as downwind is concerned.

To give you an example, in my OK mast that I sailed the worlds with, it had about, I think it's a 114 mm in the middle bend curve and most of the C-Techs are in the 50s or 60s in the middle. So it's quite a big difference with effectively 50 mm more luff curve, which is quite a lot when you start looking at sails and how deep the sail gets downwind. In the Finn, a lot of the masts have quite a similar curve. Yes, they vary a little bit, but the trend of the style of mast is all quite similar.

I think that the mast should have quite an even bend fore and aft. And I like the idea of having the quarter number and the three quarter number pretty similar. If the mast is soft in one area it'll open out, or where you lose the leach in one particular area, let's say the top or the middle, the sail can often fold out and it's really hard to control on a freestanding rig.



It definitely works really well. Downwind you get a great gust response. When you get a gust, the boat feels like it's going to go forward rather than the mast laying over the front of the boat. So that's one trait that definitely works. However when that quarter number sideways is softer out of the deck, and it's closer to your fore and aft bend, the mast feels like it's working a lot more, but it's quite hard to control the top. I think the top isn't as dynamic, it just opens out.

I think we don't really know enough about how the mast bends dynamically when we're sailing. When the traveller is out, traveller is in, what sort of side bend we have as the mast rotates, when that side bend takes over and becomes fore and aft.

Every generation mast I've made, whether it was in the Finn or the OK, the stiffer I got sideways out of the deck, they seemed to just go faster and faster. And so they were always much stiffer sideways than they were fore and aft, and most masts are, but it seems to be quite a good trick to get them stiffer sideways in the bottom.

The mid height fore and aft and sideways measurements on your static bend curve want to be pretty similar, like almost the same number. And then on the three quarter, it wants to be stiffer fore and aft and considerably softer sideways, because don't forget, we are hiking against only about 8 kg, but we're sheeting 20 kilos against it. So the sideways should be about 10 to 15% softer than fore and aft number at the three quarter height.

If you get the bottom pretty well locked off, then you've got really good control of your lower leach. We've got outhaul, inhaul and Cunningham and we can control that lower leach fairly easily, but if you can lock it off, when you want to, and make it stand up, you can point really high. And if the tip becomes dynamic, at the top part of the leach, the sail is going to work for you. When you're sailing with a mast that's too stiff, the boat will always feel like every time you get a gust that you're on a hiking bench and it doesn't actually do anything and the boat will want to tip over and not really go forward.

I think we hop into classes like the OK, and the Finn and you think, oh, it's a powerful boat. That's just must be how it is. But it isn't. I had a coach for Beijing, and he taught me a lot on all the technical side of it, but he said, you shouldn't be fighting it. You should be sailing it. And he was all about the feel. How does it feel? Does it feel like the boat's going forward when you get a gust, or is the boat wanting to broach out or round up every time you get a gust. It had to work. And he was really right. The first Finn that I bought had quite a stiff mast that was quite standard at the time. Changing the mast changed the boat, and how the boat felt. ➤



OKDIA

Ranking List

15 Years of the OKDIA World Ranking List

Our World Ranking list might be on hiatus because of COVID-19, but this year marks its 15th anniversary. While it was started as a bit of fun and to give the class some promotion, it has become a regular fixture two or three times each year.



Some take it more seriously than others – some take it far too seriously – but it has evolved to try and best represent the diverse nature of the class with members across the world.

To mark the occasion we have put together some tables and lists of how it has changed over the years. In total there have been 1300 sailors on the list, a rise of 376 since we did the same analysis five years ago. The number of sailors on the list has nearly doubled since that first World Rankings in 2005. We now have 537 sailors who have taken part in at least one ranking regatta over the past two years.

Denmark remains the member country with the most



TOTAL ACTIVE SAILORS ON WORLD RANKING LIST

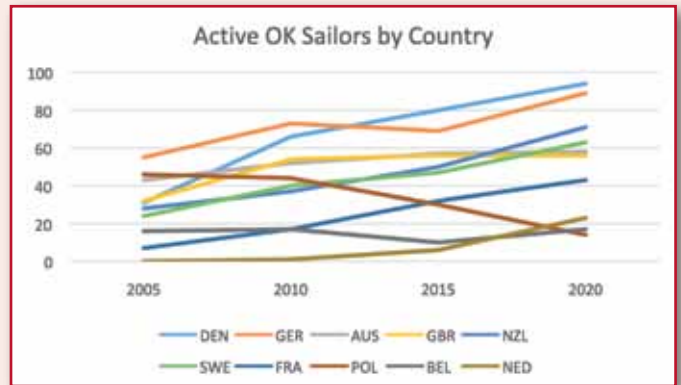
		2005	2010	2015	2020
1	Denmark	31	66	80	94
2	Germany	55	73	69	89
3	Australia	43	52	57	58
4	Britain	32	54	56	56
5	New Zealand	28	37	50	71
6	Sweden	24	40	47	63
7	France	7	17	32	43
8	Poland	46	44	30	14
9	Belgium	16	17	10	17
10	The Netherlands	0	1	6	23
11	Norway	0	1	2	5
12	USA	0	1	2	2
13	Thailand	0	0	2	0
14	Luxembourg	1	1	1	2
15	South Africa	0	2	1	0
	TOTAL	283	406	445	537

ALL TIME SAILORS ON RANKING LIST BY NATION

	<i>Nation</i>	<i>No. on list</i>	<i>2015</i>	<i>No. on list</i>	<i>Diff.</i>
		2020	Position	2015	
1	Denmark	226	1	146	80
2	Germany	173	4	115	58
3	Britain	160	2	124	36
4	Australia	156	3	121	35
5	Sweden	140	6	93	47
6	Poland	124	5	114	10
7	New Zealand	117	7	85	32
8	France	98	8	62	36
9	Belgium	50	9	40	10
10	Netherlands	32	10	8	24
11	Norway	8	11	5	3
12	USA	6	12	4	2
13	Thailand	2	13	2	0
14	Luxembourg	2	15	1	1
15	South Africa	1	14	2	-1
16	Ireland	1	16	1	0
17	Spain	1	17	1	0
18	Romania	1	18	0	1
19	Barbados	1	19	0	1
20	Ireland	1	20	0	1
	TOTAL	1300		924	

ALL TIME BEST SAILORS OVER 800 POINTS

Sailor	Nation	Points	Date/Position
1 Fredrik Lööf	SWE	1048.21	Apr-19 1
2 Bo Petersen	DEN	1046.06	Oct-16 1
3 Greg Wilcox	NZL	1035.83	Dec-14 1
4 Nick Craig	GBR	1033.79	Aug-06 1
5 Thomas Hanson-Mild	SWE	1021.77	Oct-16 2
6 Jorgen Svendsen	DEN	1018.41	Dec-14 1
7 Jørgen Lindhardt	DEN	1013.76	Mar-06 1
8 Karl Purdie	NZL	1001.91	Jul-11 1
9 André Budzien	GER	1001.14	Dec-14 3
10 Charlie Cumbley	GBR	985.08	Oct-16 4
11 Stefan Myralf	DEN	983.37	Apr-14 2
12 Martin von Zimmermann	GER	973.69	Nov-12 3
13 Tomasz Gaj	POL	959.28	Jul-19 3
14 Richard Burton	GBR	951.13	Oct-16 6
15 Alistair Deaves	NZL	948.55	Oct-11 3
16 Bartosz Rakocy	POL	933.85	Nov-12 7
17 Mark Perrow	NZL	920.11	Jul-09 2
18 Gunter Arndt	GER	918.23	Nov-12 4
19 Roger Blasse	AUS	913.72	Mar-06 4
20 Terry Curtis	GBR	909.85	Dec-10 4
21 Rene Johannsen	DEN	908.56	Mar-16 3
22 Pawel Pawlaczyk	POL	898.22	Oct-16 8
23 Sonke Behrens	GER	895.98	Dec-14 7
24 Mark Jackson	AUS	885.66	Apr-14 4
25 David Bourne	GBR	874.86	Oct-16 9
26 Steve McDowell	NZL	871.91	Jul-07 2
27 Mike Williams	AUS	862.72	Apr-15 3
28 Jim Hunt	GBR	856.13	Oct-16 12
29 Jesper Petersen	DEN	852.86	Aug-06 8
30 Karsten Hitz	GER	848.28	Jul-09 5
31 Christian Olesen	DEN	847.49	Jul-09 6
32 Matt Stechmann	NZL	842.38	Aug-07 6
33 Jens Lauge	DEN	834.01	Nov-12 14
34 Andre Blasse	AUS	829.34	Mar-06 9
35 Paul Rhodes	NZL	826.52	May-11 5
36 Luke Gower	NZL	813.26	Nov-19 5
37 Ben Morrison	NZL	812.59	May-11 6
38 Brad Douglas	NZL	809.33	May-11 8
39 Robert Deaves	GBR	808.23	Jan-07 11
40 Bo Reker Andersen	DEN	801.29	Oct-16 15



sailors on the list today as well as on the all-time list. It also highlights the development of the class in recent years. With the exception of Poland, every nation has increased the number of sailors taking part in ranking events.

The graph above shows these trends for the 10 largest member nations.

There are also many new names on the all time best sailors list, which counts everyone who scored over 800 points. Back in 2015, Greg Wilcox (below) was the top scorer, a score he still has not beaten. Unsurprisingly, Fredrik Lööf (opposite), is now in the top spot, just a few points ahead of Bo Petersen (left bottom), while Wilcox drops to third.

It's a thankless task to compile all this data, and take the criticism for the odd mistake, but it has been done without complaint by Alistair Deaves for 15 years, so buy him a beer when you see him. ➡



OK Dinghy World Ranking List - March 2020

1 Thomas Hansson-Mild	SWE	995.54	30 Mark Skelton	AUS	593.12	59 Julien Dejugnat	FRA	463.93	88 Bob Buchanan	AUS	394.95
2 Fredrik Lööf	SWE	978.21	31 Hans Börjesson	SWE	592.19	60 Mats Caap	SWE	458.46	89 Jonas Börjesson	SWE	391.57
3 Tomasz Gaj	POL	935.68	32 Dan Slater	NZL	583.36	61 Hans Elkjaer	SWE	454.26	90 Gordon Sims	NZL	389.84
4 Greg Wilcox	NZL	880.55	33 Stefan de Vries	NED	578.37	62 Roger Blassé	AUS	453.71	91 Charlie Cumbley	GBR	389.72
5 Luke Gower	NZL	813.26	34 Oliver Gronholz	GER	577.14	63 Bengt Larsson	SWE	450.43	92 Frank Strelow	GER	384.69
6 Jan Kurfeld	GER	772.81	35 Pawel Pawlaczyk	POL	574.24	64 Ulli Kurfeld	GER	450.06	93 Stefan Rassau	GER	382.33
7 Ask Askholm	DEN	771.57	36 Tim Davies	AUS	569.97	65 Jan-Dietmar Dellas	GER	446.27	94 Glenn Williams	AUS	376.89
8 Chris Turner	GBR	752.78	37 Russell Wood	NZL	553.90	66 Ronald Foest	GER	445.86	95 Lars Edwall	SWE	371.79
9 Bo Petersen	DEN	745.77	38 Jørgen Holm	DEN	547.36	67 Thomas Glas	GER	445.77	96 Josh Armit	NZL	368.45
10 Steve McDowell	NZL	735.18	39 Halvor Schøyen	NOR	547.34	68 Jörg Sylvestre	GER	440.81	97 Lutz Boguhn	GER	368.16
11 Luke O'Connell	NZL	733.47	40 Mathew Mason	NZL	543.33	69 Keith Byers	GBR	439.66	98 Adrian Coulthard	NZL	366.96
12 Jesper Højer	DEN	715.65	41 Simon Probert	NZL	542.96	70 Jens Lauge	DEN	438.30	99 Steve Wilson	AUS	363.84
13 Mark Jackson	AUS	698.38	42 Marek Bernat	POL	537.64	71 Jörg Rademacher	GER	432.55	100 James Bevis	AUS	362.07
14 Ralf Tietje	GER	693.35	43 Andreas Pich	GER	533.04	72 Ian Hopwood	GBR	432.27	101 Sam Marshall	NZL	361.08
15 Rod Davis	NZL	677.94	44 Stephan Veldman	NED	531.79	73 Brett Daniel	NZL	430.81	102 Falk Hagemann	GER	360.45
16 Henrik Kofoed Larsen	DEN	671.17	45 Paul Rhodes	NZL	523.49	74 Joe Schubert	DEN	426.09	103 Henri Skou	DEN	356.16
17 Gunter Arndt	GER	667.40	46 Peter Robinson	AUS	522.26	75 Henrik Kimmer Petersen	DEN	423.50	104 Stefan Haage	GER	354.04
18 Ben Morrison	NZL	661.41	47 Mike Wilde	NZL	522.00	76 David van der Wende	NZL	419.51	105 Marc Vande Ghinste	BEL	353.88
19 Andrew Phillips	NZL	660.11	48 David Bourne	GBR	518.20	77 Jacob Lundling	DEN	418.73	106 Ralf Mackman	GER	350.87
20 Brent Williams	AUS	655.07	49 Nick Craig	GBR	513.02	78 Mats Bendix	DEN	417.50	107 TimothéePetetin	FRA	343.71
21 Andre Budzien	GER	636.30	50 Anders Andersen	DEN	506.67	79 Grant Wakefield	AUS	415.50	108 Andre Blasse	AUS	343.50
22 Rainer Pospiech	GER	635.79	51 Rohan Lord	NZL	500.67	80 Dirk Dame	GER	414.21	109 Johan Bjørling	DEN	342.25
23 Sönke Behrens	GER	633.99	52 Malte Pedersen	DEN	498.25	81 Valerian Lebrun	FRA	410.98	110 Marc Grise	NZL	337.93
24 Martin von Zimmermann	GER	626.36	53 Mark Perrow	NZL	490.38	82 Jan-Erik Engholm	SWE	410.39	111 Thorsten Schmidt	GER	333.79
25 Lars Johan Brodtkorb	NOR	618.58	54 Stefan Pavia	SWE	487.80	83 Alistair Deaves	NZL	409.45	112 Anthony Osman	GBR	333.03
26 Chris Fenwick	NZL	607.76	55 Jono Clough	NZL	486.68	84 Dirk Gericke	GER	408.21	113 Anders Gerhardt-Hansen	DEN	321.54
27 Wolfgang Höfener	GER	607.48	56 Jan Hempel Sparso	DEN	476.97	85 Tony Woods	GBR	401.05	114 Holger Krasmann	GER	314.12
28 Richard Burton	GBR	599.11	57 Stefan Jaenson	SWE	470.56	86 Jesper Bendix	DEN	400.70	115 Patrick Debaere	FRA	313.54
29 Eric Rone	NZL	598.91	58 Thomas Olds	NZL	465.79	87 Alex Scoles	GBR	395.24	116 Philip Rzepecky	NZL	313.52

WORLD RANKING LIST

117	Bo Jensen	DEN	313.51	222	Fergus Barnham	GBR	142.29	327	Arne Johansson	SWE	70.00	432	Christer Berndtsson	SWE	26.81
118	Duncan Ellis	GBR	313.27	223	Uli Borchers	GER	141.29	328	Michael Shannon	NZL	69.95	433	Olle Heimerlsson	SWE	26.81
119	Dan Bush	NZL	312.83	224	Martin Douglas	NZL	141.10	329	Robert Deaves	GBR	69.81	434	Per Sørensen	DEN	26.81
120	Troels Trøjberg	DEN	312.37	225	Hessel Hoekstra	NED	140.48	330	Christian Thomsen	DEN	69.75	435	Kim Molbjerg-Olesen	DEN	26.41
121	Sven Beye	GER	310.30	226	Mike Williams	AUS	139.69	331	Gareth Wells	AUS	67.57	436	Ben Falat	GBR	25.88
122	Håkan Törnqvist	SWE	305.33	227	Morten Andersen	DEN	139.10	332	Anna Livbjerg	DEN	67.42	437	Pascal Perraud	FRA	25.34
123	Daniel Gröschl	GER	300.35	228	Richard Furneaux	AUS	138.02	333	Sven Marchot	GER	67.12	438	Guy Andersson	SWE	25.30
124	Claus Stockhardt	GER	295.90	229	Peter Lynch	AUS	137.79	334	Steve Cooke	GBR	67.05	439	Rolf Wahlqvist	NOR	25.00
125	Mogens Johansen	DEN	293.76	230	Jörg Posny	GER	136.43	335	Pierre Arrighi	FRA	67.05	440	Andrew Martin	GBR	24.80
126	Remi Blandureau	FRA	287.95	231	Philippe Cowez	BEL	135.62	336	Tobias Hendorff	DEN	64.90	441	Sjouke Bus	NED	24.44
127	Bo Teglers	DEN	286.64	232	Chris Salthouse	NZL	135.40	337	Florent Delacourt	FRA	63.84	442	Palle Larsen	DEN	24.18
128	Mats Hovde	SWE	285.97	233	Joe Porebski	NZL	132.49	338	Roger Wood	NZL	63.59	443	James Bland	USA	23.89
129	Dean Coleman	NZL	281.91	234	Jörg Häger	GER	130.90	339	Ben Pickering	GBR	62.94	444	Jef Delhez	NED	23.50
130	Rob Hengst	NZL	279.81	235	Jacob Bang	DEN	129.30	340	Jonas Kroner	GER	61.86	445	Brian Foged	DEN	23.27
131	Axel Fisher	GER	279.31	236	Karen Robertson	GBR	129.08	341	Tom Pedersen	DEN	61.70	446	R Ekberg	AUS	23.27
132	Jaroslaw Radzki	POL	278.12	237	George Cooper	NZL	128.56	342	Paul Pike	GBR	61.70	447	Ralph Grieger	GER	23.16
133	Chris Links	AUS	274.59	238	Rod Andrew	BEL	128.00	343	Peter Frissell	USA	61.56	448	Glen Bishop	FRA	22.46
134	Jørgen Lindhardt	DEN	274.00	239	Jonas Quist	SWE	127.55	344	Per Nissen	DEN	60.86	449	Andrew Baker	AUS	21.55
135	Peter van der Schaaf	NED	266.14	240	Peter Zeller	DEN	127.16	345	Sean Homan	AUS	60.00	450	Robert Cambell Grey	GBR	21.39
136	Greg Salthouse	NZL	264.83	241	John Douglas	NZL	123.82	346	Steven Shale	AUS	60.00	451	Paul Bouts	BEL	21.13
137	William Heritage	GBR	263.13	242	David Vincent	AUS	123.00	347	Bernd Schulz-Stucher	GER	59.00	452	Paul Dutton	GBR	20.68
138	Heinz Ridder	GER	261.96	243	Thomas Kvist	DEN	121.50	348	Christian Rasmussen	DEN	59.00	453	Waldemar Wtoczowski	POL	20.53
139	Nigel Mannering	NZL	260.56	244	Jean-Michel Roux	FRA	121.38	349	Olle Albrektsson	SWE	58.07	454	Alexa Müller	GER	19.84
140	Gerd Breitbart	GER	259.72	245	Nigel Comber	NZL	121.37	350	Tony Bierre	NZL	58.04	455	David Haseldine	AUS	19.62
141	Matthew Holdsworth	NZL	259.70	246	Claes Heyman	SWE	120.53	351	Peter Lester	NZL	57.96	456	Per Jonsson	SWE	19.38
142	Jamie Harris	GBR	254.55	247	Jacques Pienne	BEL	120.00	352	Lars Jørgen Andresen	DEN	56.46	457	Pierre Vandepool	BEL	19.00
143	Jochen Lollert	GER	251.83	248	Thomas Gabs	DEN	119.82	353	Erik Bork	GER	55.90	458	Tony Saunders	NZL	18.78
144	Fabian Gronholz	GER	251.03	249	Terry Curtis	GBR	119.34	354	Henry Kopplin	GER	54.74	459	Niels Björling	DEN	18.70
145	Phil Coveny	NZL	249.33	250	Poul Vincents	DEN	115.88	355	Gary McLennan	AUS	53.85	460	Luke Cromie	AUS	18.67
146	Ulf Sahle	SWE	248.27	251	Radoslaw Drozdziak	POL	115.18	356	Steven Humphris	AUS	52.86	461	Bengt Stromberg	SWE	18.67
147	Sefton Powrie	NZL	245.56	252	Magnus Gillgren	SWE	115.13	357	Maik Westfehlung	GER	52.11	462	Stephen Moore	AUS	18.40
148	Garry Lock	NZL	241.49	253	Patrice Rovere	FRA	113.66	358	Westfehlung Maik	GER	51.80	463	Bertil Eliasson	SWE	18.39
149	Syben Hornstra	NED	238.87	254	Julius Rathel	GER	113.54	359	Mads Brockhuss	DEN	51.70	464	Philippe Muyzere	GER	18.33
150	Thomas Meyer	DEN	236.58	255	Nick Logan	GBR	113.31	360	Anders Johannsen	DEN	51.63	465	Henrik Böhm Jensen	DEN	18.20
151	Jean Louis Petetin	FRA	234.46	256	Niklas Edler	SWE	113.13	361	Thomas Christensen	DEN	51.28	466	Jean-Luc Arrighi	FRA	18.19
152	Kelvin Holdt	AUS	232.57	257	Joris van Baarle	BEL	112.88	362	Søren Christiansen	DEN	51.02	467	Peter Langer-Langmaack	GER	17.89
153	Ingo Ballerstein	GER	231.34	258	Mads Bendix	DEN	112.11	363	Max Fry	AUS	50.60	468	Gaetan Richert	FRA	17.83
154	Frederic Lamarque	FRA	227.15	259	Emil Bengtson	SWE	111.25	364	Gunnar Goronzi	GER	50.01	469	John Sammons	AUS	17.53
155	Claus Gioderum Mortensen	DEN	226.61	260	Rob Mcmillan	AUS	110.00	365	Mark Bosma	NED	49.95	470	Marina Dellas	GER	17.50
156	Elizabeth Williams	AUS	225.69	261	Finn Hanssen	NOR	109.30	366	Peter Schuerl	GER	49.47	471	Robert Hallberg	SWE	17.50
157	Christian Midtgaard	DEN	225.37	262	Simon Cowood	GBR	108.74	367	Michael Dinesen	DEN	49.38	472	D Kurz	AUS	17.18
158	Jim Hunt	GBR	225.10	263	Benjamin Hammerö	SWE	107.50	368	Phil Barnett	AUS	49.29	473	Harold Kürschner	GER	16.58
159	Michael Morrison	NZL	223.58	264	Matt Butterfield	NZL	107.36	369	Flemming Høstgaard	DEN	49.21	474	Ed Goodey	NZL	16.42
160	Henri Berenger	FRA	220.23	265	Sebastian Kaule	GER	106.05	370	Bruce Schofield	AUS	48.52	475	Graham Arcus	NZL	16.21
161	Mark Rutherford	AUS	218.42	266	Peter Plesner	DEN	105.39	371	Karsten Kiehl	GER	48.46	476	Edouard Kock	DEN	15.70
162	Shane Smith	AUS	217.99	267	Ingmar Jansson	SWE	105.21	372	Patrick Rohlin	SWE	48.00	477	Per Malmberg	SWE	15.63
163	Per Westlund	SWE	217.22	268	Lars Stenfeldt Hansen	DEN	104.74	373	Jaroslaw Soltys	GER	47.96	478	Lars Nilsson	SWE	15.41
164	Dave Ketteridge	AUS	216.17	269	Rainer Haacks	GER	104.20	374	Jesper Strandberg	DEN	47.83	479	Chris Baines	GBR	15.29
165	Paul Verrijdt	BEL	215.71	270	Andrew Rushworth	GBR	103.76	375	Andy Osman	GBR	47.82	480	Søren Nielsen	DEN	15.05
166	Olivia Christie	NZL	214.64	271	Søren Johnson	DEN	103.52	376	Ray Hall	NZL	47.67	481	Hugh Myers	GBR	14.83
167	Karsten Kraus	GER	214.10	272	Johan Heenen	NED	103.13	377	Paul Craig	GBR	47.06	482	Dick van der Zee	NED	14.72
168	Lars Haverland	GER	211.23	273	Jon Hendeson	NZL	101.93	378	Wilhelm Kath	GER	46.36	483	Lex Vogelenzang	NED	14.50
169	Jonathon Barnett	NZL	211.11	274	Christian Viereck	DEN	101.50	379	Jakob Wittthoft	DEN	45.63	484	Nicholas Heiner	NED	14.26
170	Tim Normann	DEN	208.23	275	Johan Greenen	NED	100.55	380	Nils Trolland	DEN	45.63	485	Manca Maxime	FRA	14.00
171	Laurent Petetin	FRA	208.13	276	Nick Gray	AUS	100.37	381	Glenn Yates	AUS	45.32	486	Gustav Koritz	SWE	13.78
172	Deryck Lovegrove	GBR	206.91	277	Laurent Hay	FRA	100.00	382	Chris Visick	AUS	45.25	487	Lars Malm	SWE	13.75
173	Ed Bradburn	GBR	205.95	278	Erik Lindén	SWE	100.00	383	Pierre Petetin	FRA	44.80	488	Kevin Knott	AUS	13.57
174	Sverker Hård	SWE	202.01	279	Jan Beckmann	GER	99.94	384	Brian Quayle	GBR	44.73	489	Tommas Meyer	DEN	13.26
175	Søren Sigurdsson	DEN	200.27	280	Arne Malm	SWE	99.48	385	Tom Lonsdale	GBR	43.80	490	Bill Macky	NZL	13.00
176	Tomas Skeppmark	SWE	199.34	281	Michel Lesure	LUX	99.19	386	Siebe Gerritsma	NED	43.75	491	Jimmy Hansen	DEN	13.00
177	Mike Inwood	NZL	198.26	282	Mårten Bernesand	SWE	99.10	387	Tomas Nilsson	SWE	43.75	492	Andrew Boxer	GBR	12.87
178	Alain Renoux	FRA	195.37	283	Lars Hansson	SWE	98.71	388	Mats Clarsund	SWE	43.33	493	John Hammond	GBR	12.70
179	Carsten Sass	GER	192.16	284	Rob Ligtgenberg	NED	98.47	389	Jacob Bennike	DEN	42.81	494	Chris Devine	NZL	12.68
180	Patrick Moreau	FRA	190.98	285	Jørgen Svendsen	DEN	96.82	390	Fabien Capellieres	FRA	41.82	495	Emil G Andersen	DEN	12.31
181	Jean Christophe Morin	FRA	189.99	286	Timo Papasokratis	BEL	96.67	391	Alex Rijnink	NED	41.44	496	Dennis Josefsson	SWE	12.15
182	Simon Cox	GBR	189.89	287	Peter Korsbjerg	DEN	96.34	392	Michel Laclau	FRA	41.30	497	Sven Thuresson	SWE	11.88
183	Dean Salthouse	NZL	188.57	288	Damien Widdy	AUS	95.91	393	Gerard Bonnet	FRA	39.43	498	Peter Gardeweg	GER	11.79
184	Joost Rommelaere	BEL	184.05	289	Grzegorz Salamon	POL	95.42	394	Michael Flavell	AUS	39.43	499	Martin Stender	DEN	11.64
185	Peter Rudblom	SWE	182.15	290	Rodney Tidd	GBR	94.03	395	Jean-Pierre Gailles	FRA	38.65	500	Vanessa Weedeon-Jones	GBR	11.55
186	Bo Reker Andersen	DEN	182.03	291	Andreas Deubel	GER	92.21	396	Thomas Pin	FRA	38.00	501	Frieder Billerbeck	GER	11.32
187	Thomas Jacobsen	DEN	177.25	292	Malain Renoux	FRA	91.30	397	Nikolaj Larsen	DEN	37.89	502	Didier George	FRA	11.20
188	Robert Świecki	POL	175.90	293	Stefan Myralf	DEN	90.31	398	Chris Rhodes	GBR	37.76	503	Norbert Petrusch	GER	10.85
189	Juliane Hofmann	GER	175.50	294	Ove Egesten	SWE	89.24	399	Jean-Yves Geoffroy	FRA	37.39	504	Jakob Bennike	DEN	10.48
190	Harry Milne	NZL	175.17	295	Philippe Chelle	FRA	88.42	400	Bruce Ashton	AUS	37.01	505	Barbara Borger	LUX	10.00
191	Przemyslaw Drozdziak	POL	174.63	296	Jonas Ullmann	DEN	87.11	401	Stefan Jarudd	SWE	36.59	506	Jesper Jakobson	DEN	10.00
192	Don Williams	AUS	173.81	297	Simon dan Petersen	DEN	85.43	402	Ian Harris	GBR	36.47	507	Paul-Moritz Weisskichel	GER	10.00
193	Volker Klinger	GER	173.24	298	Andrew Thyrd	AUS	84.92	403	Lene Skovsgaard	DEN	35.94	508	Pierre Darche	BEL	10.00
194	Josh Newman	NZL	172.09	299	Volker Paatz	GER	84.70	404	Graham Lambert	NZL	35.56	509	Reidar Sårheim	NOR	10.00
195	Massimo Angelino	BEL	171.10	300	Pascal Tetard	FRA	84.35	405	Uwe Böhm	GER	35.00	510	Russell Ward	GBR	10.00
196	Roime Ericson	SWE	169.72	301	Michal Strumnik	POL	82.37	406	Thomas Berg	SWE	34.96	511	Virginie Rudowski	FRA	10.00
197	Maya Hansson Mild	SWE	169.52	302	Adrian Mannering	NZL	82.33	407	Dean Dorazio	AUS	34.23	512	Paul Deane	GBR	9.91
198	Eddie O'Donnell	AUS	169.43	303	Antony Rich	GBR	81.92	408	Bart de Haar	NED	33.92	513	Christian Roulsen	DEN	9.90
199	Jan Siebe de Vries	NED	169.43	304	Daen Dorazio	AUS	81.62	409	Tom Lee	GBR	33.82	514	Christophe Bouvier	FRA	9.76
200	Olof Stenström	DEN	169.14	305	Xavier Beckius	FRA	81.49	410	Erik Dubreuil	FRA	33.48	515	Michael Wolf	GER	9.49
201	Michael Möckel	GER	167.44	306	Robert Bancken	NED	81.17	411	Hayden Whitburn	NZL	33.26	516	Alexa Muller	GER	9.08
202	Christian Kirchner	GER	167.38	307	Marty Pike	NZL	80.97	412	Hugh Burrows	GBR	32.84	517	Johan Astradsson	SWE	8.89
203	Frédéric Vandenberghe	BEL	160.80	308	John Shirley	NZL	80.39	413	Lex Rynink	NED	32.50	518	Christen Kock	DEN	8.65
204	Peter Wibroe	AUS	160.69	309	Jan Carlsson	SWE	80.13	414	Tim O'Leary	GBR	32.39	519	Dirk Sundermann	GER	7.72
205	Tim McDowell	NZL	158.32	310	Maximilian Kiep	GER	79.69	415	Benoit Devillers	BEL	32.38	520	Gerard Lindgren	SWE	7.70
206	Peter Thybo	DEN	157.31	3											



FRA

French vitality

The French sailors look at the evolution of their fleet over the past five years

At the time when we are writing this, all the regattas scheduled in France during the first part of this year have been cancelled: in the North, Nationals in La Forêt d'Orient, Tour des lacs, in the South, Grand Hotel Trophy (Les Sablettes), Mediterranean Championship in Bandol.

For the most audacious French OK sailors, the 2020 European Championship scheduled in Denmark and 2020 Worlds in Marstrand, are now just past dreams.

So, the COVID has implied a hard stop to OK Dinghy activities, but will not discourage the entire French sailor's community to go ahead in the next months, French authorities having decreased the restrictions for sailing.

The most impatient have already reestablished contact with the wind on sea or lake waters.

The period of confinement, has allowed many activities of maintenance, studies about masts, sails and everything about the OK Dinghy.

It was also the moment to have a look upon the state of the French OK Dinghy fleet, which has shown, during the four to five past years, a remarkable evolution and particularly by its modernisation.

Now, we have 41 French OK Dinghy sailors registered in the National Ranking, and their dinghy are:

13 were built from 2015 to 2020, including:

- Dan Slater's 2019 world championship winning boat, now owned by Hervé Salomon,
- Thomas Hansson Mild's, currently ranked first OK sailor in the world, sold his OK to Jean Christophe Morin,
- Sven Jacobsen, past World Champion, sold his to Pierre Arrighi.

IN 2019 THREE new Synergy Marine OKs were acquired by three French Finn sailors who joined recently the OK Class,

Valerian Lebrun, vice European Champion 2019 in Kiel, Laurent Hay, French National Champion, and Pascal Tetard.

Julien Dejugnat's Synergy Marine boat is part of this group. Julien leads the French National ranking.

This new group accounts for 32% of the active fleet.

5 built from 2010 to 2014, including:

- Tim Petetin's Idol Icebreaker, Tim is second in the French national ranking.
- The boat of André Budzien's, three times World Champion, is now owned by Xavier Beckius.

This group accounts of 12% of the active fleet.

3 built from 2005 to 2009, 7% of the active fleet.

2 built from 2000 to 2004, 2% of the fleet, one of them being Laurent Petetin's Idol Rushworth, Laurent being the famous President of Bandol Sailing Club.

SO, NO LESS than 56% of the active fleet, has been built from 2000 onwards. This figure illustrates the spectacular renewal of the French OK Dinghy Fleet. This said, one shouldn't forget the merit of the 44% faithful and passionate sailors who take part in the major regattas throughout the year.

We hope that OK affairs will grow again as soon as possible on a regular trend, in order to allow the organisation of the annual meeting in Lacanau, at the end of August, and also, in September in Bandol, the Autumn Trophy, where we hope there is a safe situation, but also that conditions of travel in Europe, will enable our Northern European OK friends to join.

All the French OK Dinghy sailors wish the entire OK World to recover, soon, full OK sailing pleasure. ➤

**Photos: Hervé Salomon, Pierre Arrighi, Xavier Beckius.
Top: Jean Christophe Morin**



MEB

SAILDESIGN



MATT STECHMANN 2014 WORLD CHAMPION



DAN SLATER 2019 WORLD CHAMPION

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Results

Steinhude, GER

20-21 June, 2020

1	GER 77	Sönke Behrens	12
2	NZL 595	Greg Wilcox	14
3	GER 5	Ralf Tietje	15
4	GER 125	Axel Fischer	16
5	GER 7	Andreas Pich	20
6	GER 6	Fabian Gronholz	20
7	GER 81	Jan-Dietmar Deltas	24
8	GER 801	Peter Langer-Langmaack	27
9	GER 4	Lutz Boguhn	36
10	GER 59	Jörg Janhsen	37

Brass Monkey, NZL

Napier Sailing Club • 30-31 May, 2020

1	NZL 559	Dan Slater	8
2	NZL 578	Luke O'Connell	15
3	NZL 579	Steve McDowell	20
4	NZL 592	Rod Davis	30
5	NZL 583	Eric Rone	31
6	NZL 567	Chris Fenwick	37
7	NZL 577	Paul Rhodes	43
8	NZL 570	Matthew Mason	44
9	NZL 549	Jono Clough	48
10	NZL 563	David Hoogenboom	70

Turangi & North Island Champs, NZL

Lake Taupo • 14-15 March, 2020

1	NZL 583	Eric Rone	5
2	NZL 579	Steve McDowell	7
3	NZL 592	Rod Davis	21
4	NZL 567	Chris Fenwick	22
5	NZL 592	Grant Pedersen	22
6	NZL 565	Simon Probert	28
7	NZL 588	Adrian Coulthard	29
8	NZL 569	Phil Coveny	35
9	NZL 542	Alistair Deaves	39
10	NZL 478	Sean Cleary	40

Australian National Championships

Adelaide SC • 5-10 January 2020

1	AUS 790	Rob McMillan	6
2	AUS 768	Mark Jackson	12
3	AUS 791	Tim Davies	14
4	AUS 775	Brent Williams	21
5	AUS 730	Michael Williams	32
6	AUS 786	Glenn Williams	38
7	AUS 774	Peter Robinson	38
8	AUS 753	Mark Skelton	39
9	AUS 776	Grant Wakefield	41
10	AUS 779	William McMillan	45

German Championship

Steinhuder Meer • 3-6 October 2019

1	GER 772	Oliver Gronholz	27
2	POL 1	Tomasz Gaj	28
3	NED 6	Stefan De Vries	36
4	GER 71	Sebastian Kaule	48
5	NZL 595	Greg Wilcox	57
6	GBR 13	Alex Scoles	73
7	GER 2	Gunter Arndt	74
8	SWE 2788	Jan-Erik Engholm	109
9	GER 77	Sönke Behrens	124
10	DEN 20	Jesper Hoejer	131

Belgian Open Championship

Antwerp • September 7-13, 2019

1	POL 1	Gas Tomasz	8
2	NED 6	Stefan de Vries	12
3	NED 682	Stephan Veldeman	18
4	GER 12	Stefan Rassau	23
5	NED 12	Peter Van Der Schaaf	36
6	NED 672	Jan Siebe De Vries	40
7	GER 838	Falk Hagemann	40
8	GER 595	Daniel Groschl	43
9	BEL 15	Marc Vande Ghinste	44
10	GER 673	Volker Klinger	48

British National Championship

Abersoch • 5-8 September, 2019

1	GBR 2208	Nick Craig	6
2	GBR 8	Richard Burton	16
3	GBR 2143	Fergus Barnham	18
4	GBR 13	Alex Scoles	25
5	GBR 69	Terry Curtis	29
6	GBR 41	Will Heritage	30
7	GBR 2185	Ed Bradburn	31
8	GBR 77	Gavin Poullion	38
9	GBR 17	Dave Bourne	45
10	NZL 573	Luke Gower	50

Danish National Championship

Skiv • 23-25 August 2019

1	DEN 1528	Mats Bendix	10
2	DEN 1507	Bo Petersen	13
3	DEN 1450	Anders Andersen	20
4	DEN 1385	Jacob Lunding	24
5	DEN 10	Jens Lauge	24
6	GER 772	Oliver Gronholz	27
7	DEN 1485	Johan Björning	34
8	DEN 1433	Søren Johnsen	44
9	NOR 6	Halvor Schøyen	49
10	DEN 1510	Jan Hempel Sparsø	52

Polish National Championship

Gdańsk • 28-31 August, 2019

1	POL 1	Tomasz Gaj	12
2	POL 4	Radosław Drożdżik	17
3	POL 7	Marek Bernat	17
4	POL 14	Paweł Pawlaczyk	37
5	POL 44	Przemysław Drożdżik	43
6	POL 19	Grzegorz Salamon	45
7	POL 17	Jarosław Radzki	46
8	POL 40	Robert Świącki	56

Southern National French Championship

Lacanau • 29-31 August, 2019

1	FRA 75	Laurent Hay	6.00
2	FRA 1838	Timothe Petetin	16.00
3	FRA 1820	Julien Dejgnat	17.00
4	FRA 86	Patrick Debaere	27.00
5	FRA 150	Pascal Tetard	30.00
6	FRA 1764	Frederic Lamarque	37.00
7	FRA 4	Jean Michel Roux	39.00
8	FRA 1842	Laurent Petetin	45.00
9	FRA 1836	Jean Louis Petetin	51.00
10	AUS 692	Bob Buchanan	52.00

Dutch Championship/Easterseeregatta

Oosterzee • 24-25 August 2019

1	GER 3	Wolfgang Höfener	6
2	NED 682	Stephan Veldman	13
3	GER 773	Ralf Mackmann	13
4	GER 75	Dirk Dame	17
5	GER 784	Claus Stockhardt	25
6	GER 9	Thorsten Schmidt	27
7	GER 59	Jörg Janhsen	31
8	GER 10	Christian Heinze	32
9	GER 607	Gerd Breitbart	34
10	NED 672	Jan Siebe de Vries	37

Swedish National Championship

Marstrand • 2-4 August, 2019

1	SWE 1	Thomas Hansson-Mild	13
2	SWE 71	Niklas Edler	24
3	SWE 555	Emil Bengtson	35
4	SWE 69	Mats Caap	40
5	SWE 72	Benjamin Hammerö	51
6	SWE 666	Jonas Qvist	59
7	GER 803	Martin v. Zimmermann	67
8	GER 7	Andreas Pich	82
9	SWE 2067	Erik Lindén	82
10	POL 7	Marek Bernat	91





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