

OK DINGHY INTERNATIONAL

LÖÖF RETAINS EUROPEAN TITLE ▶



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JULY 2019

DAN SLATER WINS WORLDS • USA REVIVAL • EQUIPMENT REPORT



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OK DINGHY INTERNATIONAL



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International Association

www.okdia.org

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The **OK Dinghy International Association (OKDIA)** is the world governing body for the OK Dinghy class. Its members consist of the National OK Dinghy Associations in Australia, Belgium, Canada, Denmark, France, Germany, Great Britain, New Zealand, Norway, Poland, Sweden, The Netherlands and USA.

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President's Letter

Dear OK Dinghy Sailors and Friends

As I sit down and write a few words for the magazine, it is freezing cold in Melbourne, Australia and I am enviously looking at the results of the European Championships held in conjunction with Kiel Week. Congratulations to Freddy Lööf for retaining his title. It looked like a great week of sailing and thanks to Robert and the German Association and organisers for making this event happen. It looked like it was a great success.

It is now five months since the Worlds in Wakatere and I think I am still recovering. What a fantastic event with great organisation, challenging racing and excellent social activities. It was a Worlds to remember for a long time to come.

The AGM was held in conjunction with the Worlds in New Zealand where we were able to transact a lot of business to support the running of the class internationally. Importantly we changed the constitution to remove the distinction between full and associate member countries and there are now simply 'members'. In addition, we reduced the minimum number of owners required for a country to gain membership to five to encourage new and emerging OK Dinghy sailors in countries without an association to create one and join OKDIA.

IT HAS BEEN great to see the revival of OK Dinghy sailing in the USA with two sailors at the Worlds in New Zealand and lots of activity in re-establishing the US association. We look forward to continuing growth and hopefully a major international event in the USA in the next few years.

I am increasingly disappointed with the functioning of World Sailing. At the request of the AGM in New Zealand, I wrote to the President and CEO to express concerns at their decisions and direction, in particular the removal of the Finn and the introduction of mixed 2 person offshore racing and kite surfing to the Olympics. I am genuinely at a loss to understand the benefits to the sport as a whole and fail to see how the most senior custodians of our sport are making decisions that are in the best interests of the future of the sport.

Fortunately for OK Dinghy sailors the future of the class is bright, with more and more new people joining and enjoying sailing the OK Dinghy. We are right in the middle of a bumper European summer of events, so I wish all competitors good luck and fair sailing. I am personally looking forward to the southern hemisphere summer and sailing again at Adelaide Sailing Club for the Australian Championships in January 2020 and then the next World Championships in Marstrand, Sweden. ➤



Mark Jackson
President OKDIA



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AGM DECISIONS

A number of important decisions were approved at the 2019 AGM at the Worlds in New Zealand. The full minutes can be read online at: www.okdia.org/association.

- The updated OKDIA Constitution was unanimously approved. They can be found on rules.okdinghy.org.

- New age categories: Youth (U23), Veteran 40-54, Master 55-69 and Grand Master 70+. OKDIA extends its thanks to Synergy Marine for supplying the new Grand Masters Trophy and for Jørgen Lindhardtson for agreeing for it carry his name.

- Scoring rule change: At major championships 1 race shall be completed to constitute a series if there is a single fleet, and 3 races if there are two fleets. Before this is implemented, the Executive will look at all associated rules and submit the changes to membership for a postal vote. The first event anticipated to use this rule is the 2020 World Championship.

- Measurement Form: The new Measurement Form was approved. Available on the World Sailing website.

- Two venues presented bids to the Committee to host the 2020 Europeans: Lundeberg in Denmark and Gdynia in Poland, in June/July. The Committee took the decision to offer the 2020 Europeans to Lundeberg. The dates will be 15-17 May. The Committee was grateful for the bid from Gdynia and hoped that a future bid can be offered and accepted soon.

- The Committee will reassess the current entry fee system and where there is the possibility for the organising club to receive payments direct, this should be encouraged. It was acknowledged that the current system is no longer necessary with open entry events and causes extra work for

national secretaries. The new wording for Event Manual will be submitted for a Postal Vote so it can come into force for 2020.

LETTER TO WORLD SAILING

The Australian Representative at the OKDIA AGM informed the meeting that the AUS association had written to Australian Sailing expressing disappointment and concern regarding the decision of World Sailing to drop the Finn class from the Olympics in 2024. There was general consent within the room for OKDIA to express its dissatisfaction and unhappiness at the general direction of World Sailing, in particular the recent Olympic class decisions, which have and will affect many within the class and the options and pathways for singlehanded dinghy sailing in general. The meeting agreed that OKDIA should write to World Sailing and represent the views of the OKDIA member countries that reflect these views.

This letter was duly written and sent by Mark Jackson. It can be seen at www.okdia.org.

SSL GLOBAL RANKING LIST

The OK class has been invited by the Star Sailors League to be involved in the early stages of the Global Ranking System, a long-term project to give every sailor in the world a world ranking, irrespective of class. This involves the class submitting events and results. All OK Dinghy class events worldwide can be used to gain ranking points.

The ranking went live in May and can be found here: <http://www.starsailors.com/ranking>

We are slowly populating with photos and results. If you have events that you want added, please send results to publicity@okdia.org.

PHOTOS

All photos from previous events are now available to buy as prints or downloads from <https://robertdeaves.smugmug.com>



ROD DAVIS

On the back of his Masters win and ninth in the OK Worlds, Rod Davis won the Seahorse sailor of the month in April. *"His innovations in the OK have taken the boat to a new level"* – Brett Daniel; *'Every evening he'd switch from competitor to coach to help all of us... and with the BBQ'* – Simon Probert. Congratulations Rod.



AND THE BEER WAS FREE

In reference to the copious volumes of free beer at the 2019 World Championship in Auckland, a book of photos was published. There are still a few left. Order here: 2019.okworlds.org. When all copies have gone, the link will be removed.



Epic Kiwi title fight

Dan Slater wins world title after thrilling battle in Auckland

The 2019 Symonite OK Dinghy World Championship held at Wakatere Boating Club, in Auckland, New Zealand, was the largest ever OK Dinghy event to be held outside Europe.

Running from 7-15 February it attracted 111 entries from eight countries. The fleet was about as diverse and deep as any OK Dinghy fleet in recent years with former world champions, Olympic champions and America's Cup stars all mixing it up in the huge fleet. Some were sailing their first world championship, some were well past 20 editions. The age range of competitors was representative of the lifetime sport that is sailing, with sailors from 17 to 72 years old.

Dan Slater, from the home club, set a pace that few could match. He almost had the title sewn up with a race to spare but the fickleness of the breeze on the final day left everyone guessing as he fought against Fredrik Lööf right to the finish line in the final race. They crossed neck and neck, but the Wakatere sailor had done enough to take New Zealand's 13th OK Dinghy world title. Third place went to young Josh Armit, another three points back, also at his first OK Dinghy world championship.

SLATER WAS ATTRACTED to the class because of the large numbers sailing each weekend at his club and took the



traditional approach to begin his OK Dinghy career by building his own boat. In contrast, Lööf used a modern production boat, while Armit used a 35-year-old New Zealand built hull.

New Zealand has had its fair share of success at the World Championship over the past 55 years and has hosted the event on six occasions previously – though the last time it was in Auckland was in 1986. Kiwi sailors have lifted the title a total of 12 times, and were about to make it 13. Wakatere Boating Club is one of the largest OK Dinghy clubs in the world, boosted in recent years to around 40 boats, many of whom were drawn into the class to take part in this world championship.

One of the key focuses of the event was sustainability and environmental best practice, and the club adopted the 'Sailors for the Sea' best practices to produce what is termed a 'clean regatta', and was awarded a gold classification. Through the incredible support from the club members and the local community, Wakatere Boating Club achieved 20 out of the 25 of the best practices that Sailors for the Sea sets to create a 'clean regatta'.

INTO THE RACING. A practice race was followed by five racing days where 10 races were scheduled, however only nine races were completed.

The practice race produced the best conditions of the week with clearing skies, a 2-metre swell and an onshore wind of around 20 knots. Mark Perrow led at the top mark from Slater and Lööf. Both passed him down the fast reaches and then headed for home to leave Perrow with a huge lead to take the win.





Then, when racing started the next day, light wind set in. Only one race could be completed on the first day, which was dominated by Kiwi sailors with Andrew Phillips leading all the way to win from Slater and Luke O'Connell. In the end it took five attempts to get the fleet away in a patchy 5-8 knots. Two general recalls under black flag left 18 boats with a BFD score to start their championship, including a few big names. Phillips judged the left side well and just squeezed inside Slater at the top, never to be headed. It turned into a quite a slow procession trying to find wind, the split upwind was huge and the downwind splits were often a fruitless search for pressure.

Seventeen-year-old Josh Armit, the youngest sailor in the fleet, took the lead the following day after emerging from the second day with a first and a third, but tied on points with Phillips and Slater, all on four points. After a two-hour postponement on shore, the Manukau sea breeze from the west coast began to build. However, it lacked stability and eventually the course was moved inshore where the wind was stronger, but it was also quite shifty.

Race 2 got away in 10-12 knots with O'Connell leading into the top from Slater and Rohan Lord. It all changed on the next triangle with young Armit moving ahead on the second upwind, with numerous changes throughout the top 10. Armit led round the remaining lap to lead nine Kiwis over the line with Löff in tenth.

The next race started with a slightly more stable breeze, though the sun was on the way down. Löff controlled and won the boat end and tacked away. Richard Burton started by the pin and went left. At the top Burton had a useful lead from Matthew Mason and Paul Rhodes. By the wing mark Löff was up to second and pushed Burton hard round the next lap. However Burton hung on and on the final beat played the shifts in the middle while Löff went left and Slater went right. All three looked to have the win sown up, but then Slater and Armit got a 15 degrees right shift. Burton tacked over and just managed to hook into it to lead across the finish by a few metres, while Löff had to settle for fourth.

THE THIRD DAY belonged to Löff and Slater, with a race win each. Slater took the overall lead, with Armit in second and Phillips in third. Early morning showers gave way to a beautiful, hot sunny day by race time, though the offshore wind caused its fair share of tears through the fleet with many favourites deep at times and many sailors scratching their heads in frustration.

**Far top left: Andre Blasse • Far bottom left: Josh Armit
Above left: Dan Slater • Above: Freddy Löff
Below: Eric Rone**

Race 4 got away in 8-10 knots with a huge split left and right from the 650-metre start line. Slater led at the top from Lord and Tim Davies. Lord took the lead on the second round but Slater pushed hard on the final upwind with shifts from all directions to take the race win. Even 100 metres from the finish it was anyone's game with 50 degree shifts and huge pressure changes. The final shift let Slater cross ahead of Lord and O'Connell.

There was slightly more wind for the second race of the day. Thomas Hansson-Mild executed a perfect port tack start from the pin and crossed the entire fleet. Löff started at the boat end and also went right. At the top, Löff rounded first from Mason, Slater and Hansson-Mild. Löff stayed in front to record his only win of the week, with Slater again sailing well to secure second from Nick Craig, who took a few places on the final tricky upwind.

The penultimate day started as expected with a postponement onshore, but after two hours the fleet was rewarded with a building sea breeze and two great races into the early evening. With the change in direction from the previous days, the top mark was almost in the shipping channel, so the tide played an important role.

Phillips dominated the first race of the day, taking the lead on the first reach and then leading at every mark despite





Above: Olivia Christie
Below: Andrew Phillips
Bottom: Rod Davis



Pos	Sail No	Helm	Cat	1	2	3	4	5	6	7	8	9	Pnts
1	NZL 562	Dan Slater	V	2	2	2	1	2	3	4	(24)	21	37
2	SWE 69	Fredrik Lööf	V	4	10	4	9	1	2	3	8	(19)	41
3	NZL 485	Josh Armit	J	(19)	1	3	6	6	7	8	12	1	44
4	NZL 578	Luke O'Connell		3	8	7	3	7	9	7	(21)	6	50
5	NZL 559	Andrew Phillips		1	3	15	10	4	1	5	18	(ret)	57
6	GBR 2208	Nick Craig	V	6	22	(24)	8	3	4	2	5	8	58
7	NZL 579	Steve McDowell		5	5	6	4	14	18	(bfd)	1	11	64
8	SWE 100	Thomas Hansson-Mild	V	9	29	20	11	5	(51)	13	2	2	91
9	NZL 592	Rod Davis	M	8	9	22	17	15	(30)	6	29	16	122
10	NZL 583	Eric Rone		15	6	12	34	(42)	14	34	14	12	141
11	NZL 584	Rohan Lord	V	10	(dsq)	dnc	2	9	5	1	3	3	145
12	NZL 577	Paul Rhodes	M	24	7	11	24	12	35	26	(67)	10	149
13	GBR 44	Chris Turner	V	27	12	21	(40)	21	25	14	7	22	149
14	AUS 779	Tim Davies	V	25	32	14	7	34	11	15	(42)	17	155
15	AUS 754	Brent Williams	M	46	43	10	21	16	10	33	(57)	7	186
16	NZL 549	Jono Clough		31	13	(38)	29	31	23	17	19	28	191
17	POL 1	Tomasz Gaj	V	(bfd)	30	16	15	23	40	25	34	9	192
18	NZL 552	Russell Page-Wood		(84)	19	23	64	8	44	19	22	4	203
19	AUS 749	Roger Blasse	V	37	20	30	25	13	39	30	(47)	13	207
20	NZL 580	Ben Morrison	V	17	4	13	55	10	13	(bfd)	73	24	209
21	NZL 570	Matthew Mason	V	42	17	5	30	17	24	(bfd)	49	26	210
22	NZL 482	Sam Marshall		69	25	40	19	(74)	19	23	9	18	222
23	NZL 582	Greg Wilcox	M	14	38	17	(58)	27	46	38	4	41	225
24	NZL 567	Chris Fenwick		23	34	29	43	22	32	27	(55)	15	225
25	NZL 581	Mark Perrow	V	36	14	8	47	37	15	(60)	31	38	226
26	AUS 753	Mark Skelton	M	26	33	19	32	36	22	(61)	33	36	237
27	NZL 530	David van der Wende		39	15	34	63	30	36	10	(81)	27	254
28	DEN 1502	Bo Teglers Nielsen	V	78	11	9	31	33	21	(bfd)	66	14	263
29	NZL 575	Mike Wilde	M	11	40	18	49	53	53	11	(60)	34	269
30	NZL 546	Thomas Olds		18	23	52	53	(61)	29	18	45	33	271
31	NZL 573	Luke Gower		(bfd)	16	28	13	24	8	21	51	bfd	273
32	DEN 20	Jesper Hoejer	M	20	39	59	50	41	43	16	10	(bfd)	278
33	NZL 561	Brett Daniel	V	49	27	53	(67)	26	42	20	28	35	280
34	DEN 22	Ask Askholm	M	22	28	55	48	18	62	43	11	(bfd)	287
35	AUS 778	James Bevis	V	(bfd)	35	42	26	20	27	37	58	47	292
36	AUS 768	Mark Jackson	M	35	48	49	18	25	(64)	54	61	5	295
37	AUS 729	Andre Blasse	V	44	26	44	27	40	17	46	54	(bfd)	298
38	GBR 2183	Richard Burton		65	44	1	57	19	48	35	(80)	32	301
39	GER 18	Jan Kurfeld		(bfd)	21	26	12	11	6	bfd	6	ret	306
40	AUS 765	Chris Links	V	(bfd)	62	33	23	46	31	57	36	42	330
41	DEN 1487	Henrik Kofoed	M	(bfd)	61	36	16	62	12	12	25	bfd	336
42	AUS 774	Peter Robinson	M	38	36	71	5	29	(81)	64	26	69	338
43	NZL 587	Gordon Sims	V	43	45	41	44	47	49	28	(79)	50	347
44	NZL 565	Simon Probert	V	40	51	(66)	35	32	50	22	65	54	349
45	AUS 776	Grant Wakefield	M	53	37	56	36	(66)	47	36	30	61	356
46	NZL 470	Greg Salthouse	V	30	60	35	59	28	(93)	44	77	31	364
47	NZL 536	Matthew Holdsworth		(bfd)	46	48	90	57	34	31	16	44	366
48	NZL 589	Marc Grise	V	57	(72)	39	28	71	68	32	35	43	373
49	NZL 512	Nigel Mannering	M	75	57	43	14	51	38	55	41	(76)	374
50	NZL 57	Olivia Christie	JW	47	(dns)	62	46	43	54	40	43	40	375
51	GER 5	Ralf Tietje	M	32	52	50	45	44	61	48	44	(bfd)	376
52	NZL 576	Garry Lock	M	(dsq)	70	31	33	48	26	50	62	57	377
53	AUS 757	Mark Rutherford	V	(bfd)	24	58	22	64	28	51	84	52	383
54	NZL 542	Alistair Deaves	V	56	67	25	(69)	35	55	41	68	53	400
55	GER 11	Rainer Pospiech	M	33	49	75	(dsq)	58	67	49	15	55	401



56	NZL	500	Jonathon Barnett	J	13	71	84	42	78	56	47	(89)	20	411
57	NZL	588	Adrian Coulthard	V	52	54	(67)	20	45	65	56	64	58	414
58	AUS	741	Stephen Wilson	V	77	42	37	41	68	(85)	39	76	39	419
59	GBR	17	Dave Bourne	V	62	31	45	37	(ufd)	37	24	75	dnc	423
60	GBR	95	Duncan Ellis	V	61	(77)	68	56	39	52	45	72	45	438
61	NZL	474	Dean Salthouse	V	29	18	64	38	67	70	85	69	(dnf)	440
62	NZL	504	Mike Inwood	V	54	(73)	60	66	56	57	62	37	51	443
63	NZL	509	Josh Newman	V	16	65	77	65	52	16	52	(dnc)	dnc	455
64	NZL	571	Rob Hengst	V	72	63	46	(98)	65	33	42	70	64	455
65	GER	826	Jörg Sylvester	V	63	59	65	62	80	(95)	69	13	46	457
66	GER	8	Ronald Foest	M	45	79	63	61	81	60	58	(93)	25	472
67	NZL	574	Philip Rzepecky	M	(bfd)	66	78	75	59	69	29	52	49	477
68	GBR	2188	Ian Hopwood	V	(bfd)	88	57	39	38	45	bfd	50	48	477
69	NZL	526	Daniel Bush		(bfd)	47	27	52	55	78	75	46	bfd	492
70	NZL	497	Harry Milne	J	12	41	(95)	60	92	58	66	82	83	494
71	AUS	734	Edward O'Donnell	M	82	56	54	(86)	49	41	72	78	65	497
72	NZL	568	Dean Coleman	M	dne	(81)	69	71	70	59	71	17	30	499
73	AUS	766	Bob Buchanan	GM	70	(75)	72	54	54	66	63	56	70	505
74	GBR	2176	Keith Byers	M	58	68	73	72	50	71	(79)	63	56	511
75	AUS	725	David Ketteridge	M	21	86	85	81	86	83	(100)	38	37	517
76	DEN	1407	Malte Pedersen	M	28	50	81	(96)	85	80	77	53	67	521
77	NZL	555	Michael Morrison	V	71	58	51	68	76	(101)	87	85	29	525
78	GER	22	Dirk Gericke	V	50	80	74	76	73	75	(86)	40	66	534
79	AUS	759	Elizabeth Williams	V W	64	74	83	80	(88)	72	78	20	72	543
80	GER	757	Falk Hagemann	V	48	84	(89)	73	84	84	76	32	75	556
81	SWE	767	Maja Hansson-Mild	J W	55	83	96	70	91	(107)	65	23	74	557
82	NZL	369	John Douglas	GM	(bfd)	55	82	74	75	82	81	88	23	560
83	NZL	569	Phil Coveny	GM	41	78	91	85	90	(94)	70	39	68	562
84	NZL	586	Martin Douglas	M	dne	69	47	(88)	63	73	74	71	60	569
85	NZL	479	Chris Salthouse	V	34	(dnf)	76	78	69	63	53	87	dnf	572
86	DEN	3	Jørgen Svendsen	V	7	(dnc)	dnc	dnc	dnc	20	9	dnc	dnc	596
87	NZL	593	Matt Butterfield	V	51	(dnf)	32	101	82	76	67	83	dnf	604
88	DEN	1499	Anders Gerhardt-Hansen	V	66	85	87	87	(100)	88	89	28	78	608
89	AUS	726	Peter Lynch	V	81	53	79	77	(dnf)	96	83	92	63	624
90	GER	81	Jan-Dietmar Dellas	V	67	76	61	91	60	89	88	99	(dnc)	631
91	NZL	560	Tim McDowell	M	79	64	80	92	77	86	80	(96)	79	637
92	GBR	2136	Nick Logan		(bfd)	93	92	83	dsq	87	59	59	62	647
93	NZL	511	Nigel Comber	M	87	89	70	(ret)	83	77	93	91	59	649
94	NZL	339	Jon Henderson	V	68	90	(98)	84	93	74	68	dne	80	669
95	NZL	539	John Shirley	V	86	91	(dnc)	97	79	91	84	90	71	689
96	AUS	767	Andrew Thyrd		88	87	88	89	72	90	91	94	(bfd)	699
97	NZL	564	Sefton Powrie	GM	60	82	86	51	89	(dnc)	dnc	dnc	dnc	704
98	NZL	535	Michael Shannon	V	85	92	90	79	98	(102)	90	95	82	711
99	NZL	501	Roger Wood	M	80	98	101	102	96	97	96	48	(dnf)	718
100	USA	585	Peter Frissell	M	(bfd)	dsq	94	82	97	98	92	74	77	726
101	AUS	740	Richard Furneaux	M	90	(dnc)	dnc	105	87	92	82	97	73	738
102	DEN	14	Peter Thybo	M	59	99	(dnc)	93	dnf	79	73	dnc	dnc	739
103	AUS	736	Michael Walker	GM	73	(dnf)	dnc	100	101	100	97	86	81	750
104	AUS	706	Erik Thompson	M	(bfd)	96	93	99	94	105	101	100	85	773
105	AUS	722	Max Fry	M	76	(dnc)	dnc	95	103	103	98	101	86	774
106	POL	40	Robert Swiecki	M	(bfd)	97	97	104	95	104	95	98	84	774
107	NZL	475	Graham Lambert	M	83	95	99	94	102	99	94	(ufd)	bfd	778
108	AUS	717	Bruce Schofield	M	89	100	102	103	104	(106)	102	102	87	789
109	GBR	2196	Andrew Boxer	M	74	(dnf)	dnc	106	105	108	103	103	bfd	823
110	USA	8	James Bland	M	(dnc)	94	100	ufd	99	ufd	99	104	bfd	832
111	NZL	550	Tony Bierre	M	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	896



Top: Luke O'Connell
Below: Matt Mason



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some strong opposition chasing him. Five-time world champion, Craig, led at the top mark for the first time this week and was in the chasing pack once Phillips took the lead. Phillips extended near the end and Löff came through for second with Slater third and Craig fourth.

Race 7 started with a black flag and six boats disqualified as early starters. Ben Morrison led at the top, but was unfortunately one of the BFDs. Lord was not far behind and took the lead on the second lap and held on to win from Craig and Löff.

Slater had extended his lead and took an 11-point lead over Löff into the final day. Phillips remained in third.

THE FINAL DAY was a challenging day for sailors and race officials alike. Slater had hardly put a foot wrong all week, but on the final day he made it look hard, even though he didn't look rattled by two scores in the 20s. But he wasn't the only one picking up high numbers and did just enough to take the title.

Race 8 was sailed in extremely light winds, with some huge shifts leaving boats stranded on the wrong side. The first casualty was Slater, choosing the wrong end of the start line just before a big shift arrived. He rounded very deep, but managed to fight back to 24th, but it kept the championship open into the final race.

Steve McDowell won the race by a large margin, leading at the top and extending round the course in the very light winds to win from Hansson-Mild and Lord. Löff crossed in eighth, and with Slater deep, it set up a final race showdown.

The wind increased for Race 9, the final race of the championship, and Slater made another mistake. He had control up the first beat after a great start, and with Löff the only one that could beat him, he knew he just had to stay with the Swede to secure the title. But they both overlaid the top mark by sailing towards the wrong buoy. They sailed each other round the course and crossed the finish line together. Löff had tried to drag him through the fleet, unsure of where the points were lying but knowing it would be his discard. At the end there were just four points between them, in Slater's favour.

Armit already had a sizable lead at the first mark in race 9 and extended for a huge win from Hansson-Mild and Lord. The race win brought Armit up to third overall. But for two letter scores early in the week Lord would have been looking at a podium position instead of 11th.

Though on paper, Slater dominated the racing, at the end it was actually quite close. With a number of boats capable of taking victory on the final day.

Below: Top 3 Juniors (L-R) - Olivia Christie, Josh Armit, Jonathon Barnett • Above right: Simon Probert



THE CLASS IS in a happy place. More boats are being built worldwide than at any time since the 1970s, but to understand why this is happening it is important to look at the demographic of the class and the type of sailor for which it is now appealing.

While there was a wide age range of sailors, only 22 out of the 111 competitors were under the age of 40. Most of those sailing in the class have come back to the OK Dinghy later in life, whether that was for family reasons, racing in other classes, sailing keelboats, or for some, managing an Olympic campaign. Of course in many cases some have never actually stopped. For many, the OK Dinghy marks a return to a more pure form of sailing; no less challenging but very much back to basics with the competition coming from the other sailors, who are generally all there to have fun with their friends while racing hard, and in some notable cases, partying harder.

The Symonite OK Dinghy Worlds has certainly lifted the class onto a new level for the future, but one thing is also for sure, that level will only continue to rise.

At the end of the fabulous prizegiving ceremony at the Wakatere Boating Club, an invitation was made to meet again at the 2020 OK Dinghy World Championship, at Marstrand, in Sweden.

FUTURE WORLDS AND EUROPEANS

2020 Worlds: Marstrand, Skagerrak, Sweden 7-15 August
 2020 Europeans: Lundeberg, Denmark 15-17 May
 2021 Worlds: Arco, Lake Garda, Italy, 23-30 July
 2022 Worlds: Lyme Regis, Great Britain
 2023 Worlds: Brisbane, Queensland, Australia



USA

USA RISING

Enthusiasm goes a long way as the class is reborn in the USA

It was great to see two entries from the USA at the 2019 World Championship in Auckland. The USA has a long history in the OK Dinghy, with USOKDRA established way back in 1959, though the class has been very small for the past 20-30 years. As with anything it only takes one person to pick it up and make it run, and since James Bland returned home in February he has been tirelessly working to give the class a sound platform for growth.

He writes, "We've been working hard for the last 100 days, immediately establishing a US OK Dinghy Facebook page, restarting the class organization, writing a US OK Constitution and bylaws [last revision was 1969], shipping boats, hiring a lawyer, writing incorporating documents, filing for our tax exemption and putting US OK Dinghy Racing Association on a solid foundation to regain our status in the OKDIA tent. I tried to start each day with this thought, 'What's going to move the ball forward?'"

"The executive for the OKDIA and US Sailing continue to be very helpful. Through both organizations I was able to locate the last remaining original class documents which saved me a cold start on the writing I needed to do. Lee Parks, Inshore director at US Sailing, confirmed the road map on process and I was able to rejoin the USOKDRA to the US

Sailing One Design Class department and re-list the OK on their web page. I continue to communicate with Robert Deaves and Lee Parks, as our experience is being looked at as a case study / roadmap for others."



"On the publicity front, aside from the excellent OK publications and e-Newsletters, I contacted Wooden Boat Magazine and Sailing World Harken One Design Showcase. Both organizations responded positively to working with us to publish in the future. I try to post something on our Facebook page daily. I also lift material from other OK dinghy pages, so keep up the good work"

ALSO A FINN sailor, James accepted an invitation to sail the OK Dinghy World Championship in Auckland, in a class, which was completely foreign to him.

"The results weren't going to matter to me, I was going for the experience and be the best sailor I could be. Not that many sunsets left, so best to be about the task."

"I learned that preparation is a key aspect of big regattas, an aspect that we often neglect or forget. People lose focus at times, succumbing to the time pressures of work and family. Nothing substitutes for tiller time. I don't care how many different types of boat anyone has sailed. In the end, each boat is different and you have to develop a sense of the trim and what makes the boat go fast. I like to focus on how to depower the rig for the big air, but making the boat move in chop or confused seas and working the rig in light air are just as important. What is the current doing? How can I get a drink and keep the boat sailing. It all just takes time. I was just starting to get a feel for the helm when the regatta ended."

"For physical conditioning I swim and lift weights. At 63 I'm more athletic than most, but I was not prepared to hike out, bend and flex and pull on a mainsheet continuously for four hours or more. The pros are sailing constantly and the championship had a big speed split between the hikers and those more or less sitting on the rails. Put the bow down and foot off. Use your weight to steer the boat. We're talking about straight leg hiking for about 15 minutes each beat over an hour-long race and gold cup course. It's a matter of intensity."

"You have to be in great shape to work the boat off the wind, steering with your weight, not the rudder. It takes a lot of energy. Hiking pants are essential, especially when travelling on a plane long distances."



NZL 585 is now in the USA, and re-registered as USA 1008, here sailing under Personal Sail Number USA 8, on Lake Travis, Austin, Texas. Photo: Bill Records



**Above: James Bland sailed NZL 515 during the worlds
Below: Peter Frissell sailed NZL 585 as USA 585**

"The boat I chartered was good for a Sunday sail, but was not ready for a major championship. It took a week to figure out how to make the boat work for me and in the process I was cut and bruised. I eventually had to sit out three days, missing the first race of the series due to a staph infection in my foot and lower leg along with some intense sunburn. Focusing while you're in pain requires discipline."

"Do what the coach says, period. I blew a few starts learning how to hover, control the boat, and dominate the start. Without a clean start, you're already assigned to the middle of the fleet, so winning the start is key to scoring well. If you don't get a black flag once in seven starts you aren't trying hard enough. I had daily goals, one of which was to win every start."

"The race Committees vary and can become part of your story - ignore them. People spend a lot of money to make these events. The pros use the results to get sponsors and business. They have to score. The USA doesn't have this type of competition, anywhere."

"I'm a renewed sailor, with some new goals now. I finished low against the world's best sailors, but I became more competitive as time went by and I had 15-20 boats behind me, including some NZL and AUS boats. I 'ruined' one of the better sailor's starts and had to tell him to take a chill pill when he got a little chippy one day [I had a great start]. He found me a day later and thanked me for reminding him about what we were all there for - to race hard and have fun doing it."

WHAT NEXT? HE shipped the boat that Rob Coutts built (NZL 585) back to the States and is now sailing that in Texas. However, to build a fleet at his club, he needs more boats.

"I plan to build a boat. While you can call almost any CNC shop to cut Okume plywood, I used Wooden Boat Magazine Classifieds to find boatbuilding shops that would work with us to produce the Dan Leech design. I found several good outfits, but one in particular was interested in helping the OK Dinghy and we continue to discuss co-marketing opportunities, while I let the dust settle a bit."

"I have rough estimates to cut, cut and rough assemble the hull, and a cost to produce a hull ready for finishing. This helps many people decide on how much to take on or buy a used or new composite boat. Used OKs are rare now in the USA, so we have an added 'tax' for shipping equipment from the rest of the World. Turns out costs are nearly the same from Europe and Asia. I am also talking with boat OEMs on completed hulls for people who want a new ready to sail option."

"We've begun to restart the OK in the USA. We've opened a bank account and are organising the accounting software. There are some start-up costs that we're personally absorbing for now. We're beginning to take membership subscriptions and answer questions. Our Facebook page has about 300 followers and a few spark plugs around the country producing boats and getting other sailors on-board."

"It was great to get out sailing when my boat finally arrived and I was able to sail around some junior sailors and their Texas Sailing Association coach, attempting to seduce the coach and catch some attention. A number of Austin Yacht Club members noticed and asked about the OK."

"IT'S NOT GOING to happen overnight, but the USOKDRA has put down the foundations for the future. In reality our work is just starting, but given the vivacity of the International competition and the state of similar boats, I think the OK can be the boat of choice in its class."

"The Worlds in Lake Garda, Italy, is two years away..." ➤

The USA Facebook page is:
facebook.com/USOKDRAExecutiveSecretary
They also have a new website at usa.okdinghy.org





GER

LÖÖF AGAIN

Fredrik Lööf retains European title in Kiel

Fredrik Lööf successfully defended his European title after four great days of racing in Kiel from 22-25 June. Valérian Lebrun, in only his second event in the class, took second, with Thomas Hansson-Mild, making a strong finish to take the bronze.

Ninety-one sailors from nine nations took part, and were greeted by some exceptional weather, especially for Kiel. Sailed as part of the huge festival that is Kieler Woche, each day was different, starting with a light wind day and with two windy days before a more moderate final day. Each day was warmer than the previous, with the final day ending in near tropical conditions.

Each day after racing, beer and food was supplied at the ramp, and with a full social programme in the events, it was certainly a great event in the normal OK tradition. On the water the action was intense.

TWO RACES WERE sailed on late on Saturday afternoon with distinctly un-Kiel like conditions, with high temperatures, and light onshore winds. It was a huge upwind sail out to the start with the course set near the Kiel Lighthouse, and the fleet then enjoyed two very tricky races before a long sail

home. The wind never really got past 4-6 knots, and was pretty shifty, though the left side was predominantly paying.

Race 1 began under black flag with four boats pulled out. The race really belonged to Marek Bernat who led virtually all the way after getting a nice left shift to hold a good lead at the top mark from Hans Börjesson and Gunter Arndt. Many of the favourites were deep in the fleet and had some work to do to pull back.

Greg Wilcox rounded around fifth and was up to second at the wing and briefly took the lead at the gate, but with Bernat again favouring the left, the Pole was back in the lead at the second top mark, this time from Wilcox and Oliver Gronholz.

Bernat led down the run and through the gate, but on the final beat, Kurfeld pulled through the fleet to end up right behind Bernat, and then a few timely tacks near the top and he was through to claim victory in the last 50 metres. Bernat crossed a few boatlengths back in second with Arndt in third.

Anders Gerhardt-Hansen was fastest to the top mark in Race 2, rounding just ahead of former champion Bo Petersen. Petersen rolled over Gerhardt-Hansen on the first reach only to receive a yellow flag from the jury and drop back.

Lööf took the lead next and led at every mark to win the race, while Wilcox moved up to second. They extended at the top of the second beat and took the pressure downwind to build a comfortable gap. Wilcox applied pressure on the final upwind to briefly pass Lööf, but Lööf took it back on the next cross to win. Petersen crossed in third. Overnight Lööf led from Kurfeld and Wilcox.

In the evening a flag parade took place through the Kieler Woche village to the live stage, where the President of the Kieler Yacht Club, Karsten Krage, welcomed the fleet to Kiel and officially opened the event.

KIEL DELIVERED IN spades on the second day, spades of wind, sunshine, more sparkling water, and great competition, with a stable 10-15 knots all day, nice waves, and slick race management.

Race 3 was owned by Valérian Lebrun, emerging through the middle up the first beat to round ahead and build a comfortable lead on the reaches. Lööf was third at the top, and soon into second, but couldn't catch Lebrun. Kurfeld was in third by the second top mark and held that to the finish.

Lööf led the next race at each and every mark, with Lebrun pushing him hard throughout. On the final upwind, Lebrun closed up for a close battle to the line. At one point he almost looked to have the advantage, but Lööf tacked to cover



and they crossed a few boatlengths apart. Thomas Hansson-Mild, crossed in third after rounding the first mark in the leading group.

With weary limbs the fleet began Race 5 in similar conditions. The perfect conditions made it very physically tough as well as tactically challenging with a strong current at the top mark catching out the unwary – and even those who should know better. Stefan De Vries finally managed to lead round the top mark, but also hit it for the third time that day to allow Lööf into the lead.

De Vries chased him hard but couldn't match Lööf who went on to claim his third victory from five races. Kurfeld had another great race with a third.

Lööf still led from Kurfeld, but Lebrun was getting better and up to third.

IN WINDS OF 10-14 knots on Day 3, Lebrun took charge of Race 6 early on to round ahead of Lars Johan Brodtkorb and Hans Börjesson. Lebrun sailed away for a big win, to apply a little pressure on Lööf, who crossed in second. De Vries, put on the turbo on the final upwind to cross in third.

Lööf evened the score in the next race to win his fourth race of the week with Lebrun just behind in second. Luke Gower, Britain's resident Kiwi, put on his race face to secure his best result of the week in third.

After a windy start to the morning the breeze was easing through the day, and again it was Lööf at the front in Race 8. However on the second upwind Hansson-Mild smacked the left corner and passed everyone to take an easy win from Lööf and Lebrun.

After three more races Lööf was now just one race away from defending his title. Lebrun slid into second while Kurfeld had dropped to third.



1	SWE 69	Fredrik Lööf	5	1	2	1	1	2	1	2	1	(dns)	16
2	FRA 11	Valérian Lebrun	13	(ufd)	1	2	4	1	2	3	5	9	40
3	SWE 1	Thomas Hansson-Mild	24*	(34)	5	3	5	4	10	1	4	3	59
4	DEN 1507	Bo Petersen	(bfd)	3	4	5	9	8	12	17	2	1	61
5	NED 680	Stefan De Vries	11	6	6	10	2	3	5	8	(15)	12	63
6	DEN 1528	Mads Bendix	7	5	8	(16)	10	7	11	4	8	8	68
7	NOR 428	Lars Johan Brodtkorb	10	(25)	10	6	8	5	8	12	19	7	85
8	NZL 595	Greg Wilcox	8	2	9	(27)	16	21	15	11	3	4	89
9	POL 1	Tomasz Gaj	(bfd)	11	14	8	7	15	7	10	10	17	99
10	GER 71	André Budzien	(27)	19	7	7	15	14	6	5	16	13	102
11	GBR 44	Chris Turner	6	(47)	17	14	6	18	13	7	26	2	109
12	NZL 573	Luke Gower	(32)	12	22	15	12	25	3	16	7	5	117
13	GER 772	Oliver Gronholz	4	(32)	18	26	14	6	16	15	11	10	120
14	GER 77	Sönke Behrens	9	4	13	17	18	17	20	21	9	(26)	128
15	GER 3	Wolfgang Höfener	29	20	12*	24*	(38*)	16	9	14	13	6	143
16	GER 2	Gunter Arndt	3	8	27	12	34	19	23	18	6	(35)	150
17	DEN 1385	Jacob Lundling	24	(29)	12	13	11	12	29	13	23	25	162
18	SWE 139	Hans Börjesson	23*	15	28	25	19	9	22	9	(40)	21	171
19	DEN 1450	Anders Andersen	20	10	24	21	39	10	(49)	19	17	20	180
20	SWE 722	Stefan Jaenson	(bfd)	16	21	11	20	31	14	22	24	30	189



WHAT THEY SAID

Stefan De Vries “It is a very challenging boat. Maybe it’s even more sensitive that the Finn. You have to be a better sailor to make the OK go fast. With a Finn you can force it round the track, but with an OK you can’t. You have to be sensitive, and just sail well. So I am just trying to be a better sailor.”

Thomas Hansson-Mild “It’s a fantastic event to be a part of, over 90 boats and so many good sailors. I am struggling though. I had a terrible first day, forgetting to sign in, so I had to carry another 10 points. But it’s tough racing. I think the fact that we get so many former Olympians and professional sailors adding to the class, that just makes the class more interesting and more attractive and the boats these days are just super fantastic with a super finish.”

Valérian Lebrun “I just bought a Synergy hull one month ago and I have only trained in heavy weather, and mostly alone, so I had no idea if I was fast. Today I realised I was pretty fast upwind and downwind, so I am really happy with the boat and the Turtle sail was perfect for these conditions. So I am pretty happy with my gear.”

“We had extremely good conditions and pretty varied. So it was a very complete regatta with 10 races and pretty exhausting too. I’m already looking forward to the OK event. For sure I really like the boat and it’s very exciting sailing in such a fleet with so many nice sailors, so for sure I will be back and will try to train a bit more. I am very happy with my boat and I think I was one of the fastest in the fleet, so for the next regatta I need to train, especially in the light winds.”

Fredrik Lööf “It was really good sailing with four days of tough sailing. If you look at the results I had firsts and seconds all week apart from the first race but it wasn’t an easy task and I really pushed myself and I think I was sailing on a really high level, so I am quite pleased with my sailing. I was keeping myself calm and not pushing it in the starts.”

“The depth in the OK class is getting better and better and it is really good sailing, and I just really enjoy it. [For me] It’s the beauty of the simplicity. And that’s what drives me back. I am often asked, why do I do this, you can only lose? Well I can’t because I gain every time. I have a lot of good friends in the class and enjoy sailing it so that’s my drive to sail the OK.”



LÖÖF ONLY NEEDED a top 12 placing to secure the title on Day 4 and wrap up his second title. His performance all week had been almost flawless, but he had to fight for every boat length against a fleet that is increasing in talent and numbers.

Wilcox led around the top mark in Race 9, but he had Petersen and Lööf just behind him. Wilcox maintained his lead until the first leeward gate, but then both Lööf and Petersen went past. These three extended on the fleet and finished in that order. Lööf then sailed in for an early celebration, having secured the title. Meanwhile Kurfeld had picked up his third yellow flag and a DNE, so also went home early.

Into the final race and Petersen was first to tack at the pin and never looked back, opening up a comfortable lead from Chris Turner and Wolfgang Höfener. Petersen never looked under threat despite several place changes on the final upwind, and he crossed ahead of Turner and Hansson-Mild, to record the best performance on the final day.

Despite a letter score lurking, Lebrun sailed well again to take the silver, while Hansson-Mild took a late bronze after sailing his best day of the championship.

WITH TWO OF Europe’s major boat builders working on new moulds for 2020, there has never been a better time to begin or reignite an OK Dinghy career. For many it is a return to a first love, a rediscovered delight in proper, sociable, competitive, simple but intensely fun racing that the OK Dinghy class seems to excel at. For others it is the attraction of racing against some the biggest names and best sailors in the sport, and that list is getting bigger year by year, with several more high profile sailors rumoured to be joining in the fun sometime soon. Watch this space. ➤



21	GER 803	Martin v Zimmermann	35	22	19	38	13	20	24	20	(41)	14	205
22	GER 18	Jan Kurfeld	1	9	3	4	3	(ret)	4	6	dne	dnc	214
23	GER 746	Ulli Kurfeld	46	(67)	16	24	23	28	26	23	14	16	216
24	POL 14	Pawel Pawlaczyk	36	27	15	20	21	13	21	36*	(42)	33	222
25	GER 5	Ralf Tietje	26	(36)	20	19	35	33	17	31	21	24	226
26	SWE 2	Bengt Larsson	12	(42)	35	28	22	26	28	34*	37	23	245
27	NOR 6	Halvor Schøyen	(45)	18	23	18	25	39	32	37	39	28	259
28	SWE 20	Stefan Pavia	34	41	(42)	22	17	11	33	36	36	38	268
29	DEN 22	Ask Askholm	28	17	29	32	47	22	31	35	(54)	29	270
30	NED 673	Stephan Veldmann	(79)	50	39	33	28	29	18	26	28	27	278
31	DEN 1503	Troels Trabjerg	17	(58)	31	49	33	38	27	43	35	22	295
32	GER 11	Rainer Pospiech	23	(ufd)	33	29	52	23	25	38	48	37	308
33	GER 7	Andreas Pich	19	28	30	31	27	47	48	48	33	(dnc)	311
34	DEN 1477	Jörgen Holm	37	43	49	36	(56)	45	37	24	12	31	314
35	DEN 1522	Jesper Bendix	30	31	41	41	42	27	(47)	33	38	39	322
36	DEN 20	Jesper Hoejer	51	24	45	45	(66)	24	46	41*	34	18	328
37	POL 7	Bernat Marek	2	55	(dns)	55	81	32	19	29	46	11	330
38	GBR 2144	Jamie Harris	22	33	(71)	66	32	53	53	28	43	15	345
39	GER 731	Thomas Glas	(56)	39	37	47	43	42	36	42	52	32	370
40	GER 1904	Joerg Rademacher	49	52	32	30	29	35	42	46	(67)	56	371
41	GER 4	Lutz Boguhn	38	35	51	34	49	44	39	30	(63)	58	378
42	GER 78	Stefan Haage	69	62	26	40	26	36	56	(dnf)	29	40	384
43	GBR 2142	Ian Harris	31	40	36	43	38	50	68	50	30	ret	386
44	FRA 1820	Julien Dejognat	(dsq)	23	48	46	62	34	30	41	22	dne	398
45	GER 79	Frank Strelow	41	30	47	(80)	64	49	44	45	27	62	409
46	SWE 15	Mats Hovde	16	(ufd)	69	54	65	58	45	60	32	19	418
47	SWE 99	Hans Elkjaer	50	38	56	(67)	55	56	50	44	18	52	419
48	DEN 1419	Henri Skou	43	59	(64)	39	44	64	38	51	47	51	436
49	POL 17	Jaroslav Radzki	21	(ufd)	44	50	31	51	dnf	39	44	65	437
50	GER 21	Holger Krasmann	40	49	40	61	57	46	41	(66)	61	45	440
51	DEN 1407	Malte Pedersen	62*	57	38	37	51	37	51	54	(70)	69	456
52	GER 81	Jan-Dietmar Dellas	(86)	75	55	35	40	41	54	40	79	44	463
53	DEN 1492	Mads Hansen	55	46	52*	52	48	54	61	(62)	55	43	466
54	DEN 70	Bo Jensen	60	56	25	58	46	(dnf)	63	55	58	47	468
55	GER 8	Ron Foest	75	45	46	(dns)	41	55	55.5	34	59	57	468
56	GER 6	Fabian Gronholz	(82)	48	65	57	68	57	40	49	51	34	469
57	GER 9	Thorsten Schmidt	3	(84)	67	63	24	61	34	56	57	49	474
58	GER 33	Jörg Häger	33	(ufd)	62	60	dnc	43	60	53	20	54	477
59	GER 715	Sven Beye	72	64	34	(ret)	53	30	35	56*	73	66	483
60	GER 22	Dirk Gericke	(78)	63	74	51	30	48	43	59	50	68	486
61	GER 826	Jörg Sylvestre	42	37	58	64	67	(dnc)	66	67	49	41	491
62	GER 125	Axel Fischer	25	53	(72)	65	70	65	72	61	45	42	498
63	GBR 4	Simon Cox	52	13	50	69	(dnc)	40	57	52	dnc	dnc	517
64	SWE 2791	Roine Ericson	56*	(82)	63	42	60	52	55	67*	71	53	519
65	GER 773	Ralf Mackmann	18	14	60*	45*	64*	(dnc)	dnc	dnc	53	dnc	530
66	AUS 692	Bob Buchanan	54	(79)	52	62	59	55	67	63	78	48	538
67	DEN 1499	Anders Gerhardt-Hansen	68	7	66	59	76	(dnc)	dnc	dnc	31	50	541
68	GER 595	Daniel Gröschl	64	(85)	53	70	71	63	59	64	65	36	545
69	GER 821	Jochen Lollert	83	78	54	53	58	(dnf)	52	57	64	55	554
70	FRA 1824	Malain Renoux	57	44	68	82	50	60	58	65	(dnc)	dnc	576
71	GER 767	Falk Hagemann	48*	72	75	(81)	79	70	71	74	25	64	578
72	GER 777	Volker Paatz	48	(77)	77	74	54	67	70	68	62	61	581
73	GER 759	Westfehling Maik	59	51	60	71	75	(dnc)	dnc	dnc	56	46	602
74	GER 820	Heinz Ridder	79*	71	61	76	(83)	62	65	72	60	60	606
75	GER 812	Michael Möckel	62	76	57	48	36	(dnc)	dnc	dnc	dnc	59	614
76	NED 669	Sybre Hornstra	71	54	73	72	69	68	69	(78*)	68	75	619
77	SWE 80	Arne Malm	66	61	(79)	75	72	69	62	75	69	77	626
78	DEN 1430	Tobias Hendorff	(bfd)	26	ocs	9	45	dnf	dnc	dnc	dnc	dnc	632
79	NED 678	Johan Geenen	(83*)	68	70	78	61	71	77	79*	74	63	641
80	GER 659	Maximilian Kiep	67*	65	78	56	73	59	(dnf)	dnc	81	71	642
81	GER 751	Knut Ramin	67	(80)	76	73	77	66	73	71	75	67	645
82	DEN 1052	Mads Brockhuus	84	(86)	82	68	74	72	64	73	76	72	665
83	GER 66	Christian Kirchner	61	81	80	77	82	73	75	(dnc)	66	73	668
84	FRA 17	Henri Berenger	76	69	(81)	79	78	74	76	76	72	70	670
85	DEN 1159	Peter Zeiler	44	21	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	709
86	GER 788	Finke Jessica	65	73	83	83	(dns)	75	74	77	dnc	dnc	714
87	NED 473	Rob Ligtenberg	81	83	dnf	85	84	76	78	78	dsq	78	735
88	GER 539	Uli Borchers	80	66	dnf	86	80	dnc	dnc	dnc	77	74	739
89	FRA 1810	Jean-Claude Lidon	77	70	84	84	(dnc)	dnc	dnc	dnc	dnc	dnc	775
90	SWE 2806	Guy Andersson	85	74	(dnc)	dnc	dnc	dnc	dnc	dnc	80	76	775
91	GER 690	Carsten Sass	82*	60	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	786

* STP

OTHER PRIZES

U23: Jamie Harris GBR

Veteran: Fredrik Lööf SWE

Master: Bo Petersen DEN

Grand Master:

Bob Buchanan AUS

Lady: Jessica Finke GER





On the light side

Lightweights at the 2019 OK Dinghy World Championship
by Grant Wakefield

The 2019 OK Dinghy World Championship brought together 111 competitors from eight countries at Wakatere Boating Club in Auckland, New Zealand. The diversity of competitors was huge and included Olympic medalists, competitive club sailors and every level in between. Sailors ranged in age from teenagers to several in their 70s. Some had been in the class for a few weeks, while many have competed in the class for decades.

One group of sailors that stands out in this mélange of competitors are the lightweights (let's say under 80kg). Although there is no special lightweight division, this group of sailors is somewhat special in that the OK Dinghy is generally considered to be a boat for sailors weighing in around the 80-95kg mark and is also sailed competitively by many well over this weight range. However, increasingly more lightweight sailors are seeing the OK Dinghy and the competition in this class as a great option.

Unlike their heavier competitors, the lightweights will generally be fully hiked somewhere in the 8-12 knots range and have to work very hard above 12 knots. The main challenge for a lightweight OK Dinghy sailor in moderate and above breezes is to figure out how to maintain adequate upwind speed against the heavier sailors and keep in touch by the top mark, so that – if they are good enough – they can

haul back some distance on the big guys before the bottom mark and be back in the race.

At the 2019 worlds in Auckland, there were 12 sailors under 80kg, including three under 70kg, representing approximately 10 per cent of the fleet. All three women competitors were in this under 80kg group as were over half of the Juniors (U23) competing. The lightweights included the youngest (Maja Hansson-Mild) and two competitors in their 70s; local sailor Phil Coveny and Mike Walker from Australia, one of the oldest and longest serving competitors in the OK Dinghy fleet.

CONVERSATIONS AND INTERVIEWS with many of the lightweight competitors revealed some interesting takes on competing in the OK class as a lightweight sailor and there were many helpful and interesting anecdotes behind their stories.

Youth sailor, Maja Hansson-Mild from SS Kaparen in Sweden, who weighs in at well under 70kg and mainly races in the Laser Radial fleets in Sweden and Europe, competed in her first OK regatta at the 2017 Faaborg Europeans where she finished as the first woman. "As a lightweight sailor it is not surprising that I like the light days and it was really cool to be up the top and able to have the same speed as the best guys. It's a really good fleet with a lot of boats and with so many cool guys with such amazing track records it's just an experience to sail against them, making it a good choice to do the World Championship in NZ which was my first one in the OK Dinghy."

Maja has some good advice for lighter sailors, "If you are a light weighter, try to not give the best guys anything for free, sail smarter and let them fight for their place at the start line."

She added, "A good rig and sail is worth spending your money on...and another thing worth spending your money on is food, a lot of it."

Olivia Christie, current NZ Laser Radial National Women's champion and now back at her day job competing internationally with the NZ Sailing Team, had only four days in the OK Dinghy before the worlds and understanding the rig, sails and sail set up was a steep learning curve. Coming from the Laser, "I was probably most shocked that you don't pull on the vang for the upwind legs but you do on the downwind."



Top: Grant Wakefield • Left: Jörg Sylvester • Top right: Olivia Christie and Maja Hansson-Mild • Right: Falk Hagemann



In comparison to her national and international competition in the Laser class, Christie noted that the long upwind legs at the OK worlds made it particularly hard for the lightweight sailors, “Most events I compete in finish on a reach or short upwind after the downwind leg. Typically the heavier sailors have an advantage on the first beat and since this is so critical, to finish downwind evens it out a bit. The OK worlds had a whole extra upwind leg, which seemed like excessive upwind really. However as both a lightweight sailor and a Laser sailor I usually overtook quite a lot of people on the downwinds and mark roundings which was fun.”

“I enjoyed the regatta for the support, encouragement and assistance from the other sailors, the big, competitive fleet and sailing a different boat. It was the first event I have been to where people tried to put beer in my boat as I came off the water.”

Olivia finished as the top woman at the worlds and second in the junior division behind Josh Armit.

ANOTHER OF THE lightweight competitors also relatively new to the class was professional super yacht sailor, Matt Holdsworth. Weighing in at 75kg, Holdsworth first sailed the OK Dinghy in the Medemblik Spring Cup in 2018 over three days and then borrowed a boat in which he had around 10 further outings before the NZ Nationals / pre-worlds.

On being a little light, Holdsworth had this to say, “I am only 172cm so definitely on the short side. A little taller and the same weight would be absolutely fine. Without the experience I struggled to depower in over 12 knots, although I did have telephone pole as a mast.”

Despite the challenges of being a lightweight with a stiff mast, Holdsworth enjoyed the worlds immensely, “I love the racing as it is so close. One slip up and you can lose 20 places. Reaching in breeze is fantastic fun and in any breeze under 8kts and we lightweights are rocket ships around the cans.”

“The beers and helpfulness of all sailors in the fleet is beyond fantastic, great class, I’m going to eat more pies and get one!”

TWO LIGHTWEIGHTS AT the other end of the spectrum from Hansson-Mild, Christie and Holdsworth – Mike Walker and David Ketteridge – both from Australia, have been in the OK class for 40 years. They started at a time when both the hulls and masts were wooden and have seen a lot of development and progress in the class over that time, most of which has been helpful for the lightweights.

In Ketteridge’s case, he began at age 15, “I remember hanging off the boat scales hook at 61 kg dressed, and others pulling the scales past 80kg with one hand and their feet still on the ground. Having said that my first win in an OK race was in 25 knots plus. I capsized six times but I was good at that and could gybe, capsize and get up quicker than the others could granny – the advantage of practice, youth and fitness. I recall getting to the last bottom mark and looking for everyone else thinking I was last then finding them all behind me.”

“Survival conditions are a great equaliser... survival practice starts earlier when you are lighter.”

Ketteridge has sailed in world championships in Adelaide, Melbourne, Lake Macquarie and overseas at Warnemünde, Poland, France, Barbados, Thailand and New Zealand with varying results, “My best individual result was an eighth at the Adelaide pre-worlds and more recently this year a 21st in the first heat of the NZ worlds. Unfortunately I didn’t manage to





keep that standard for the rest of the regatta but it has given me the challenge to repeat.”

When Walker began in the class in 1969, he got an all-wooden boat with a spruce mast, “...and so began my OK love affair.” At this time there were different options for the lightweights to compensate, “My major issue has always been my lack of weight. In the early days weight jackets were worn by some, however I preferred the wet woollen jumper method. Buy cheap woollen jumpers from “Vinnies” and go swimming before the race to wet them out and add weight that way. The weight jackets created issues for the knees later in life – some were wearing between eight and ten kilos extra.”

Also from Walker, “I was given advice in the early days which still holds true today: Keep the boat flat, which is easier said than done; you can’t hope to hang with the big boys in a breeze, so drop your traveller and sail high; the Cunningham is your friend – use it; don’t over sheet.”

Both Ketteridge and Walker agree that the progression from wooden to aluminium to carbon masts has been good for the class and lightweights in particular. It is now possible for a lightweight to get a consistent build of a carbon mast to specifications that suit their weight.

The NZ worlds was Walkers’s first overseas worlds, having sailed in three previously in Australia. “New Zealand was a sensational regatta as far as I was concerned – the sailing and administration was superb. To sail in a fleet of 110 boats was awesome and having been one of the 2006 Belmont worlds four organising committee members I know what is involved to make it happen.”

WHILE THERE WERE six junior division competitors at the 2019, Worlds, none can claim the early starting age of veteran German sailor Jörg Sylvester, who started in the OK dinghy in 1979 at age 14 and weighing in at 62kg, “It was a hard beginning but I learnt a lot and I survived in more and more races.”

Sylvester competed in his first German Nationals in 1980, after only 1 year in the class. His first boat was destroyed in this regatta on a very windy day. Undeterred, the following year he competed in his first international regatta, the Danish nationals in Sønderborg, “I heard about the Worlds at the same place in 1984. I decided to do my best the next year to qualify for that event but it was very far away. I got a place in the German team and sailed my first worlds in Sønderborg 1984. It was great.”

More worlds regattas followed in 1985, 1987, 1988, “...all with a Hein boat, a soft Boyce Delta Mast and a Green sail. My weight was 72kg and I had my best races when it was windy because most of the heavier sailors had very stiff 3M masts.”

After some on and off again years, “In 1999 I bought an Icebreaker after my wife said: buy an OK! Since then I have sailed worlds in 2001, 2004, 2005, 2007, 2009, 2011, 2014, 2018, 2019, altogether 15



worlds, 2018 with a borrowed Kraus/Delfs and 2019 with a Strandberg.”

Now competing at 74kg, Sylvester said, “I think the Strandberg is a good hull for a light sailor and I had a soft C-Tech Mast from 2010 the last years and now a new soft Ceilidh Mast from 2018. I like to use Turtle Sails and Green Sails. Maybe the Turtle is a bit easier to sail when it is windy.”

On the 2019 worlds, Sylvester added, “The Worlds 2019 was my first time in New Zealand. I had a really good time there and the event was perfectly managed. Great hospitality, friendly and helpful people. I’d like to come back.”

Final words go to Wakatere BC local and lifetime dinghy sailor and yachtsman, Phil Coveny. Coveny who, along with Mike Walker, is one of two lightweights to also be in the Grand Master division, came to the OK dinghy class 10 years ago after competing for many years up until 2007, both locally and internationally, in the 14’ skiff class and earlier in the Javelin (winning two NZ national titles in the Javelin). Since joining the OK Dinghy class he has competed in four OK Dinghy world championships and has quickly built up some good knowledge about competing as a lightweight OK sailor.

Initially drawn to the OK dinghy because it was the biggest single-handed fleet being raced regularly at a local club, he now finds that the fleet camaraderie is the major attraction and far outweighs the difficulties of being a lightweight OK sailor.

COVENY’S ADVICE FOR new lightweights is, “Persevere until you’ve learnt enough to specify the mast bend appropriate to your physicals and get a sail cut to suit. The trick is keeping the boat flat enough and with as little windward helm as possible to keep it footing and minimising leeway so wide traveller, heaps of Cunningham and not a bar tight leech.”

Regarding the 2019 worlds, “It was a bit of a struggle generally for us lightweights with all but two races being over 15 knots. A marvellous regatta though with the weather turning it on plus excellent organisation. I think the biggest buzz for me was seeing how well the visitors enjoyed it. Definitely Wakatere Boating Club and NZOKDA have set a high bar.”

Results for the (<80kg) lightweights from the 2019 Worlds

Rank	Nat	Sail No	Name	Division	Sailing Club	Weight
45	AUS	776	Grant Wakefield	Master	Drummoyne SC	71
47	NZL	536	Matthew Holdsworth	Open	Ponsonby CC	75
50	NZL	57	Olivia Christie	Junior Woman	Worser Bay BC	72
65	GER	826	Jörg Sylvester	Veteran	Segeberger SC	74
70	NZL	497	Harry Milne	Junior	Wakatere BC	72
75	AUS	725	David Ketteridge	Master	Adelaide SC	69
79	AUS	759	Elizabeth Williams	Veteran Woman	Southport YC	78
80	GER	757	Falk Hagemann	Veteran	Saechsischer	67
81	SWE	767	Maja Hansson-Mild	Junior Woman	SS Kaparen	64
83	NZL	569	Phil Coveny	Grand Master	Wakatere BC	74
103	AUS	736	Michael Walker	Grand Master	Drummoyne SC	75
108	AUS	717	Bruce Schofield	Master	Wangi Amateur SC	75



SOME USEFUL MESSAGES from the lightweights at the 2019 OK worlds:

A suitable mast is very important, along with a sail that is cut to suit the lightweight. Best advice here – talk to the lightweight sailors and the mast and sail makers.

Once a lightweight sailor has mastered sailing the OK Dinghy they can be very fast against the heavyweights in light conditions (< 8 knots). Hang in there on the heavy days and learn how to use your advantage on the light days.

Regarding sail trim and boat settings, listen to advice from experienced OK Dinghy sailors as it will be very helpful, but also notice that they are usually bigger than you so take on what they say but also make your own judgments as your experience builds and do what feels fast for you.

In the middle range (12-18 knots) it can be a struggle to compete upwind but there are opportunities to gain places reaching and running – if you are fast at these points of sailing. Practice reaching and running to make sure you are good at it as the experienced big guys are also very fast.

Don’t assume that when the breeze gets to 20-25 knots or more, it means a bad day for you. There is some consensus among the lightweights that above 25 knots there is some evening out as everyone is overpowered in this wind range and the lightweights, if they can survive, can exert their experience of having spent many more hours racing in overpowered conditions. Just make sure you have polished your boat handling. ➤

Top left: Phil Coveny
Left: Michael Walker
Above: Elizabeth Williams

Disclaimer: the records for the <80kg sailors at the 2019 worlds was put together at the regatta by asking around. No official records are kept so it is possible that one or two lightweight sailors missed out on being included. Apologies if that is the case.



JUNIOR CHAT

Karen Robertson talks to Will Heritage

Will Heritage, a teenage boat building apprentice from the Isle of Wight, UK, surprised and delighted many in the OK Dinghy fleet after bursting onto the scene in a boat he largely built himself and taking fourth at the 2018 British OK Dinghy Nationals in his first event in the class and then 13th at the 2018 Europeans in Bandal where he also won the European Junior crown.

Will is leading a group of new youngsters that are coming into the OK and making their presence felt at a time where international competition is heating up with such notables as Freddy Lööf, Mats Caap and Rod Davis returning to the OK to enjoy their sailing in a more sociable, but still deeply competitive fleet.

Karen Robertson talked to Will about his sailing, why he chose the OK Dinghy and his successes in 2018.

SIMILAR TO MANY young sailors he started sailing Optimists, when he was about eight years old. *"I soon took to it and was off around the county doing the extremely competitive circuit they had, being selected for the National squads soon after. It helped me no end to get my head round 100+ boats on a start line, which helps me with every start I do. At the age of 12 I moved into the Laser 4.7 where I spent the next few years, winning a few national ranking events and the Inland Championships before moving into the Radial until 2016."*

"By this stage I had started to do some keelboat sailing in the Dragon class which I still sail today – sailing with Graham and Julia Bailey who I've known since I was born. They've helped my sailing more than I could imagine, the highly competitive fleet mixed with the experience and intelligent sailing of the Baileys has taught me so much that I can take into my own sailing. We have won four Edinburgh Cups (National Championships) 2014, 15, 17 and 2018. So far..."

"I then went onto sail the Nacra 15 coming top 10 at the Europeans in 2017-18. I have also been sailing Etchells with Lawrie Smith throughout this year which I have enjoyed and learnt lots about the boat; winning the nationals was their highlight in the class. I help build the Etchells as I am an apprentice for my Dad (David Heritage) so building them helps me to understand the boat and I'll hopefully do more."

HOWEVER HIS EARLY dreams of being a Finn sailor never really matured, which is how he finally ended up with an OK Dinghy. He bought a shell from Synergy Marine to complete. *"From when I was a very small boy I had dreams of being a 6'3" brute of a Finn sailor, but unfortunately I haven't even got close to six foot, meaning I am a touch small for a Finn. But after talking to a few people an OK seemed a great road to go down, as it's similar to a Finn but still a fantastic boat. I had finished with my youth sailing and was at a crossroads of what to do. I started as an apprentice boat builder for my Dad building race boats so we decided to buy a hull with no deck on and go from there. The hull went to Andy Rushworth to get a deck put on it and I started on it in late January, finishing early July. That was my way into the class. It's one of, if not my favourite boat to sail."*

The modern OK Dinghy really is one of the most underrated boats there is but it's also got a reputation for being tricky to get up to speed in. Indeed, five-time OK Dinghy World Champion, Nick Craig, says that he finds the OK one of the hardest boats to get back up to speed in after time away.





Will was quickly up to speed after some help from the top sailors in the UK.

"I had some help of course. Everyone was extremely helpful and generous with their knowledge. While building the boat, Andy Rushworth put the deck on for me and gave me some mast rake and deck level numbers to work with for a Synergy hull, this meant I could get in the boat and race it rather than struggle as my mast wasn't in the correct position."

"Jim Hunt (HD Sails) and Charlie Cumbley (North Sails) have been extremely helpful with mast numbers and sails as I wasn't quite sure what numbers I needed for the mast as I'd never sailed an OK before. Jim provided me with a flatter sail for the big winds as I'm quite small. I recently got a North Sail, which I predominantly used at the Europeans due to the fact it was quite choppy. The whole fleet has been extremely welcoming and helpful to me and that helped a great deal."

HE SAYS HIS highlight of the Europeans was a ninth place in Race 7.

"It was the penultimate race of the regatta. I needed a good race to stay in the top 15 and thankfully I did just that. To be honest I couldn't stop smiling as I'd had all top 25 results but nothing in the top ten. To get one result in the top ten was hard fought in such a good fleet."

"I have been watching Freddy Lööf compete in the Olympics or the Star Sailors League for as long as I can remember, so to sail against him was amazing. Sailing is great because you get to compete against the best in the world and legends of the sport like Rod Davis regularly. I personally find it incredibly useful to sail against them to watch how they work the boat and sail it differently to how I do. In trying to catch up on the experience they have and by watching them I can catch up that little bit faster. But most of all they're extremely nice people and lovely to talk to, they'll answer any questions about the boat that they can to help you on your way."

FOR THE FUTURE, *"Basically, I want to sail the boat as much as I can and improve on what I have learnt so far in the short time I've been sailing the OK. Hopefully I'll be going to the worlds in 2020 and 2021, I have been to Lake Garda before and will train hard to do the best I can there. 2020 in Sweden will be my first worlds in the OK so doing that before the 2021 or 2022 worlds will give me a good idea of what it's about. But to do well in Lyme Regis 2022*

will be amazing. But until then I'll keep learning and sailing whenever and whatever I can."

He recommends the OK Dinghy for young sailors and those not of Finn sailor size, and as a good option for those that like the idea of sailing in an international fleet but do not want to or cannot go the route of the Olympic classes.

"The OK for me was a very natural progression as I don't fit into any of the Olympic classes but still want high quality racing against the best in the world. The OK is perfect for this. They're a great boat for youths because you learn about sailing with an unstayed rig and sails due to the fact you don't have to have a certain sail (like a Laser) and you can change the boat to suit you as I've done with my boat. By adapting the side deck size and sail shape it means you can be different sizes and weights and still be competitive. I'm on the smaller side and still like to think I'm competitive."

"I'm extremely happy with how the Europeans went, especially as it was my first international event in the boat mixing with the big boys and the best in Europe. To be crowned Junior European Champion was the icing on the cake after a very fun week of hard work and great sailing." ▶





FRA

MED CUP AND TRAINING

Thomas Hansson-Mild brings everyone up to speed in Bandol

By Henri Berenger

The OK Dinghy fleet once again visited Bandol for the first time since the outstanding European Championship in September 2018.

Building on the opportunity, the French sailors, in agreement with the French OK Class Association (ASPRYOK), asked Thomas Hansson-Mild to come and manage three days of training before the beginning of the Mediterranean Championship.

This was an opportunity that many sailors coming from different regions and countries (Australia, Belgium, Great Britain, Bordeaux, La Rochelle ...and Mediterranean), did not want to miss.

Thomas proposed a very intensive programme for these three days:

- Briefing before going at sea
- Series of 'rabbit' starts on short courses, offering sailing with close contacts between the sailors
- Immediate advice for each boat in each situation
- Intense rhythm, in order to improve manoeuvres, rigging, on board position, mark rounding, different sequences (upwind, downwind, gybing, tacking, centreboard position etc)
- Debrief after returning to the club.

And a couple of beers of course...but at a reasonable level.

ALL THIS WAS carried out in an exceptional ambiance of camaraderie, despite the little difficulty of language, resolved by Bob and the others translators, who we thank very much.

Everybody very much appreciated Thomas' coaching style: clear, direct, dynamic and friendly.

The weather situation offered a great diversity of sailing conditions: light wind, breeze, strong breeze with gusts and some waves, sunny, sometimes cloudy and some rain.



In a nutshell, it was a very good preparation for the Mediterranean Championship for the 15 young and old participants.

Thanks Thomas, it was a true enrichment for all. Thanks also to the Société Nautique de Bandol for the pasta dinner on Tuesday evening in the clubhouse.



ON TO THE RACING...

On Thursday 9 May it was time for racing: 25 OK Dinghies were registered, a fleet becoming more and more competitive, due to many new boats acquired by French sailors from England, Denmark, Sweden and Germany.

But for the first day of the competition, the weather was not very cooperative. The Mistral blew up to 25-30 knots with strong gusts requiring the race committee to cancel the races for the day.

Some of the competitors tried to go at sea with little success: some little damages occurred, but without great consequences.

Friday was the day to save the Championship.

The day started with light wind for the first two races, increasing to a good breeze, for the three following races. Such conditions made the young and local sailor, Tim Petetin, very happy. He won Races 1 and 3, with Chris Turner winning Race 2, while Thomas Hansson-Mild had some difficulties to find a good pace with the OK Dinghy lent to him by the French sailor Fabien Capellieries.

But quickly, Thomas improved as the breeze built up, winning Races 4 and 5, ahead of Chris, who maintained his lead at the end of the day with 7 points against 8 for Thomas.



Tim Petetin was in third by just one point. Along with Julien Dejugnat, the four sailors hoped the best for the last racing day.

For the rest of the fleet, the fight was tight, showing that the level of competition is truly increasing, and the French and local guys making no gift to each other, fighting also with Bob Buchanan and the two Belgian sailors.

It was a very full day, concluded by a sympathetic dinner with mussels and chips and some grilled squids to start, and of course some local wine. This was all very appreciated by the sailors and their companions.

ON SATURDAY 20 knots of western wind with some gusts settled on the Bandol Bay.

The OK fleet were ready to start at 10.00 am, preparing themselves for a quite demanding regatta...and so it turned out to be.

At the front, Thomas quickly took the lead of the race, increasing his advantage on the downwind leg, with spectacular mastery. Chris, also at ease in these conditions pushed hard but Thomas keep the lead till the finish. The two young French sailors, Tim and Julien, failed to compete with the Nordic experts.

For the rest, things were beginning to get a little more difficult. A question of stability of their dinghy in a wind well above 20 knots, downwind on top of it. Some capsizes to regret....some points lost in the ranking, and baths in quite cold water.

So, the race committee decided that there would be no more races.

Thomas Hansson-Mild was then crowned as the Champion of Mediterranee 2019, with the same number of points as Chris Turner but with more first places for Thomas. Tim Petetin took a very remarkable third place.

The prizegiving ceremony was organised two hours later at the Société Nautique de Bandol Club House, a moment of friendship, during which the President Laurent Petetin congratulated and thanked all the competitors,

2019 MEDITERRANEAN CHAMPIONSHIP

1	SWE 100	Thomas Hansson-Mild	9
2	GBR 44	Chris Turner	9
3	FRA 1838	Timothe Petetin	14
4	FRA 1820	Julien Dejugnat	15
5	FRA 86	Patrick Debaere	32
6	DEN 112	Pierre Arrighi	38
7	FRA 1837	Jean Christophe Morin	40
8	AUS 692	Bob Buchanan	49
9	FRA 4	Jean Michel Roux	51
10	FRA 1824	Alain Renoux	51
11	BEL 232	Jacques Pirenne	58
12	FRA 1828	Laurent Petetin	58
13	FRA 1852	Philippe Chelle	59
14	BEL 2178	Frederic Vandenberghe	60
15	AUS 892	Henri Berenger	63
16	GBR 2100	Pierre Petetin	66
17	FRA 1836	Jean Louis Petetin	66
18	FRA 794	Didier Soulie	74
19	FRA 1810	Jean-Claude Lidon	81
20	FRA 1709	Patrice Rovere	83
21	FRA 1764	Frederic Lamarque	90
22	GBR 2121	Xavier Beckus	97
23	FRA 1664	Gaelle Paponnaud	115

the staff and volunteers, without who, this exceptional sailing event could not take place.

BANDOL IS NOW waiting for the 2020 Med Championship and all participants intend to come again!

Thomas said, *"It was great to watch the progress from these sailors. The interest from each individual has been great and is a key factor for development."* He gives everybody credit for the way they have been sharing experiences and also for being thoughtful and caring about the different sailing backgrounds among the training group.

"It was great to see the progress over the days of training and after the first day of the Med champs I almost wished I hadn't given them that much," he said with a smile, only to quickly correct himself and say, *"Of course we share, it's the OK way!"* And we couldn't agree more. ➤



Photos by Virginie Rudowski and Henri Berenger

New winds blowing in the WB OK sail



After comprehensive testing during winter and spring, our new model is ready to rock!



The Ovington OK Dinghy

The first few years have been very successful for the Ovington OK. With over 50 boats built and more build runs planned, it is becoming the popular choice amongst the fleet all around the world. We have hulls and foils in stock ready to go and boats can be fitted out to various stages of completion from bare hull to ready to sail.



Our OKs are proving to be competitive straight out of the factory, taking 1st at Kiel week, the Australian Championship, Medemblik Spring Cup and the UK Nationals in the first year, followed by the World and European Championships and many other victories in 2018 and 2019.

Ovington have also joined up with Art of Racing and is now stocking their new OK complete booms along with new Allen Brothers OK booms.

Coming soon: Paragon/Ovington masts as used by Dan Slater to win the 2019 Worlds. The first masts will be landing mid-June, more details to follow. Email or call the office with any enquiries.



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Advertising feature

THE PURSUIT OF SPEED

Development of the OK Dinghy Mast that Won the Worlds
By Tony Smith, Paragon Composites Ltd. Auckland



I was approached by Dan Slater after his first season in the OK Dinghy to develop a new mast. Influenced by his experience in the Finn class, Dan had

a clear vision of the mast/sail combination he wanted for the OK, but had been unable to find a good fit on the market.

To achieve Dan's vision, North Sails were chosen to design the sails with input from John Clinton, and Paragon Composites to develop the mast, both in close collaboration with Dan.

Designing and building a mast for any class of dinghy is a balance between optimisations for sailing performance and conformation to class rules. My earlier experiences introducing high modulus spars to other national and international classes were a good fit for the project.

Paragon Composites masts are produced with the roll forming method, where unidirectional fibers are wrapped around a steel mandrel. It is the design of this mandrel which is the critical factor defining mast diameter and stiffness.



Our principal challenge was in designing a mandrel that would achieve Dan's bend characteristics, while being consistent with the minimum weight and dimensions set out in the class rules. This was an iterative process, with the first mast we created providing the basis for further development.

This first mast reflected much of our design criteria, and what followed was a series of small incremental changes to the mandrel and laminate design, with Dan assessing each mast iteration on the water and providing feedback for further improvements.

A key focus of this process was the relationship between fore/aft and side bend of the mast, considered in terms of three sections - lower, mid and top, all the time being aware of the effects of changes to one section on the others.

The final mast, as used by Dan in the recent world championships in NZ, is formed of high modulus 377 GPA carbon fiber and was perfectly optimised for dimension and weight, carrying 1.4 kg of correctors. Without the restriction in minimum athwartships diameter of 62 mm, the mast could have been some 5 mm less in diameter.

Consistent with my previous experiences with minimum diameter masts, Dan commented that 'if I want to I can just go higher than the whole fleet at the same speed, which is a huge advantage'. Interestingly this effect doesn't translate into the ability to drive low for increased speed.

Looking to the future, the mast will be available for distribution via Paragon Composites Ltd., or distribution in Europe will be in association with Ovington Boats. ➤





TECH

Simplistic beauty individualistic boats

A look at some of the equipment used in 2019

One of the key factors behind the astonishing worldwide growth and development of the OK Dinghy over the past 63 years was intent that boats could be built by anyone, anywhere. This was one of the overriding concepts from Axel Damgaard Olsen and the simplistic beauty of the design from Knud Olsen that sailors throughout the world should be able to build a competitive boat in their backyard. It is what started the global spread and interest in the class and allowed it to thrive through the 1960s and 1970s.

The recent Worlds in Auckland was a great indication that this trend has not only continued, but is also growing again, with around 20 per cent of boats either home built, or built as one-offs using techniques meant for home building.

Within the 110 boat fleet there were hulls built by 32 builders from seven countries. Included in this mix there were of course production boats, and these are of a higher quality than the class has ever before experienced, but there were also an increasing number of home built boats once again, with two of these also making the top ten.

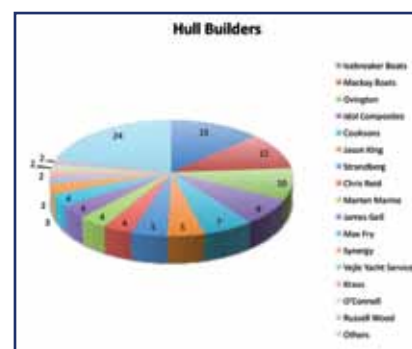
In fact only four of the top ten were production boats, the rest being either home built, or built using Dan Leech's CNC kitset plans by professional builders. Throughout the fleet there were 13 Leech designed boats, as well as eight other home built boats. Many others were part completed or finished by the owners.

An individualistic element is always present within the OK Dinghy fleet and a brief look around any dinghy park will tell you that OK Dinghy sailors like to be different. Innovations and new ideas are never far away, though in all aspects concerning speed, the boats have to follow a strict and refined set of measurement rules. This was readily apparent in that the third placed boat was a 35-year-old Icebreaker. Granted it was kept in good condition, but given the slant these days for ensuing sustainable boat build practices and long lasting boats, it is a great advert for the class within the environment of the modern crash and burn boats.

BUILDERS

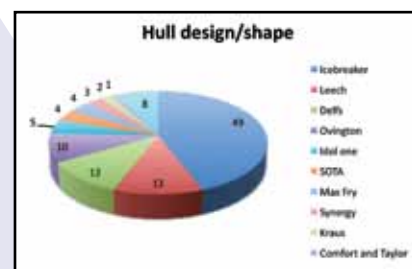
There were 32 boat builders from seven countries recorded. Of course not all are current, some boats were 40 years old, but there is a good mix of production boats alongside home builds. With the event in New Zealand it is no surprise to see Icebreaker and Mackay hulls (using the Icebreaker shape) top the numbers, while Ovington's relatively recent design was not far behind.

Aside from builders having more than one boat present in the table, the following builders were recorded: Comfort and Taylor, Aqua Magic, Atkinson, McDowell, Tony Thresher, Sel Pedersen, Max Carter, Hakes Marine, Mikael Delfs, Rob Coutts, Peter West, Stechman, Alan Mitchell, Greg Salthouse, Bob Foster and Unitec.



HULL SHAPE/DESIGN

The Kiwi designed Icebreaker shape was about 45 per cent of the fleet, while the now double world championship winning Dan Leech shape was the second most popular. The four most popular hull shapes are all quite different, but provide surprisingly equal competition on the water. 85 boats were GRP with the remaining 26 wood or wood/foam construction.



2019 World Championship

Within the top 10 there were four different hull shapes, five different sailmakers, three mast builders, two boom types, and five different foil makers. This spread is pretty much prevalent throughout the whole fleet.

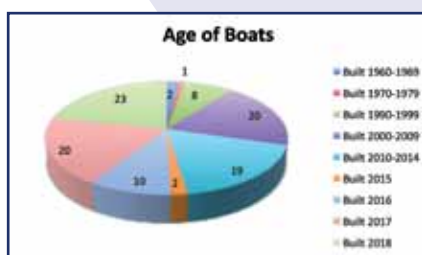
		Builder	Design	Construction	Mast	Sail	Boom	Board	Rudder
1	NZL 562	Phil Salthouse	Dan Leech	GRP	Paragon	North	AOR	Mackay	Mackay
2	SWE 69	Ovington	Ovington	GRP	C-Tech	Green	Allen	Ovington	Ovington
3	NZL 485	Icebreaker	GRP	C-Tech	Doyle	AOR	-	Home made	Home made
4	NZL 578	Luke O'Connell	Dan Leech	Wood	C-Tech	Turtle	AOR	MacKay	Chris Reid
5	NZL 559	Greg Salthouse	Dan Leech	Wood/GRP	C-Tech	North	AOR	Mackay	Chris Reid
6	GBR 2208	Ovington	Ovington	GRP	Ceilidh	HD	Allen	Ovington	Ovington
7	NZL 579	Steve McDowell	Dan Leech	Wood	C-Tech	Turtle	AOR	Mackay	Mackay
8	SWE 100	Vejle	Delfs	GRP	C-Tech	North	AOR	Vejle	Vejle
9	NZL 592	Chris Reid	Dan Leech	GRP	C-Tech	North	AOR	Mackay	Chris Reid
10	NZL 583	Chris Reid	Dan Leech	GRP	C-Tech	Bush	AOR	Mackay	Chris Reid



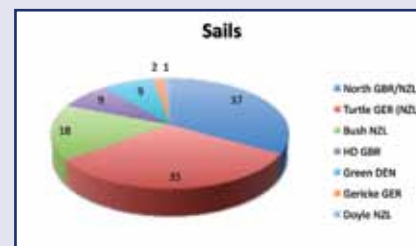
AGE OF BOATS

There has clearly been a lot of investment in the class over the past 2-3 years with half the boats being three years old or less.

However, 11 were more than 20 years old, with two even dating back to the 1960s.



However it was pleasing to see some new lofts making sails, especially long-time OK Dinghy sailor, Dan Bush, whose sails are growing in popularity with one in the top 10.



MASTS

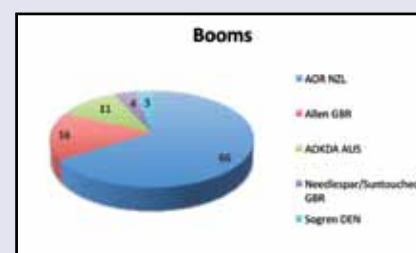
C-Tech continues to dominate the mast market with 84 masts recorded against 24 from Ceilidh and two from Paragon, not really surprising given the number of sailors from New Zealand and Australia taking part. This table would look quite different in Europe, with Ceilidh, which also makes the popular HIT masts for the Finn fleet, now making most of the masts for the fleet.

SAILS

As expected, North and Turtle dominated the numbers, in New Zealand, though Green have high number in Europe.

BOOMS

Booms are often an afterthought but the global domination of well thought-out Art of Racing booms continues, as it holds the second largest segment of any equipment at the worlds (behind C-Tech's masts) with 60 per cent of the fleet using them. ➡



2019 European Championship

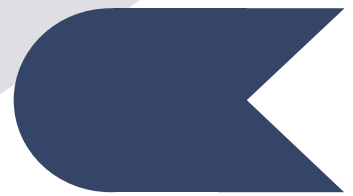
Top 10 equipment

		Hull	Mast	Sail	Boom
1	SWE 69	Ovington	C-Tech	Green	Allen
2	FRA 11	Synergy	C-Tech	Turtle	Allen
3	SWE 1	Vejle	Ceilidh	North	Art of Racing
4	DEN 1507	Strandberg	C-Tech	Green	Allen
5	NED 680	Synergy	C-Tech	Turtle	Art of Racing
6	DEN 1528	Strandberg	C-Tech	Green	Allen
7	NOR 428	Strandberg	Ceilidh	Green	Allen
8	NZL 595	Synergy	C-Tech	Turtle	Art of Racing
9	POL 1	Ovington	Ceilidh	Green	Allen
10	GER 71	Karsten Kras (Schreiber copy)	Ceilidh	North	Art of Racing

With no formal measurement or equipment registration in Kiel, data on equipment used is sparse, so this table is compiled simply to compare with the data collected at the worlds, as six boats are different.

As usual, masts, sails and booms are supplied by the same two or three manufacturers. However there are five hull builders present with no clear advantage shown by any particular shape or builder.

While the Karsten Kras boat was based on a old Schreiber shape, two of these builders are making new moulds, and several other builders are also tooling up. OK business seems to be good business.



Results



SAIL MELBOURNE 2018

Melbourne, 14-16 Dec 2018

1	AUS 749	Roger Blasse	8
2	AUS 779	Tim Davies	11
3	AUS 768	Mark Jackson	14
4	AUS 753	Mark Skelton	19
5	AUS 744	Michael Horvath	25
6	AUS 729	Andre Blasse	26
7	AUS 774	Peter Robinson	29
8	AUS 776	Grant Wakefield	34
9	AUS 741	Stephen Wilson	43
10	AUS 694	Gary McLennan	45

AUSTRALIAN NATIONAL CHAMPIONSHIP 2019

Black Rock Yacht Club, 29 Dec - 2 Jan

1	AUS749	Roger Blasse	12
2	AUS768	Mark Jackson	30
3	AUS754	Brent Williams	39
4	AUS779	Tim Davies	41
5	AUS774	Peter Robinson	67
6	AUS744	M Horvath	70
7	AUS778	James Bevis	77
8	AUS730	Mike Williams	80
9	AUS033	Shane Smith	81
10	AUS776	Grant Wakefield	92

TURANGI & NORTH IS. CHAMPIONSHIP

Turangi YC, NZL • 6-7 April 2019

1	NZL 578	Luke O'Connell	6
2	NZL 583	Eric Rone	11
3	NZL 579	Steve McDowell	15
4	NZL 575	Mike Wilde	20
5	NZL 592	Rod Davis	25
6	NZL 567	Chris Fenwick	26
7	NZL 565	Simon Probert	34
8	NZL 478	Jono Clough	39
9	NZL 546	Thomas Olds	40
10	NZL 542	Alistair Deaves	42

LIROS NORDIC RACE

Stenungsunds, SWE • 6-7 April 2019

1	SWE 722	Stefan Jaenson	5
2	SWE 2858	Mårten Bernesand	6
3	SWE 139	Hans Börjesson	10
4	SWE 20	Stefan Pavia	14
5	SWE 2788	Jan-Erik Engholm	14
6	SWE 7	Bengt Larsson	15
7	SWE 99	Hans Elkjaer	17
8	SWE 59	Lars Edwall	17
9	SWE 60	Per Westlund	21
10	SWE 2797	Olle Albrektsson	26

NORTHERN FRENCH CHAMPIONSHIP

Lac D'Orient, 20-22 April 2019

1	BEL 232	Jacques Pirenne	6
2	BEL 15	Marc Vande Ghinste	13
3	GER 820	Heinz Ridder	16
4	FRA 2306	Remi Blandureau	23
5	GER 691	Philippe Cowez	28
6	FRA 1769	Patrick Moreau	33
7	BEL 207	Francois Podevyn	37
8	BEL 21	Benoit Devillers	49

ESRUM SØ

DEN • 27 April 2019

1	DEN 1507	Bo Petersen	7
2	DEN 142	Jørgen Lindhardt	7
3	GER 2	Gunter Arndt	10
4	NZL 57	Henrik Kofoed	11
5	DEN 1433	Henrik Kimmer	12
6	DEN 1510	Jan Hempel Sparsø	15
7	DEN 1	Bo Reker Andersen	18
8	DEN 10	Jens Lauge	21
9	DEN 1435	Mogens Johansen	22
10	SWE 59	Lars Edwall	23

SPRING CUP

Medemblik • 3-5 May 2019

1	GER 71	André Budzien	5
2	GBR 41	William Heritage	17
3	GBR 2183	Richard Burton	17
4	POL 14	Pawlaczyk Pawel	19
5	NZL 573	Luke Gower	22
6	GER 772	Oliver Gronholz	22
7	DEN 100	Jesper Bendix	34
8	GBR 2185	Ed Bradburn	34
9	GBR 2188	Ian Hopwood	43
10	GER 803	Martin v Zimmermann	44

NYKØBING SJÆLLAND

DEN • 4-5 May 2019

1	DEN 2	Gunter Arndt	8
2	DEN 1510	Jan Hempel Sparsø	14
3	DEN 142	Jørgen Lindhardt	18
4	SWE 20	Stefan Pavia	22
5	DEN 1450	Anders Andersen	23
6	DEN 22	Ask Askholm	26
7	DEN 20	Jesper Højer	33
8	DEN 1433	Henrik Kimmer	40
9	DEN 10	Jens Lauge	42
10	DEN 1509	Peter Wibroe	44

ONE DESIGN CENTER CUP

Kalmar, SWE • 18 - 19 May 2019

1	SWE 1	Thomas Hansson-Mild	10
2	SWE 722	Stefan Jaenson	17
3	SWE 5	Jonas Börjesson	19
4	SWE 2	Bengt Larsson	26
5	SWE 100	Håkan Törnqvist	33
6	SWE 2788	Jan-Erik Engholm	34
7	SWE 20	Stefan Pavia	37
8	SWE 15	Mats Hovde	41
9	SWE 2809	Tomas Skeppmark	57
10	SWE 2858	Mårten Bernesand	64

RIVER CHAMPIONSHIPS

Upper Thames SC, GBR • 25-27 May 2019

1	GBR 212	Douglas Powell	8
2	GBR 2093	Ed Crichton	11
3	GBR 2135	Bill Bradburn	16
4	GBR 999	Simon Davis	19
5	GBR 2146	Garth Thompson	19
6	GBR 2082	Hugh Myers	31
7	GBR 58	Mary Reddyhoff	31
8	GBR 2167	Phil Benton	32
9	GBR 2196	Andrew Boxer	44
10	GBR 2089	Chris Burrell	46

LUNDEBORG

DEN • 25-26 May 2019

1	GER 18	Jan Kurfeld	6
2	DEN 1528	Mads Bendix	8
3	DEN 2	Gunter Arndt	17
4	DEN 20	Jesper Højer	20
5	GER 803	Martin V. Zimmermann	21
6	DEN 22	Ask Askholm	21
7	DEN 1397	Claus Mortensen	30
8	SWE 69	Jesper Bendix	32
9	DEN 1510	Jan Hempel Sparsø	33
10	DEN 1487	Henrik Kofoed	35

STEINHÜDER TELLER

Steinhude • May 30- Jun 2 2019

1	GER 18	Jan Kurfeld	7
2	NZL 595	Greg Wilcox	14
3	GER 77	Sönke Behrens	23
4	GER 3	Wolfgang Höfener	27
5	GER 746	Ulli Kurfeld	48
6	GER 7	Andreas Pich	60
7	GER 12	Stefan Rassau	65
8	POL 7	Marek Bernat	65
9	GER 5	Ralf Tietje	67
10	GER 595	Daniel Gröschl	80

BRITISH INLAND CHAMPIONSHIP

Northampton, GBR • 8-9 June 2019

1	GBR 2185	Ed Bradburn	8
2	GBR 2134	Fergus Barnham	20
3	GBR 2179	Tony Woods	26
4	GBR 8	Richard Burton	27
5	GBR 3	Simon Cowood	30
6	GBR 13	Alex Scoles	33
7	GBR 2132	Gavin Poullain	40
8	GBR 212	Doug Powell	43
9	GBR 2176	Keith Byers	50
10	GBR 28	Anthony Osman	51

NORDIC CHAMPIONSHIP

Vallensbæk, DEN • 14-15 June 2019

1	SWE 1	Thomas Hansson-Mild	5
2	POL 1	Thomas Gaj	11
3	DEN 1507	Bo Petersen	15
4	NOR 428	Lars Johan Brodtkorb	19
5	GER 2	Gunter Arndt	19
6	DEN 1485	Johan Bjørling	19
7	SWE 20	Stefan Pavia	30
8	DEN 1397	Claus G Mortensen	39
9	DEN 1487	Henrik Kofoed	39
10	DEN 22	Ask Askholm	39

WARNEMÜNDER WOCHE

GER • 6-9 July 2019

1	GER 18	Jan Kurfeld	4
2	NZL 595	Greg Wilcox	10
3	GER 81	Jan-Dietmar Dellas	14
4	GER 803	Martin V Zimmermann	14
5	GER 3	Wolfgang Höfener	16
6	GER 5	Ralf Tietje	19
7	GER 746	Ulli Kurfeld	26
8	GER 78	Stefan Haage	32
9	GER 22	Dirk Gericke	34
10	GER 11	Rainer Pospiech	43

WORLD RANKINGS - JULY 2019

1	Thomas Hansson-Mild	SWE	1017.04	91	Dan Bush	NZL	373.15	183	Michael Horvath	AUS	196.55
2	Fredrik Loof	SWE	1001.71	92	Ralf Mackman	GER	372.73	184	Tim McDowell	NZL	193.05
3	Tomasz Gaj	POL	959.28	93	Tony Woods	GBR	372.62	185	Eddie O'Donnell	AUS	192.95
4	Greg Wilcox	NZL	905.38	94	Duncan Ellis	GBR	369.35	186	Carsten Sass	GER	192.16
5	Chris Turner	GBR	849.14	95	Stefan de Vries	NED	369.06	187	George Cooper	NZL	192.00
6	Luke Gower	NZL	813.26	96	Josh Armit	NZL	368.45	188	Karsten Kraus	GER	191.73
7	Jan Kurfeld	GER	794.81	97	Marc Grise	NZL	364.91	189	Jean Christophe Morin	FRA	189.99
8	Ask Askholm	DEN	765.22	98	Jonas Bjorsson	SWE	360.47	190	Peter Thybo	DEN	189.05
9	Luke O'Connell	NZL	714.90	99	Frank Strelow	GER	359.72	191	Peter Rudblom	SWE	188.83
10	Bo Petersen	DEN	747.83	100	Holger Krasmann	GER	358.53	192	Jim Hunt	GBR	187.47
11	Rod Davis	NZL	714.85	101	Halvor Schoyen	NOR	354.84	193	Michael Mockel	GER	186.03
12	Steve McDowell	NZL	714.65	102	Stefan Haage	GER	354.52	194	Lars Andresen	DEN	184.46
13	Ralf Tietje	GER	713.80	103	Lutz Boguhn	GER	353.58	195	David Hoogenboom	NZL	183.61
14	Mark Jackson	AUS	704.25	104	Jacob Lunding	DEN	351.10	196	Shane Smith	AUS	180.74
15	Andre Budzien	GER	703.80	105	Rob Hengst	NZL	349.03	197	Martin Douglas	NZL	178.84
16	Brent Williams	AUS	690.04	106	Anthony Osman	GBR	348.62	198	Przemyslaw Drozdziak	POL	178.03
17	Henrik Kofoed Larsen	DEN	685.36	107	Thorsten Schmidt	GER	345.49	199	Frederik Roentgen	GER	176.86
18	Jesper Hojer	DEN	684.18	108	Falk Hagemann	GER	342.15	200	William Heritage	GBR	176.37
19	Andrew Phillips	NZL	672.97	109	Philip Rzepecky	NZL	341.52	201	Richard Furneaux	AUS	175.15
20	Ben Morrison	NZL	667.49	110	Hakan Tornqvist	SWE	341.12	202	Olof Stenstrom	DEN	174.63
21	Sonke Behrens	GER	658.64	111	Troels Trabjerg	DEN	340.42	203	Nick Logan	GBR	173.28
22	Tim Davies	AUS	656.84	112	Jan-Erik Engholm	SWE	330.74	204	Joris van Baarle	BEL	173.18
23	Russell Wood	NZL	651.92	113	Axel Fisher	GER	329.50	205	Josh Newman	NZL	172.09
24	Mathew Mason	NZL	639.38	114	Ingo Ballerstein	GER	327.81	206	Philippe Cowez	BEL	170.43
25	Dan Slater	NZL	637.25	115	Anders G.-Hansen	DEN	322.92	207	Peter Zeiler	DEN	169.18
26	Roger Blassé	AUS	630.83	116	Jorgen Lindhardtson	DEN	320.11	208	Ingmar Jansson	SWE	168.65
27	Gunter Arndt	GER	628.27	117	Johan Bjorling	DEN	315.22	209	Ulf Sahle	SWE	168.17
28	Martin v Zimmermann	GER	622.81	118	Sven Beye	GER	311.88	210	Christian Heinze	GER	167.09
29	Mark Skelton	AUS	618.96	119	Dean Coleman	NZL	309.92	211	Peter Lynch	AUS	164.58
30	Lars Johan Brodtkorb	NOR	618.58	120	Nigel Mannering	NZL	303.22	212	Pierre Arrighi	FRA	163.48
31	Rainer Pospiech	GER	606.87	121	Mats Bendix	DEN	302.50	213	Knut Ramin	GER	159.37
32	Hans Bjorsson	SWE	598.86	122	Greg Salthouse	NZL	301.92	214	Chris Salthouse	NZL	157.37
33	Wolfgang Hofener	GER	597.71	123	Chris Links	AUS	301.81	215	Rainer Haacks	GER	155.52
34	Mike Wilde	NZL	597.35	124	Mogens Johansen	DEN	296.27	216	Sverker Hard	SWE	155.31
35	Chris Fenwick	NZL	597.14	125	Lars Edwall	SWE	296.16	217	Jean Claude Lidon	FRA	151.01
36	Rohan Lord	NZL	592.40	126	Glenn Williams	AUS	295.72	218	Arne Malm	SWE	145.85
37	Jono Clough	NZL	589.67	127	Jaroslav Radzki	POL	295.37	219	Rod Andrew	BEL	144.44
38	Pawel Pawlaczyk	POL	586.38	128	Matthew Holdsworth	NZL	294.95	220	Axel Propp	GER	144.11
39	David Bourne	GBR	575.71	129	Patrick Debaere	FRA	293.82	221	Robert Swiecki	POL	143.52
40	Andreas Pich	GER	573.88	130	Bo Jensen	DEN	290.04	222	Joe Porebski	NZL	143.49
41	Eric Rone	NZL	565.95	131	Bo Teglers	DEN	286.64	223	Roime Ericson	SWE	140.97
42	Jorgen Holm	DEN	549.55	132	Adrian Coulthard	NZL	286.02	224	Simon Cox	GBR	140.05
43	Mark Perrow	NZL	549.34	133	Elizabeth Williams	AUS	285.66	225	Robert Deaves	GBR	139.63
44	Oliver Gronholz	GER	546.93	134	Daniel Groschl	GER	281.70	226	Julius Raitheil	GER	138.92
45	Richard Burton	GBR	544.84	135	Thomas Meyer	DEN	281.08	227	Claes Heyman	SWE	138.69
46	Simon Probert	NZL	540.74	136	Syben Hornstra	NED	281.00	228	John Douglas	NZL	137.73
47	Peter Robinson	AUS	534.91	137	Mats Hovde	SWE	279.90	229	Peter van der Schaaf	NED	135.26
48	Stephan Veldman	NED	524.61	138	Michel Lesure	LUX	275.38	230	Juliane Hofmann	GER	134.90
49	Marek Bernat	POL	524.25	139	Garry Lock	NZL	274.88	231	Claus G. Mortensen	DEN	131.30
50	Malte Pedersen	DEN	513.56	140	Mark Rutherford	AUS	273.45	232	Jorg Hager	GER	130.90
51	Anders Andersen	DEN	510.20	141	Heinz Ridder	GER	267.08	233	Nigel Comber	NZL	130.34
52	Thomas Olds	NZL	508.71	142	Sefton Powrie	NZL	264.01	234	Francois Podevyn	BEL	130.15
53	James Bevis	AUS	503.21	143	Peter Wibroe	DEN	263.97	235	Thomas Kvist	DEN	129.48
54	Mats Caap	SWE	497.14	144	Alain Renoux	FRA	263.14	236	Rob Ligtenberg	NED	128.80
55	Paul Rhodes	NZL	495.54	145	Marc Vande Ghinste	BEL	263.01	237	Christian Kirchner	GER	128.02
56	Brett Daniel	NZL	493.11	146	Bo Reker Andersen	DEN	259.82	238	Soren Sigurdsson	DEN	127.53
57	Julien Dejognat	FRA	491.42	147	Jochen Lollert	GER	259.70	239	Jon Hendeson	NZL	126.69
58	Ronald Foest	GER	488.90	148	Paul Verrijdt	BEL	258.73	240	Jean-Michel Roux	FRA	124.45
59	Jorg Sylvester	GER	485.28	149	Joost Rommelaere	BEL	258.68	241	Jan Bechmann	GER	122.34
60	Keith Byers	GBR	480.57	150	Phil Coveny	NZL	252.44	242	Ed Bradburn	GBR	121.83
61	David van der Wende	NZL	478.90	151	Hessel Hoekstra	NED	251.90	243	Matt Butterfield	NZL	121.18
62	Jorg Rademacher	GER	477.83	152	Gerd Breitbart	GER	251.25	244	Erik Thompson	AUS	120.85
63	Nick Craig	GBR	467.40	153	Remi Blandureau	FRA	250.85	245	Grzegorz Salamon	POL	119.35
64	Steve Wilson	AUS	467.20	154	Claus Stockhardt	GER	249.82	246	Andrew Thyrd	AUS	119.29
65	Andre Blasse	AUS	463.48	155	Tim Normann	DEN	249.76	247	Claes Avellan	SWE	118.55
66	Jan Hempel Sparso	DEN	457.31	156	Alex Scoles	GBR	246.30	248	Didier Soulie	FRA	114.56
67	Stefan Pavia	SWE	455.75	157	Jean Louis Petetin	FRA	242.62	249	Adrian Mannering	NZL	114.00
68	Alistair Deaves	NZL	451.96	158	Per Westlund	SWE	239.44	250	Christian Thomsen	DEN	113.75
69	Stefan Jaenson	SWE	450.08	159	Michael Morrison	NZL	238.67	251	Thomas Jacobsen	DEN	111.51
70	Bengt Larsson	SWE	450.01	160	Laurent Petetin	FRA	236.53	252	Patrick Moreau	FRA	109.46
71	Ian Hopwood	GBR	449.24	161	Fabian Gronholz	GER	236.40	253	Gary McLennan	AUS	109.30
72	Thomas Glas	GER	447.44	162	Peter Heide	DEN	233.95	254	Patrice Rovere	FRA	108.89
73	Charlie Cumbley	GBR	442.22	163	Frederic Vandenbergh	BEL	233.21	255	Jacob Bang	DEN	108.52
74	Jens Lauge	DEN	442.21	164	Jacques Pirenne	BEL	231.11	256	Uli Borchers	GER	106.94
75	Dirk Gericke	GER	438.92	165	Morten Andersen	DEN	229.60	257	Fritz Banner Pedersen	DEN	106.56
76	Dirk Dame	GER	437.25	166	Jonathon Barnett	NZL	227.22	258	Timo Papasokratis	BEL	106.18
77	Bob Buchanan	AUS	436.76	167	Dave Ketteridge	AUS	225.81	259	Peter Plesner	DEN	105.39
78	Jan-Dietmar Dellas	GER	432.55	168	Mike Inwood	NZL	221.17	260	Lars Jorgen Andresen	DEN	104.96
79	Grant Wakefield	AUS	430.52	169	Deryck Lovegrove	GBR	217.36	261	Lars Stenfeldt Hansen	DEN	104.74
80	Henrik Kimmer Petersen	DEN	429.99	170	Henri Berenger	FRA	217.27	262	Maximilian Kiep	GER	104.69
81	Ulli Kurfeld	GER	423.10	171	Kelvin Holdt	AUS	216.76	263	Jessica Finke	GER	104.12
82	Sam Marshall	NZL	415.89	172	Olivia Christie	NZL	214.64	264	Sipke Heokstra	NED	103.92
83	Jesper Bendix	DEN	415.38	173	Maya Hansson Mild	SWE	214.26	265	Lasse Hansson	SWE	103.19
84	Valerian Lebrun	FRA	410.98	174	Lars Haverland	GER	211.23	266	Jonas Quist	SWE	101.03
85	Hans Elkjaer	SWE	410.48	175	Jan Dissel	GER	207.90	267	Johan Greenen	NED	100.55
86	Joe Schubert	DEN	388.35	176	Don Williams	AUS	207.41	268	Karen Robertson	GBR	100.38
87	Stefan Rassau	GER	385.75	177	Tomas Skeppmark	SWE	205.71	269	Phillippe Chelle	FRA	100.34
88	Gordon Sims	NZL	384.80	178	Frederic Lamarque	FRA	205.03	270	Florent Delacourt	FRA	100.09
89	Timothe Petetin	FRA	383.82	179	Harry Milne	NZL	201.16				
90	Henri Skou	DEN	374.58	180	Dean Salthouse	NZL	198.51				
				181	Christian Midtgaard	DEN	197.14				
				182	Jamie Harris	GBR	196.90				

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