

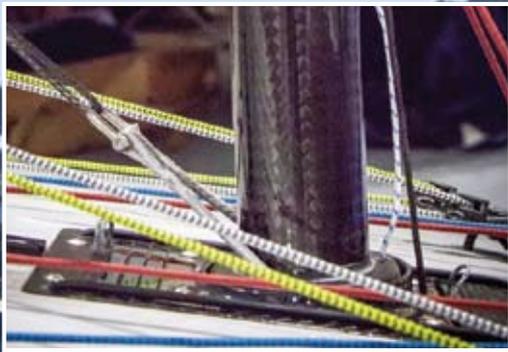
OK DINGHY

INTERNATIONAL

60TH ANNIVERSARY YEAR

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EVOLUTION OF CONTROL SYSTEMS ▶



MEDITERRANEAN REVIVAL ▶

APRIL 2017





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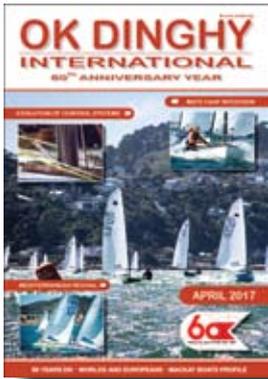
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OK DINGHY INTERNATIONAL



Issue 3 - April 2017

The official magazine of the OK Dinghy 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.

Official website: www.okdia.org
Worlds website: www.okworlds.org
Europeans website: okeuropeans.org
Class Rules website: rules.okdinghy.org

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

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

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President's Letter

Dear OK Dinghy Sailors,

THIS WILL BE MY LAST report as President of this class and when we meet in Barbados I will be pleased to hand over the presidency to the next person. It is time for me to enjoy sailing and let new enthusiastic people take the lead in OKDIA. I have enjoyed being part of a strong OKDIA team who have had a very positive impact on our class organisation.

I have sailed the OK dinghy for the last 20 years. It has been great in all those years, and the class is fortunate that we are now reaching out to a greater audience whom we welcome to high quality fair racing and great camaraderie.

As an organisation, OKDIA has evolved quite a bit and we now have a good and healthy focus on making the international events better.

From recent discussions we will also, at the next AGM, decide among some great places to sail in the future. We have for a long time talked about going to Garda and this will also be on the Agenda with a concrete proposal. It will be interesting to see if we as a class can attract sailors from new countries in Europe and elsewhere. This will give us a legitimate excuse to sail more often in the warmer corners of Europe, which I sense will be a popular addition to the class and it will open up the possibility of making the season slightly longer in Europe.

One big change that I am happy to have pushed for while I was President is the opening of our international events. People are now able to plan these for a long time beforehand and I believe we have seen the results of this with the great participation in our events in the recent years.

The OK Dinghy is now turning 60 (Knud Olsen drew the boat in 1956 and the first boats hit the water in 1957). It is possibly only Jørgen Lindhardtzen and Svend Jacobsen who can remember those days when we were in better shape.

Have a look at www.youtube.com/watch?v=pbsUK2oJbC8 at 3:35 for some footage of the 'good old days'.

We hardly ever talk about the good old days anymore. However, we are most likely sailing now in what future generations will remember as the good old days, while we, in 20 years time, will all be foiling.

Bo Teglers
President OKDIA

Below: Start in Quiberon





NEWS

For full texts of many of these news items please go to okdia.org

RIP Bill Tyler



OUR DEAR OK friend Bill Tyler passed away, aged 76, on December 6, 2016, at his home in Sydney, with his wife, Jan, and his immediate and extended family with him.

Bill was diagnosed with Multiple Myeloma almost two years ago and fought bravely and honestly since then and never gave up hope that he would return to sailing the OK Dinghy.

Bill was a stalwart of the OK Dinghy class for 45 years and represented Australia in many International events over the years, not only as a competitor but also as an administrator. He served the class at a club level by encouraging so many others to start sailing, at a state level in New South Wales, at a national level and also at an international level as the OKDIA auditor for many years. He was completely dedicated to the class and for keeping the OK spirit going, and made lifelong friends all over the world through sailing the OK Dinghy.

He was quietly proud of his achievements and rightly so as whatever he turned his hand to he did with enthusiasm and a thorough commitment to getting it right.

Bill was one of the first inductees into the OKDIA Hall of Fame in 2008 after a lifetime of service to the class he loved so much. His list of accomplishments in yachting is immense. Along with his wife Jan, Bill's efforts

in organising and managing the 2006 OK Dinghy World Championship at Belmont, Australia, was recognised by not only NSW Yachting and OKDIA, but all their peers, as the benchmark in the management and co-ordination of international dinghy events and he was awarded with the NSW Yachting Services to Yachting award in 2007.

His presence will be missed by his family and friends and everyone in the International OK Dinghy world.

We have lost a good man too early.

RIP Paul Elvstrøm

MANY STORIES HAVE been told about the great Paul Elvstrøm since his death in Hellerup on December 7th 2016. His little known impact on the OK Dinghy was significant, and many believe without his influence the class would have never gained a foothold in Denmark, which eventually led to the gaining of international status.

Svend Jakobsen, the first OK Dinghy World Champion in 1963, tells us this story: *Paul was a committed supporter*



of the OK from the very beginning in 1956. He made the first rig and sail that was tested on Axel Damgaard's home water in Vordingborg. The sail had very long battens, but it did not satisfy Knud Olsen and Axel Damgaard (see picture). Therefore the mainsail of the Pirat dinghy was chosen instead.

Many officers of the largest yacht clubs in Denmark were against the OK Dinghy, and wanted it banned from all racing. The reason for this was that in the junior sailing clubs the mantra was, that if you capsize, you stay with the boat until help arrives. However, the OK Dinghy was a boat that did not fill with water when capsized, but could easily be righted. But in extreme cases there was a risk that the helmsman could not swim to the boat, and that it could drift away.

The most resistance came from Paul's own club, Hellerup. The result was only a few OKs were based in Hellerup, something that has certainly changed today.

Paul took the drawings of the OK Dinghy with him to regattas all over Europe, and convinced his Finn colleagues to introduce the OK Dinghy in their own countries. These included Pierre Poulain in France, Richard Creagh-Osborne in UK, and André Nelis in Belgium. These three countries, together with Scandinavia, were first to get the OK Dinghy going, thanks to Paul.

To recognize the influence of Paul Elvstrøm on the history of the OK Dinghy, even though he never raced the boat, in 2012 he was inducted into the OKDIA Hall of Fame.

Equipment used at 2016 OK Dinghy World Championship

Sail No	Hull	Mast	Sail	Boom	Centreboard	Rudder
1	GBR 11	Synergy	Ceilidh	HD	-	Synergy
2	DEN 3	Strandberg	C-Tech	Elvstrøm/Green	-	Synergy
3	GBR 1	Idol Icebreaker	C-Tech	North UK	Needlespar	Idol
4	SWE 2797	Hylander/Caap	C-Tech	Green	Åkesson	Nystedt
5	NZL 544	Icebreaker NZ	C-Tech	Turtle	Art of Racing	Deaves
6	DEN 21	Strandberg	C-Tech	Green	Strandberg	Strandberg
7	DEN 6	Strandberg	C-Tech	Elvstrøm	SJøgren	Strandberg
8	SWE 100	Vejle YS	C-Tech	North UK	Danish	Vejle
9	POL 14	Icebreaker POL	C-Tech	Green	-	Icebreaker POL
10	GER 803	Strandberg	C-Tech	Green	-	Strandberg

RIP King Bhumibol

PROBABLY THE MOST famous person ever to sail an OK Dinghy, His Majesty King Bhumibol Adulyadej shared the gold medal with his daughter HRH Princess Ubol Ratana, at the 1967 SEA Games, sailing OK Dinghy TH 27. Since 1986, that day, December 16, has been celebrated in Thailand at National Sports Day. The OK Dinghy class was honoured to hold its 2013 World Championship at Royal Varuna YC.



SCR – Final stages

NEARLY TWO YEARS of work are about to reach a conclusion. As this magazine goes to print, the final changes are being checked by World Sailing and we fully expect that the new Class Rules written in Standard Class

Rules Format using Equipment Rules of Sailing definitions will be published straight after the Worlds in Barbados.

Faaborg Europeans 2017

THE 2017 OK Dinghy European Championship will be held in Faaborg, Denmark during the last week in July. For many sailors it will be the main of the year, and the 60th anniversary celebrations will be focussed on this event.

One of the new innovations for 2017 will be a **Coached Clinic** immediately before the championship. We have secured the assistance of a range of past champions and class experts for a one or two day, clinic open to all.

Greg Wilcox, Thomas Hansson-Mild, Charlie Cumbley, Stefan Myralf, Andrew Rushworth, and maybe more will be on hand, to prepare you for the championship with on the water coaching in race situations.

Ask them whatever you like, whenever you like. There is a sign-up form on the event website at **2017.okeuropeans.org**, so when you enter the championship just tick the box to

OK Dinghy World Ranking List • March 2017

Name	Sail No.	Pnts	Events
1 Bo Petersen	DEN 1431	1046.06	13
2 Thomas Hanson-Mild	SWE 100	1021.77	10
3 Greg Wilcox	NZL 544	985.70	14
4 Charlie Cumbley	GBR 2173	985.08	8
5 Stefan Myralf	DEN 6	972.41	10
6 Richard Burton	GBR 2183	951.13	8
7 Martin v Zimmermann	GER 693	908.29	14
8 Pawel Pawlaczyk	POL 14	898.22	9
9 David Bourne	GBR 17	874.86	8
10 Tomasz Gaj	POL 1	866.10	9
11 Andre Budzien	GER 792	863.19	9
12 Jim Hunt	GBR 1	856.13	7
13 Mark Jackson	AUS 735	817.51	7
14 Jorgen Svendsen	DEN 3	810.22	8
15 Bo Reker Andersen	DEN 1	801.29	16
16 Mats Caap	SWE 2797	798.78	5
17 Henrik Kofoed Larsen	DEN 1397	784.63	9
18 Jonas Borjesson	SWE 2809	779.94	9
19 Andreas Pich	GER 797	763.57	14
20 Robert Deaves	GBR 2156	750.83	8

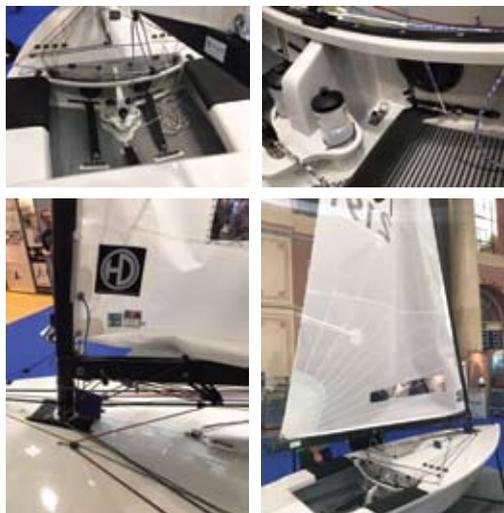
say you will be attending the clinic and then pay the £15 fee to cover the costs of booking the safety boats.



The new Ovington OK Dinghy

The new Ovington hull has been drawn by Phil Morrison with a great deal of input from both Jim Hunt (World Champion) and Terry Curtis (ex-Class technical committee). Phil has a great reputation and has worked with Chris Turner (Ovington Boats MD) for over 25 years on many projects.

The Ovi OK hull shape follows the trend of the Delfs and the Icebreaker, i.e. long, low rocker and thin. We have a little more rocker in the aft run, which Phil and Chris think will help in waves, and have utilised a bit more of the panel curvature to keep wetted area down, but not at the expense of increasing overall rocker. We have also been cautious from going too extreme in bow fineness above the waterline with a view to keeping easy lines when heeled running downwind. The aim of using CNC molds has been to ensure the most accurate finish possible in the hull, centreboard and rudder.



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FRA

Happy Hunting

Jim Hunt wins OK Dinghy Worlds again after 12 years

TWELVE YEARS AFTER WINNING THE OK Dinghy World Championship at the first attempt, Jim Hunt repeated the feat at Quiberon in 2016 with a scoreline that was remarkable considering the variable and tricky winds that the huge 105 boat fleet had to contend with. Jørgen Svendsen was the most consistent Dane to finish second, while Charlie Cumbley went home with the bronze, to add to his silver from the previous year.

The weeks preceding the event were taken over with finding boats for the Australian team after their container got delayed in the Far East and they had to find charter boats to be able to sail. In all, 11 boats were found from Denmark, Sweden, Germany, France and the UK. OKDIA President Bo Teglers said of the effort, "It makes me very proud to be an OK sailor when we are able to ensure that they can participate. This is what defines us as a class."

The event was set in a middle of a European heat wave, which while pleasant on shore, made for some tricky winds during the week. The courses were quite close to shore, and with a tendency for pin end biased lines, there were many recalls and black flags.

The opening ceremony was held at the host club, La Société des Régates de Saint Pierre Quiberon, though the racing was run from the nearby sailing school, the Ecole Nationale de Voile et des Sports Nautiques, a superb venue for a sailing championship, with ample space, and a great atmosphere.

THE DANES DOMINATED a glamorous first day with Svendsen and Bo Petersen sharing the spoils on a day with unbroken sunshine and a building sea breeze that topped out at 16-18 knots. The left side proved largely favoured most of the day with Hunt the early leader in Race 1. He led for the first triangle before

the Danish duo came past in the building breeze. While 2014 European champion Svendsen challenged for the lead, it was current European champion Petersen who took a narrow win to open the championship, from Petersen and Hunt

The breeze continued to build for Race 2, producing perfect sailing conditions. Race 2 belonged to Svendsen who built a huge lead on the fleet after the leeward mark. Petersen was second while Stefan Myralf rounded out the top three.

Petersen, "I was lucky in both starts. In the first race we had a lot of fights. The lead kept shifting and I had some good lucky tacks on the final upwind. It was a really good fight. It's nice to see us in front as we have put in a lot of work in Hellerup and sailing a lot."

Svendsen, "I was surprised that it went so well, as yesterday when we had the tune up my speed wasn't so good. Today I had two good starts, and a lucky hand with the shifts."

THE NEXT DAY proved to be favourable to the British team with wins for Hunt and Cumbley. Hunt won Race 3 by a comfortable margin to take the overall lead, before Cumbley overtook him in the second race to take the win. At the end of the day Hunt led by nine points from Cumbley, with Petersen in third.

The left side was again popular, as the wind bands came off the nearby shore and lifted everyone up to the top mark.

In Race 4 Eric Rone broke away from the fleet on the first big shift after the start to hold an impressive lead at the top mark. Hunt took the lead on the second upwind to control the race until the finish. Hunt again led Race 4 in the gradually building sea breeze. Starting at the pin he soon tacked into the left hand pressure and maintained his advantage at the top. Cumbley followed him downwind and then took the lead on the second beat to hold it to the finish, with Pawel Pawlaczyk sailing well to cross third.

Cumbley, "Tricky conditions with the course close to the shore. I managed to rescue the first race after sailing myself down the fleet. I have been starting a bit too close to the middle but with the heavy biased lines I was more punchy down at the pin. Jim and I just tacked straight out and were on a 20 degree left hander for the first third of the beat."

"The competition is hard here, probably the hardest OK event I have ever done. Sometimes I am fast and sometimes I am slow at changing gears, but each day I am getting better."

Hunt, "I got lucky both times. I wasn't really patting myself on the back today. I knew I was lucky to get out both times."





THE SHIFTY, OFFSHORE winds and biased lines continued on the third day as Hunt and Svendsen starting pulling ahead.

It was a costly day for some with black flags, big shifts and big scores. Richard Burton was pulled out after leading at the top mark in Race 5 after a black flag start. That left Svendsen and Hunt fighting it out for the race win. Hunt nearly caught the fast Dane on the final upwind, but Svendsen took his second race win of the week.

Defending Champion Andre Budzien owned Race 6, leading from start to finish for a comfortable victory. After landing a second letter score on Tuesday, his chances of defending his title had all but vanished, but he continued to compete.

THE PENULTIMATE DAY threw the same challenges at the 105 sailors as the previous days – shifty racing close under the windward shore, huge pin end line bias and a very tight battle for the top spots. Race 7 got away under black flag with a huge pin end bias allowing those that end to tack and cross the fleet. First out was Thomas Hansson-Mild and Mats

Caap. Caap led around the top mark, but Hansson-Mild took the lead offwind and led to the finish to find his sail number displayed for a black flag starting penalty, along with five others. So Caap took the win, his first world championship race win for more than 20 years.

It took three attempts to get Race 8 away as the line bias at the pin got even worse. Seven boats were sent home before the fleet got away. Cumbley led to the top mark and then Hunt sailed past him down the first reach and led round the second top mark. Cumbley retook the lead on the run to take the win, but Hunt extended his points gap at the top to 10.

Cumbley, *“There was a little left hand biased track up the last beat and so I just camped on Jim and that was it – he’s quite hard to shake off.”*

Caap, *“It was a lovely day, shifty, not too much wind. That’s what we like. Let the old, old guys go. It’s lovely when it goes OK. It feels good. Everything is totally rewarding. It’s good fun finding the shifts again that I haven’t seen for 20 years, but more than one at a time every beat is not enough.”*

1	GBR 11	Jim Hunt	3	4	1	2	2	2	5	2	12	1	22
2	DEN 3	Jørgen Svendsen	2	1	20	4	1	4	9	6	10	4	41
3	GBR 1	Charlie Cumbley	5	6	7	1	4	13	4	1	47	8	49
4	SWE 2797	Mats Caap	12	11	6	5	6	3	1	11	BFD	12	67
5	NZL 544	Greg Wilcox	9	8	22	6	3	7	8	8	7	16	72
6	DEN 21	Bo Petersen	1	2	9	8	13	24	11	3	17	11	75
7	DEN 6	Stefan Myrälff	7	3	2	20	20	6	26	9	BFD	7	100
8	SWE 100	Thomas Hansson-Mild	4	15	32	12	11	5	BFD	7	2	22	110
9	POL 14	Pawel Pawlaczyk	14	10	12	3	10	25	BFD	13	5	24	116
10	GER 803	Martin v Zimmermann	13	18	8	13	8	9	16	26	BFD	25	136
11	GBR 2183	Richard Burton	8	5	38	18	BFD	18	3	5	14	29	138
12	GER 792	André Budzien	6	BFD	3	DSQ	5	1	7	4	3	2	139
13	GBR 17	David Bourne	22	9	17	7	18	20	13	36	BFD	9	151
14	AUS 768	Mark Jackson	16	33	24	10	19	15	2	20	31	15	152
15	AUS 753	Mark Skelton	15	14	16	22	14	14	24	10	39	32	161
16	POL 1	Thomasz Gaj	11	7	39	15	35	22	17	16	DNF	10	172
17	NZL 536	Eric Rone	28	12	5	23	29	10	29	25	69	21	182
18	NZL 558	Michael Williams	10	21	42	37	17	30	6	12	22	27	182
19	GER 778	Sönke Behrens	20	13	30	17	36	26	38	19	9	33	203
20	GBR 999	Tim Davies	18	17	26	19	26	29	37	24	15	42	211
21	DEN 1	Bo Reker Andersen	36	23	4	21	7	31	12	34	BFD	48	216
22	POL 4	Radoslaw Drozdzyk	30	41	11	16	51	16	59	31	8	13	217
23	GBR 3	Simon Cowood	27	22	15	36	25	8	10	BFD	38	41	222
24	POL 7	Marek Bernat	32	36	14	39	37	71	30	18	6	23	235
25	GBR 21	Christopher Arnell	29	39	31	11	12	42	41	33	50	3	241
26	SWE 2809	Jonas Borjesson	42	42	23	14	22	44	52	BFD	1	5	245
27	GER 797	Andreas Pich	23	30	13	30	32	38	33	28	18	38	245
28	DEN 1397	Henrik Kofoed	17	34	35	35	44	27	14	14	35	56	255
29	SWE 2820	Stefan Pavia	33	37	18	31	33	17	25	37	48	28	259
30	GBR 2156	Robert Deaves	37	28	37	26	47	11	22	21	44	37	263





JIM HUNT SEALED his second OK Dinghy World title after a very difficult final day for both organisers and competitors. He made sure of the win with a nervous 12th in the first race of the day, before ending the series in style by winning the final race.

A look at the results for the day tells its own story with lots of casualties of the big shifts and patchy winds. After several attempts to start on the pin end biased line, the wind did the race officer's job and shifted right to give a squarer line, but not before 14 boats were pulled out under the black flag. A huge right shift out of the start left those on the left stranded with no way back, including many in the top 10. Bo Reker Andersen crossed the line first, but was BFD, so it was Jonas Borjesson who took the winner's gun.

With Hunt in 12th and Svendsen in 10th, Hunt had done enough to win the title with a race to spare, but being the superb sportsman he is, he stayed out for the final race. Again it was shifty as ever, and again Borjesson led round the top mark. However Hunt was not far behind and soon took the lead to win from Budzien and Chris Arnell.

Hunt, *"The first race was very difficult, very hard to get a handle on what was going and there was a big right shift with pressure out of the start. I'd gone down to the port end where most of my competitors were and we got stuck on the outside of it, trying to work our way across. All the gains were coming from the right side so it was difficult. Most of us were waiting for the left shift and it never came and the longer you waited the worse it got. So it was painful."*

In winning the world title he also wins a free flight and hotel for the 2017 World Championship in Barbados. *"Had I known that was on offer I'd have probably wobbled a bit, or a bit more."*

"Twelve years ago I went thinking I had a chance at winning it. This year I didn't, so I was very pleasantly surprised. But I am extremely happy. I didn't think I'd get another chance, as an old man, but I think in a more stable breeze I'd have had a lot of trouble. That's my only chance when it's shifty like that, but very pleased."

31	GBR 2145	Tony Woods	21	19	44	45	15	49	20	17	53	36	266
32	GER 787	Ralf Tietje	25	16	46	47	31	34	21	30	25	40	268
33	DEN 1335	Mogens Johansen	46	43	21	27	9	33	15	22	67	54	270
34	GBR 67	Andrew Rushworth	26	20	47	25	28	28	31	39	26	53	270
35	GER 765	Rainer Pospiech	49	24	29	46	34	37	27	23	43	20	283
36	AUS 754	Brent Williams	47	26	66	33	43	41	18	BFD	4	6	284
37	NZL 2042	Luke Gower	45	38	27	38	40	21	43	41	20	19	287
38	GER 775	Jörg Rademacher	38	25	25	29	63	36	34	40	65	17	307
39	SWE 2796	Bengt Larsson	43	DNF	34	28	23	46	28	BFD	21	18	349
40	FRA 1820	Julien Dejgnat	74	71	19	66	24	52	51	29	16	26	354
41	BEL 230	Jacques Pirenne	50	73	DSQ	40	48	23	32	44	32	31	373
42	GBR 2116	Ed Bradburn	34	44	49	24	16	32	BFD	32	BFD	35	374
43	GBR 2176	Keith Byers	24	31	43	41	61	50	35	48	61	51	384
44	DEN 1407	Malte Pedersen	OCS	35	54	48	58	39	55	15	28	69	401
45	SWE 2803	Marlen Bernesand	41	61	52	61	41	40	36	35	BFD	34	401
46	GER 791	Franck Sterlow	51	52	56	42	39	53	49	38	27	55	406
47	GBR 84	Ben Steel	35	51	65	9	21	19	RET	27	75	DSQ	410
48	GER 800	Ralf Mackmann	66	DNF	28	34	50	35	57	66	37	39	412
49	SWE 2775	Johnny Billstrom	31	32	33	51	60	66	48	43	57	57	412
50	GBR 4	Simon Cox	39	53	64	44	45	48	23	42	58	RET	416
51	GBR 2124	Will Croxford	59	55	48	43	38	64	44	BFD	19	49	419
52	GER 735	Dirk Gericke	62	27	41	53	46	47	47	54	81	66	443
53	FRA 1824	Alain Renoux	57	62	10	55	71	59	58	59	34	60	454
54	GBR 2169	Will Turner	19	BFD	RET	32	27	12	19	BFD	BFD	30	463
55	GER 595	Daniel Gröschl	DNC	DNC	45	88	42	45	39	61	11	43	482
56	GER 757	Falk Hagemann	68	48	69	59	55	72	54	46	49	46	494
57	FRA 1830	Patrick Nicolas	64	58	51	62	54	67	50	71	24	75	501
58	GBR 2101	Elisabeth Williams	60	72	57	70	68	43	40	56	45	67	506
59	GBR 64	Jon Hammond	53	45	59	58	69	70	71	60	56	47	517
60	SWE 2752	Malm Arne	52	46	78	52	49	65	45	72	76	61	518
61	FRA 1764	Frederic Lamarque	77	DNF	50	49	64	95	53	70	13	52	523
62	BEL 214	Paul Verrijdt	82	68	55	54	57	74	56	55	54	50	523
63	SWE 2783	Jonas Andersson	DSQ	47	91	56	30	60	68	58	BFD	14	532
64	GBR 2120	David Ketteridge	69	DNF	53	69	78	63	62	49	42	64	549
65	SWE 2786	Sipke Hoekstra	79	DNF	61	80	70	55	60	47	30	73	555
66	GBR 18	Deryck Lovegrove	65	49	75	57	84	69	77	68	64	45	569
67	GBR 2178	Rodney Tidd	44	59	81	81	56	81	74	52	71	58	576
68	NED 667	Hessel Hockstra	71	DNF	58	75	59	56	84	75	29	72	579
69	AUS 736	Grant Wakefield	58	69	84	68	74	54	42	63	BFD	68	580
70	GER 640	Sven Marchot	83	67	68	74	67	58	78	79	33	59	583
71	GER 688	Ronald Foest	85	63	62	65	73	75	88	57	41	62	583
72	NZL 475	Phil Coveny	55	57	73	71	72	51	63	BFD	BFD	44	594
73	GBR 41	Peter Lynch	56	40	71	79	66	61	66	50	DNC	DNC	597
74	GBR 46	Kenneth Carroll	OCS	29	36	50	77	79	46	67	BFD	DNC	600
75	SWE 2782	Peter Rudblom	48	50	77	60	85	77	69	64	BFD	70	600
76	GER 751	Knut Ramin	73	70	74	85	75	84	61	65	36	65	603
77	GER 766	Gunnar Goronzi	71	64	85	77	80	68	72	51	68	63	614
78	SWE 10	Robert Buchanan	54	54	86	83	79	80	65	69	55	78	617
79	GBR 2155	Edward Crichton	76	66	67	78	52	87	80	76	72	79	646
80	GER 678	Heinz Ridder	63	60	70	86	94	92	75	53	79	85	663
81	NED 668	Hendrik Rynink	79	DNF	79	73	62	73	76	RET	60	71	681
82	FRA 1810	Jean-Claude Lidon	70	75	60	76	83	89	81	86	73	77	681
83	FRA 29	Noel Masseron	RET	DNF	72	64	53	57	DNC	DNC	23	RET	701
84	DEN 1451	Richard Furneaux	61	77	97	67	82	97	67	45	BFD	DNC	701
85	BEL 203	Joost Rommelaere	93	74	98	84	96	76	90	73	40	83	709
86	DEN 1432	Ralph Eriksen	81	76	96	93	81	82	83	74	63	76	709
87	GER 651	Frederik Roentgen	80	DNF	90	89	89	93	85	62	62	86	736
88	DEN 112	Svend Jakobsen	84	DNF	83	63	65	78	73	78	DNC	DNC	740
89	FRA 1472	Henri Berenger	89	DNF	89	95	76	86	70	84	70	81	740
90	DEN 1472	Peter Thybo	90	DNF	87	82	RET	85	95	83	46	74	750
91	GER 767	Erik Thompson	72	56	94	91	100	99	92	80	83	89	756
92	GBR 2058	Mary Reddyhoff	96	78	95	87	87	91	87	81	78	84	768
93	FRA 1664	Bernard Coursieres	97	DNF	92	90	93	83	94	85	59	80	773
94	FRA 1816	Erik Dubreuil	88	DNF	99	99	86	88	93	82	66	91	792
95	GER 776	Fabian Gronholz	40	65	40	RET	DNC	DNC	DNC	DNC	DNC	DNC	793
96	FRA 1769	Remi Blandureau	98	82	100	100	92	101	96	87	51	94	800
97	GBR 2080	Paul Pike	95	79	93	94	97	96	86	90	80	87	800
98	GBR 2045	Paul Dutton	92	DNF	103	96	95	94	82	77	74	88	801
99	POL 12	Waldemar Wloczkowski	90	80	88	97	98	98	91	92	77	92	805
100	BEL 207	Fran Podevynçois	94	81	DPI	98	99	90	79	91	82	93	807
101	GER 539	Uli Borchers	87	DNF	76	92	88	100	89	89	BFD	82	811
102	BEL 221	Philippe Cowes	91	DNF	101	101	91	102	BFD	88	52	90	824
103	GBR 2123	Andy Turner	OCS	DNF	63	72	90	62	RET	DNC	DNC	DNC	827
104	GBR 19	Brenda Hoult	82	DNF	82	DNC	DNC	DNC	64	RET	DNC	DNC	876
105	GBR 2170	Robert Bourne	RET	DNF	80	DNC	DNC	DNC	DNC	DNC	RET	DNF	944
—	FRA 00	Florent Delacourt	RET	DNF	DNC	DNC	DNC	DNC	DNF	RET	DNC	DNC	972
—	FRA 1823	Guillaume De Kervennael	DNC	DNF	DNC	DNC	DNC	DNC	DNC	DNC	DNF	DNC	972





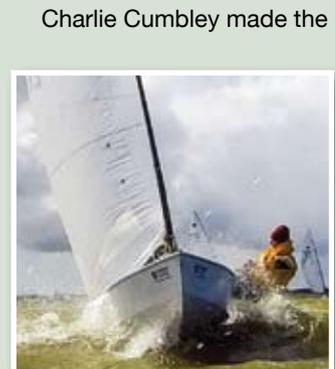
Brass Monkeys

Bo Petersen claims second European title in freezing Medemblik

THE 2016 EUROPEAN CHAMPIONSHIP, COMBINED with the Spring Cup, in Medemblik was an event that will not be easy to forget. Not only was racing incredibly tight at the front but the 65 boat fleet had to contend with conditions normally reserved for winter in Denmark.

Despite complaining loudly about how cold it was Bo Petersen put together a remarkable series to take his second OK Dinghy European title by a single point.

However, it wasn't anywhere near cold enough for Vikings on the first day as Thomas Hansson-Mild took the early lead after winning two out of three races. A bitterly cold northerly kept the sailors cool with 5-7 knots rising to 15-18 knots later on.



Charlie Cumbley made the best of the second day with two race wins to move into a narrow lead over Petersen and Hansson-Mild. Saturday was colder still with a brief hail shower welcoming the fleet afloat before racing got underway. After an initial lull the wind built during the day to well over 20 knots. The extreme conditions led to massive attrition through the fleet

as tired and cold sailors sought shelter back in the harbour.

But the most extreme conditions of the weekend were saved for Sunday with horizontal snow and 30 knots. The only race sailed went to Richard Burton, who had sailed the regatta of his life to take the silver, while Charlie Cumbley pulled out with a broken rudder and had to settle for the bronze. Petersen recovered well to cross eighth, but with the last race wisely cancelled, he had done enough.

Petersen commented, "I was a bit lucky. But I have lost so many championships on luck, that I'll take it. When I heard the forecast I thought it will be tough to win because the competitors are so strong. Of course I am happy because the series of seven races were so fair, but I am sorry for Charlie that he broke his rudder in the last race." ➤



2016 EUROPEAN CHAMPIONSHIP • MEDEMBLIK • 22-24 APRIL

1	DEN 21	Bo Petersen	2	4	3	5	5	1	8	20
2	GBR 2183	Richard Burton	3	5	4	6	dsq	2	1	21
3	GBR 1	Charlie Cumbley	8	1	7	1	1	4	dnf	22
4	NZL 544	Greg Wilcox	12	2	5	9	3	6	4	29
5	SWE 100	Thomas Hansson-Mild	1	6	1	11	4	8	11	31
6	GER 772	Oliver Gronholz	4	11	11	7	6	3	3	34
7	DEN 1393	Rene Sarabia Johannsen	7	3	17	2	10	11	9	42
8	GBR 2151	Jon Fish	6	23	9	39	2	9	2	51
9	GBR 17	Dave Bourne	32	10	8	18	9	5	5	55
10	DEN 142	Jørgen Lindhardtzen	16	31	10	3	8	10	10	57
11	POL 14	Pawel Pawlaczyk	24	12	6	10	7	ufd	7	66
12	GBR 69	Terry Curtis	34	7	16	20	12	13	13	81
13	POL 1	Tomasz Gaj	23	9	15	16	14	dns	17	94
14	DEN 1468	Jørgen Holm Nielsen	9	17	19	17	21	12	dns	95
15	GER 693	Martin v. Zimmermann	25	16	18	12	dns	20	6	97
16	GBR 2116	Ed Bradburn	39	8	21	13	18	19	19	98
17	GER 787	Ralf Tietje	26	19	14	15	15	22	15	100
18	DEN 6	Stefan Myrälff	11	ufd	2	4	11	7	dns	101
19	GBR 2145	Tony Woods	21	18	22	21	16	15	21	112
20	GBR 85	David Carroll	14	29	12	19	33	dns	12	119
21	DEN 22	Ask Askholm	37	20	27	14	17	18	29	125
22	GBR 21	Andy Rushworth	18	13	24	25	36	dns	16	132
23	GER 797	Andreas Pich	10	dns	30	31	23	23	18	135
24	GER 778	Sönke Behrens	22	14	13	8	24	dns	dns	147
25	DEN 1407	Malte Pedersen	51	32	20	26	32	17	25	152
26	GBR 8	Tom Lonsdale	35	50	dns	24	13	14	22	158
27	DEN 1454	Fritz Banner	40	35	28	33	20	16	27	159
28	SWE 99	Hans Elkjaer	42	41	25	34	22	28	14	164
29	GER 735	Dirk Gericke	27	49	31	29	28	26	28	169
30	SWE 2820	Stefan Pavia	30	44	32	22	34	21	dns	183
31	GBR 2156	Robert Deaves	43	37	29	32	19	dns	24	184
32	SWE 2809	Jonas Borjesson	20	34	46	28	30	29	dns	187
33	GBR 13	Alex Scoles	19	15	26	35	27	dns	dns	188
34	GER 78	Andreas Dellwig	41	43	35	41	31	25	20	193
35	GBR 18	Deryck Lovegrove	59	55	47	36	26	24	26	214
36	GER 690	Carsten Sass	56	40	36	40	25	27	dns	224
37	DEN 1	Bo Reker Andersen	17	25	41	27	dnf	dns	dns	242
38	SWE 2804	Ingemar Janson	28	47	38	37	37	dns	dns	253
39	SWE 2803	Mårten Bernesand	50	30	33	42	35	dns	dns	256
40	GBR 999	Simon Davis	48	26	49	23	dns	dns	dns	278
41	SWE 2791	Lennart Hansson	47	22	34	44	dns	dns	dnf	279
42	GER 773	Dittmer Behrmann	283							336
43	POL 7	Marek Bernat	284							341
44	POL 4	Drozdzik Radoslaw	286							350
45	GBR 2121	Anthony Rich	289							359
46	GER 791	Frank Strelow	294							361
47	GER 775	Joerg Rademacher	295							364
48	GBR 64	Jon Hammond	297							371
49	NED 663	Stephan Veldman	313							372
50	DEN 77	Jesper Strandberg	321							379
51	GER 799	Stefan Rassau	322							383
52	GBR 46	Ken Carroll	324							386
53	GER 800	Ralf Mackmann	325							396
54	DEN 1437	Per Sørensen								336
55	GER 665	Peter Stephan								341
56	DEN 1391	Nils Troland								350
57	GBR 66	Martin Bower								359
58	GBR 2120	Simon Cox								361
59	GER 678	Heinz Ridder								364
60	NED 669	Sybrén Hornstra								371
61	BEL 230	Jacques Pirenne								372
62	NED 667	Hessel Hoekstra								379
63	GER 727	Lutz Boguhn								383
64	GER 788	Jessica Finke								386
65	GER 643	Jürgen Illers								396

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60 Years Young

The OK Dinghy Class Celebrates its 60th Anniversary in 2017

SIXTY YEARS IS A LONG time for anything, but for the OK Dinghy, it has been a successful six decades. As the class celebrates its sixtieth anniversary during 2017 it is looking ahead with optimism to a great future. Interest in the class, which is evidenced by the number of new boats being built, the number of boat builders, and ultimately in the number of people sailing the boat, is at its highest level for a generation.

We may be a long way from the heyday of the 1960s when there were thousands of OK Dinghies being sailed around the world, but the class today remains strong and healthy. The concept of building your own boat from readily available and cheap materials captured the imagination of sailors in all corners of the world. It represented a great way to escape from the rigors of life and enjoy time on the water with like minded people. The freedom that the original OK Dinghy created for people has rarely been matched, and today the same applies, but in a different environment. People are busier, but boats are now available off the shelf for plug and play sailing.

WHY HAS THE OK Dinghy suddenly become a phenomenon again? In theory, with the current fads tending towards speed, foiling and kites, it should be an aging relic, but perhaps the key to the class survival is not just that the OK Dinghy is a great boat to sail, but that it attracts the kind of sailors that enjoy being with other like-minded sailors simply for the pleasure of being part of something special.

We always talk about the social competence of the class

as being different and better than other classes, but is that really the case and why? Certainly the OK fleet has a propensity for alcohol consumption that many large breweries would find profitable, but when these people come together there is a merging of cultures, of ideas, of old stories, of a well spent youth, of travels and competition, and of an education in the world through the friends made in the class. To say you are an OK Dinghy sailor is to say you have friends across the world, who will welcome you with open arms and a beer.

SO AS WE celebrate this year we are, perhaps, not just celebrating the 60th anniversary of the design of a fantastic little dinghy – six sheets of plywood, a length of spruce and a bunch of fittings – but so much more: the class culture, the bonds built between nations, lifelong friendships spanning continents, an educational experience that transcends generations and lasts a lifetime. The OK Dinghy class is a worldwide community.

Times have changed over the past sixty years and today sailors expect more and often have less to give because of increased work or family commitments. It is no bad thing but the average age of the class is much higher than 40 or 50 years ago, when 30 years old was considered antique. That trend is being increasingly reflected in management of sailing classes as those with the passion to manage allow the passionate sailors to enjoy their sailing, safe in the knowledge that the backroom is under control and is focussed on driving the class forward for the next sixty years. ➤

project 60 - Telling the OK story, the OK way

OK SAILORS HAVE now been having fun for sixty years. The OK has great racing, a fascinating history, it has exceptional social competence, and it occasionally even social incompetence, but what this means is that the OK has a lot of tales to tell: short tales, long tales, tall tales and a few unrepeatable tales.

However, after sixty years, it's high time these OK tales were told in full so that the OK sailors of the future will know what they are getting themselves into. As part of the celebrations for the 60th anniversary of the OK Dinghy, a new book is being published. Under the working title, **project 60**, this will be the story of the OK through personal anecdotes and stories: funny stories, sailing stories,

notorious prizegivings, travelling stories, and perhaps, even the occasional drinking story. It will be a reflection of the people in the class who enjoy racing such an OK boat in OK company.

So please think of a great story (try not to libel too many people) and send in your story, whether it's 100 words or 2,000 words. Please send all contributions to publicity@okdia.org



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SWE

If the Caap fits

Jonas Börjesson talks to former World Champion Mats Caap about why he is back in the OK Dinghy

MATS CAAP SHOWED UP AT the Worlds in Quiberon and surprised most of the OK community by putting together a very consistent series. Almost 30 years after his world title in 1987 he was back at the top, ending up just outside the podium. Jonas Börjesson had the opportunity so sit down and have an interesting chat with Mats at his home looking out over the Kattegat sea that separates Sweden from Denmark.

Mats Caap was born in Norrköping on the east coast of Sweden almost 60 years ago. Norrköping was, back then in the 1950s, an industrial town where football was the common sport among the youths. Mats' brother Peter, who is three years older, lured him into sailing. Mats' and Peter's parents were supportive and quite soon Mats spent most of his spare time sailing the Optimist.

Today, Mats is living on the west coast of Sweden in Varberg some 80 km south of Gothenburg together with his wife, Annette, and their children, who are on their way to moving out. Mats works as an orthopedic surgeon at a medical centre in Gothenburg specialised in athletic injuries, and commutes daily by car or train.

Mats started sailing in the Optimist and raced that until he was 15 years old.

"I made the qualifications for the nationals and I think I was around top 30 or 40 in Sweden during my last two years. From 1972, when I turned 15, I started sailing the OK Dinghy and kept doing that until 1986. Then I started sailing the Finn and did so until the autumn of 1991 when I decided to finally quit my sailing career."

MATS STUDIED MEDICINE from 1978 and in 1985 he moved to Varberg where he got his first job as a medical doctor and has been living there ever since. He made the Swedish Olympic team and participated in the 1988 Seoul Olympics in the Finn, resulting in a 16th place. The Finn campaign he started in 1986 was far from a straight line of success. After Kiel Week in 1987, Mats was so disappointed with his sailing and his speed that he decided to sell his Finn and even told himself never to compete in dinghy sailing again.

"Then I realized the OK Dinghy Worlds was to be held in Luleå in Sweden later that summer. I was able to borrow my brother's OK and did some practicing and spent a week in Århus in Denmark with Jørgen Holm at Green sails, and suddenly I had the speed. It felt as if I was five per cent faster than everybody else and before I understood it I had become

World Champion."

After this success, a new Finn campaign felt natural and when Bjørn and Stig Westergaard, Mats' Danish training partners during those years, told him about a Finn that had been found in a barn outside of Los Angeles the campaign got started again.

"Amazingly, that Finn dinghy provided me with the speed I had lacked previously and it was great fun again. I was out on tour in Europe all winter and spring in 1988 and was given the Seoul ticket."

The campaign continued and Mats was aiming for the 1992 Olympics in Barcelona. He did well but felt he was not competitive enough in windy conditions. He decided to quit his campaign after the Finn Worlds in 1991. Perhaps a certain Fredrik Lööf who was Mats' main competitor for the Olympic qualification had some part in that decision.

"I told myself that I would never ever do any dinghy racing again."

HOWEVER, HE WAS unable to keep that promise to himself.

"The 1996 OK Dinghy Worlds was given to Varberg and I thought it could be fun with a little comeback when the Worlds is coming to my home town."

Mats did well and a top five result in the final race could have given him his second Championship. His main competitor for the title, Christian Carlsson, capsized and retired. Mats was just outside the top ten at the final leeward mark and felt he had to take a chance to move up but picked the wrong side.

"I remember having a discussion with myself where I argued that I do not care for the silver since I already had won the title once. I want to win again, nothing else counts. As often happens when you take a chance in sailing the lift did not come and I ended up in the middle of the bunch and was seventh at the end. That was very disappointing and once again I told myself never to do any dinghy racing again."

Mats would probably have kept this promise if he had not have become ill in the autumn of 2011. His wife noticed that





he needed to do something to speed up his recovery and talked him into getting out in the dinghy again. So in 2012 Mats started to sail OK Dinghy again. He could be seen on the Kattegat outside Varberg spending hours on his own to get in shape physically.

"I was not always up for it but my wife kept pushing me to go out and sail. After a while I realised that the sailing not only improved my physical ability but also provided me with some kind of mental rehabilitation."

So was Quiberon a targeted campaign to get back in the top of the competition?

"Not really. I just kept sailing and I was able to increase the hours in the boat every year from 2012. In 2016 I had some built up vacation to take out and I started to sail 3-4 times every week. Mostly, just because I felt good getting the hours in the boat, not because I had any specific aim for a result in Quiberon."

DURING THE NORDICS and at the Kiel week Mats realised his speed was not competitive enough. So, once again he decided to spend a few days with Jørgen Holm in Århus in Denmark as he had done back in 1987.

"I tested a new mast and a few sails and already within a couple of days my speed was improving."

Mats says the intention of going to Quiberon was basically social.

"Nice place, good weather so why not go there and have fun." Mats and his wife rented a house and the rest of the family joined in for a nice vacation. "I felt that my speed was probably alright after the clinic with Jørgen Holm but otherwise I did not know what to expect and I had no pressure on my performance at all. I was totally surprised by my results and I could not believe I delivered day after day. Whatever decision I took, it came out right. Everything went my way and it was just a fantastic event."

He says is not sure what his next goal will be.

"It is difficult to say. I will for sure keep on sailing, mostly on my own, as much as I can and am able to do. If it feels all right, I will go to Faaborg for the Europeans. I have a new Delfs from the Vejle Yacht Service on order that I will start sailing this spring. I just do the OK sailing for the fun of it and have no goals."

Is he focussed on the results?

"No, first of all I am back in the OK Dinghy because I love to sail it. Secondly, I got some really good old friends in the class and there are a bunch of new sailors that are great to

be around so I would say the social side is more important to me than the competitive side. As long as I feel I can handle the boat I will show up at competitions and my initial goal will always just be to have fun but once the gun has gone off the devil within you takes over and I have to admit I want to win the race as much as everybody else."

What part of the boat (hull, mast or sail) does he think is the most important for the speed?

"I would say it is all about having a good combination. But, perhaps the hull is most important. I think it is important to have a hull that is rather full up front. That will provide good downwind speed. A fuller bow is probably even more important for the heavier sailors. The mast should have an even bend. It could be soft or medium, but the sail must of course fit the mast perfectly. Regarding sail brand I don't really think it matters which you choose. Every sailmaker producing OK sails today make great and fast sails. I think it is just a question of choosing one brand and sticking with it and getting to know it really well. Very few sailors improve their results by switching sailmakers and you need to be an exceptional sailor to be able to handle different brands."

IT'S OBVIOUS THAT Mats puts a lot of his focus on speed. During the conversation topics regarding strategy or tactics are rarely touched upon, but speed issues crop up quite often. It seems he is really following the old saying that great speed makes you into a tactical and strategic genius.

Mats relates a good story from the 1980s describing his hunt for speed. *"In 1986 while I was sailing the Finn, I and Bjørn and Stig Westergaard went over to Needlespar in England. We brought our dinghies and stayed there for a week and sailed and tested masts. The Needlespar workshop was run by the famous Mr David Hunt and the workshop was located just behind his house. We bought 35 masts, which we loaded on to our van and drove home. The van was really overloaded and we had to drive very carefully not to end up in the ditch. We planned our driving so we arrived in Denmark in the middle of the night to reduce the risk for trouble at the customs. Luckily, it all went well. We practiced in Hellerup in Denmark more or less every weekend and after each weekend I brought one mast at a time to Sweden. I kept the masts I thought were the fastest and sold the rest. That trip to England was repeated in 1987."*

Mats will most likely keep on sailing his OK Dinghy for many years and whenever his speed is right he will show up to have fun at regattas. ►

 NZL

Breaking the Ice

A look at the new Mackay OK Dinghy from New Zealand

OK DINGHY BUILDING IN NEW Zealand was given a significant boost towards the end of 2016 with the major boat builder Mackay Boats taking over the much-used Icebreaker moulds.

These moulds had produced boats for more than 30 years, initially under Garry Lock at Cookson Boats, then with Performance Composites, and when that company went out of business in 2015, boat building was temporarily halted and the moulds were put into storage. Alistair Deaves, of Icebreaker Boats NZ, had managed the moulds for more than 10 years and was hoping to find a new builder.

"The NZ Association had been looking for a builder to make a batch of affordable OK Dinghies for a couple of years using the Icebreaker moulds. With the worlds coming up at Wakatere in 2019 and many good boats being sold overseas we were starting to experience a real shortage of good boats. I'd been doing all the cold calling and although we got some interest, no one had followed up."

"Then on a chance conversation with Grant Beck, I mentioned what the class was looking for and he said he would make enquiries. The next day John Clinton from Mackay Boats phoned me and said 'let's talk'. Post Olympic year is always slow for Mackays and this year was worse with the uncertainty over the Olympic classes."

MACKAY BOATS IS considered to be the premier builder of 49ers and 470s, and since 2000 its boats have won 30 Olympic medals.

"Mackays were keen to make OKs, firstly to keep their team employed, but they were also highly interested in starting a new project."

John Clinton said, *"We actually started talking about the possibility of building the OK three years ago. It fits perfectly with the other boats we build, as it is similar construction, and a class where people are looking for quality and performance, which is what Mackay Boats is renowned for."*

"We also export 95 per cent of the boats we build, so we have regular container shipments to different ports around the world into which it is easy to add an OK Dinghy. This of course helps reduce the shipping costs and makes building them for the world market a lot more viable."

"The two years leading up to the Olympics were too busy to look into it more, so the timing when Alistair approached us was perfect. We had already done a lot of homework on what our own boat would be, so the opportunity to start with an existing proven mould and a getting a good number of orders

was a perfect introduction to the class."

He said that some remedial work was required to prepare the moulds for production. *"We had to tidy up and fair the areas where changes have been made in the stern and bow. We also made new jigs to position the internal structure."*

Alistair continued, *"Owen Mackay turned up one day with a trailer and we loaded up the moulds, and then talked him through all the peculiarities of the OK. I gave them all my patterns and files and lay ups and off he went. Three weeks later they came back with a price for bulk. Within three weeks we'd sold 12 boats and production was underway."*

Of those boats, three were funded by the NZ OK Dinghy Association. *"We thought the price was too good to miss and so ordered three for future sale. Some members were worried by the finance but in reality all three were sold before they were actually built."*

The building project itself was taken on by Owen Mackay who has a reputation for quality. So, although the class had asked for no frills boats, straight from the mould, Owen wouldn't let the boats leave until they had been polished up perfectly.

ALISTAIR WORKS ON most of the boats, providing gear and advice and doing the full fit out on a few. They come with 12mm infused epoxy foam boards that are stiff and flawless.

At present Mackay Boats is building the boats under



MACKAY BOATS START BUILDING OKS IN NEW ZEALAND ➤



contract to Icebreaker Boats.

John, "So far we have only supplied bare hulls to Alistair, or the sailors themselves, to fit out. Fit-out is one of our strengths, and is something we would like to offer in future. However, we also understand that a lot of sailors will always prefer to finish their own boats themselves, so the bare hull option would always be available."

"We have aluminium tooling for centreboards and already have a medium and stiff laminate option available for 12mm boards. The rudder mould will be finished soon. For now we are only offering combinations of grey and white. This is because it is a very specialised gelcoat for epoxy boats and we already stock these colours. Any other colours would need to be custom made for us."

AT TIME OF going to press Mackays is building the eighth boat. Of the seven made so far, six will be sailing in Barbados at the 2017 World Championships.

The next four boats will go to Peter Robinson in Sydney

Australia. He is looking for buyers and having seen one and being very impressed with the quality, doesn't expect to have any problems trying to sell them. Pete's boats will be available in Australia from the end of June. He is now taking orders of interest.

SO WHAT FOR the future? Mackays are keen to move into the OK scene as another class, possibly producing their own moulds.

John, "We definitely need new moulds before building many more boats. The current Icebreaker mould is very tired and requires a lot of extra hours to get a good boat out of it. But it is still a perfect fit for us. We have invested a lot of time into learning more about the boat and developing our own laminate so plan to add it to our range once we have built a new mould."

Alistair, "Given that Auckland has the Worlds coming up in just under two years the class is expected to grow still further so there is plenty of room for more Icebreaker/Mackays OKs to be built. As John has said. 'Let's get these boats out of the way first and see where we stand.'" ➤



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DANISH NATIONAL CHAMPIONSHIP 2016

Herslev Strand Sejlklub • 12-14 August

1	SWE 100	Thomas Hansson-Mild	15
2	DEN 3	Jørgen Svendsen	18
3	DEN 21	Bo Petersen	24
4	NZL 544	Greg Wilcox	29
5	DEN 6	Stefan Myrälff	38
6	SWE 2797	Mats Caap	44
7	GER 803	Martin v. Zimmermann	45
8	GER 740	Gunter Arndt	48
9	DEN 1385	Jacob Lunding	50
10	DEN 1468	Jørgen Holm Nielsen	54

POLISH NATIONAL CHAMPIONSHIP 2016

Gdańsk - Górki Zachodnie • 16-18 Sept

1	POL 27	Dawid Kania (jr)	11
2	POL 14	Paweł Pawlaczzyk	14
3	POL 1	Tomasz Gaj	14
4	POL 4	Radosław Drożdżik	31
5	POL 7	Marek Bernat	39
6	POL 19	Grzegorz Salamon	44
7	POL 44	Przemysław Drożdżik	50
8	POL 8	Waldemar Czyż	54
9	POL 9	Donat Kujawiński	57
10	POL 40	Robert Świecki	63

GULDKROKEN CUP 2016

Hjo, Lake Vättern, Sweden • 21-22 May

1	SWE 2809	Jonas Börjesson	6
2	SWE 2803	Mårten Bernesand	16
3	SWE 2796	Bengt Larsson	17
4	SWE 2815	Per Westlund	20
5	SWE 2776	Tomas Skeppmark	20
6	SWE 2820	Stefan Pavia	20
7	SWE 22	Lars Hansson	22
8	SWE 2775	Johnny Billström	25
9	SWE 2480	Arne Johansson	31
10	SWE 222	Per Jaensson	34

NORDIC CHAMPIONSHIPS 2016

Råå, Sweden • 10-12 June

1	DEN 21	Bo Petersen	19
2	DEN 1	Bo Reker Andersen	20
3	SWE 100	Thomas Hansson-Mild	20
4	DEN 10	Jens Lauge	22
5	DEN 6	Stefan Myrälff	46
6	SWE 2797	Mats Caap	46
7	DEN 1433	Henrik Kimmer Petersen	47
8	SWE 2809	Jonas Börjesson	51
9	SWE 2786	Håkan Törnqvist	54
10	DEN 22	Ask Askholm	54

KIELER WOCHE 2016

Kiel, Germany • 18-21 June

1	SWE 100	Thomas Hansson-Mild	24
2	GBR 11	Jim Hunt	26
3	GER 792	André Budzien	30
4	GER 772	Oliver Gronholz	37
5	DEN 6	Stefan Myrälff	38
6	NZL 544	Greg Wilcox	40
7	GER 740	Gunter Arndt	50
8	GER 787	Ralf Tietje	93
9	DEN 1	Bo Reker Andersen	100
10	DEN 1468	Jørgen Holm	101

WARNEMÜNDER WOCHE 2016

Warnemünde, Germany • 8 -10 July

1	DEN 3	Jørgen Svendsen	14
2	NZL 544	Greg Wilcox	19
3	GER 792	André Budzien	22
4	DEN 21	Bo Petersen	23
5	DEN 6	Stefan Myrälff	29
6	GER 803	Martin v. Zimmermann	52
7	POL 1	Tomasz Gaj	54
8	GER 797	Andreas Pich	56
9	GER 787	Ralf Tietje	59
10	POL 14	Pawlaczzyk Pawel	59

BRITISH NATIONAL CHAMPIONSHIPS 2016

Pwllheli Sailing Club, Wales • 20-23 Aug.

1	GBR 1	Charlie Cumbley	5
2	GBR 2183	Richard Burton	6
3	GBR 11	Jim Hunt	12
4	GBR 17	Dave Bourne	15
5	GBR 2169	Will Turner	22
6	GBR 21	Chris Arnell	23
7	GBR 85	Terry Curtis	24
8	GBR 2168	David Rose	27
9	GBR 2176	Keith Byers	35
10	GBR 2163	Gavin Waldron	37

SOUTHERN NATIONAL FRENCH CHAMPIONSHIP

Lacanau, France • 26-28 August

1	FRA 6	Philippe Chelle	9
2	FRA 1820	Julien Dejugnat	13
3	FRA 1835	Patrick Nicolas	13
4	FRA 1824	Alain Renoux	18
5	FRA 1828	Laurent Petetin	20
6	FRA 828	Timothe Petetin	21
7	FRA 1810	Jean-Claude Lidon	37
8	FRA 104	Jean Pierre Gales	45
9	FRA 1823	Remi Blandureau	47
10	FRA 1044	Patrick Debaere	48

BELGIAN OPEN CHAMPIONSHIPS 2016

KLYC, Antwerp • 10-11 September

1	GBR 17	Richard Burton	14
2	NZL 544	Greg Wilcox	15
3	GBR 2156	Robert Deaves	17
4	GER 800	Ralf Mackmann	19
5	NED 663	Stephan Velman	24
6	GBR 2183	David Bourne	30
7	GER 737	Christian Heinze	40
8	BEL 220	Ronny Poelman	42
9	GER 790	Torsten Schmidt	43
10	GBR 2120	Simon Cox	46

GERMAN CHAMPIONSHIP 2016

Kiel • 2-4 September

1	GER 792	André Budzien	15
2	GER 772	Oliver Gronholz	27
3	POL 1	Tomasz Gaj	35
4	GER 803	Martin v. Zimmermann	38
5	NZL 544	Greg Wilcox	38
6	DEN 14	Jørgen Holm	43
7	GER 778	Sönke Behrens	55
8	GER 787	Ralf Tietje	61
9	GER 797	Andreas Pich	67
10	GER 765	Rainer Pospiech	96

OLYMPIC CLASSES REGATTA 2016

KSSS, Stockholm, Sweden • 1-2 October

1	SWE 100	Thomas Hansson-Mild	7
2	SWE 2809	Jonas Börjesson	10
3	SWE 2776	Tomas Skeppmark	17
4	SWE 2796	Bengt Larsson	21
5	SWE 2752	Arne Malm	27
6	SWE 2801	Arne Johansson	31
7	SWE 2782	Peter Rudblom	31
8	SWE 2815	Per Westlund	32
9	SWE 2805	Olof Gunnar Larsson	50
10	SWE 2783	Jonas Andersson	55

RUM BUCKET

Wakatere, New Zealand • 22-23 October

1	NZL 546	Luke O'Connell	17
2	NZL 545	Steve McDowell	26
3	NZL 498	Jono Clough	39
4	NZL 560	Ben Morrison	42
5	NZL 563	David Hoogenboom	50
6	NZL 526	Russell Wood	53
7	NZL 509	Chris Fenwick	56
8	NZL 533	Rob Hengst	57
9	NZL 547	Chris Reid	67
10	NZL 531	Adrian Coulthard	69

AUSTRALIAN NATIONAL CHAMPIONSHIP 2017

Drummoyne SC, Sydney, 9-13 January

1	AUS 768	Mark Jackson	21
2	AUS 753	Mark Skelton	34
3	AUS 762	Peter Horne	34
4	AUS 754	Brent Williams	39
5	AUS 739	Tim Davies	42
6	AUS 708	Kelvin Holdt	54
7	AUS 733	Folkert Janssen	63
8	AUS 750	Peter Robinson	73
9	AUS 729	Andre Blasse	79
10	AUS 734	Edward O'Donnell	83.5

NEW ZEALAND, 2017 NATIONAL CHAMPIONSHIP

Worser Bay BC, Wellington • 4-6 Feb.

1	NZL 560	Ben Morrison	8
2	NZL 546	Luke O'Connell	9
3	NZL 545	Steve McDowell	19
4	NZL 526	Russell Wood	21
5	NZL 551	Mark Perrow	24
6	NZL 557	Paul Rhodes	28
7	NZL 478	Daniel Bush	37
8	NZL 561	Rod Davis	39
9	NZL 509	Chris Fenwick	46
10	NZL 1557	Joesph Porebski	54





Control Evolution

Quick guide to how modern control line systems are evolving on the OK Dinghy

Icebreaker/Mackay Boats

Icebreaker has a traditional control line system and one of the simplest of any featured here. Note the centreboard control with four lengths of shockcord with a cleat to hoist. Nice features include the custom stainless steel mast retainer, and the solid centre jammer mount.



Famous for their striking deck designs, the SOTA hull from **Strandberg Marine** uses some well proven ideas in its deck layout. Note all the lines are turned through about 50° to get a better pulling angle, passing through the compass mount; and the 3:1 purchase on the bow mounted inhaul.



Strandberg Marine/SOTA

Idol Composites

The **Idol Composites** OK Dinghy by Alex Scoles is a pretty traditional layout. The inhaul off the bow can be clearly seen below, while the other lines are fed back on the same side. Many control systems, as the Icebreaker above, will cross the deck to get a better angle. Also note the

toestraps on tracks; the solid carbon wing organiser; the 90° Cunningham feed (red line) to aid purchase; short length of the kicker strop; and the tight fitting bevelled deck ring system. These boats have a number of interesting innovations including the adjustable mast foot system (centre bottom).



Vejele Yacht Service (fitted by Thomas Hansson-Mild)

Thomas says of his fit out. "Pretty basic, but functional. But everything is put where it is for a reason." Wherever fittings are placed, ask what does it do, why is it there and where will I be and what am I doing when I need to use it. On Thomas's boat note the strings on the mast gate checks to allow

easy changing at sea; the cleats on one raised mounting block; the up and down lines for the centreboard; the position and size of the kicker cleat; the compass bracket on the opposite side to everyone else; and deck eyes for control lines turning blocks



Synergy Marine (fitted by Greg Wilcox)

Greg says, "The idea is a simple easy layout and hopefully nothing can really go wrong. I prefer the clam cleats as you don't have to re-cleat them all the time as they do it themselves. The centreboard system is a simple one and quite clean. The board will come up if you hit anything but it stays

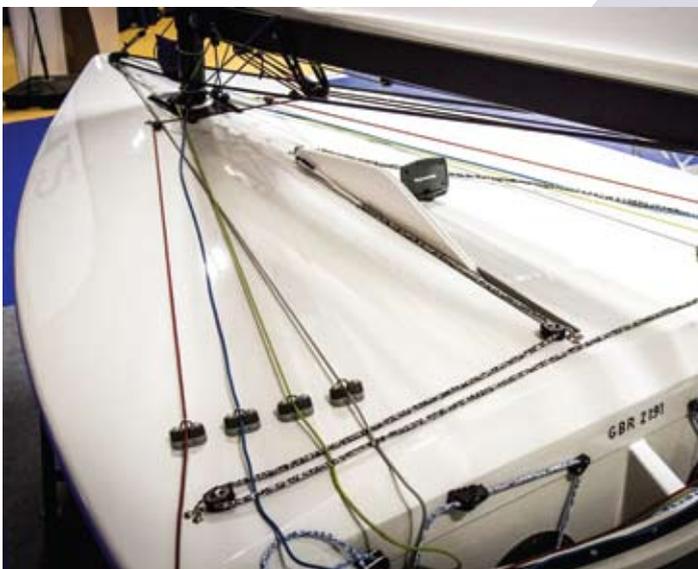
where you put it. Tension on the line is by the shockcord inside the rope. The inhaul runs off the bow as it gives a better angle of pull and releases any time. I have gone away from the wing organiser to a more simple and lighter system with the pulleys coming from one spot in the deck."



Ovington Boats

The newest boat on the market, the **Ovington** introduced a lot of new ideas to deck layouts. Note the simple centreboard control below, popular in the 1970s and 1980s; the shorter toestraps mounted on the cockpit floor, as

well as a third strap on the centreline for offwind work; the recessed area for shockcord in the mast gate; the control line turning points attached to the mast gate; and the sidedeck kicker loop (red line) for easy control.





DEN

We'll meet again

Ralph Eriksen laments his departure from the class and remembers some of the characters he met along the way

JOINED THE OK FLEET AT the Worlds in 2012 where it was held in Vallensbæk, Denmark.

Even in Vallensbæk, where there hardly was any wind, I managed to capsize in almost every single race and dropped out of the race because of the time limit. But it was also during these capsizes I got the feeling that this class is very special – sailors who watched me in the water, struggling to get up sailed by and gave me a lot of encouragement by shouting;

“Come on Ralph – you can do it.”

“Get up on the horse again...don't give up.”

...and much more that encouraged me to keep on going. This kind of moral support from former, current and coming champions plus the rest of the fleet did it for me...I got infected by the wonderful OK disease and, fortunately, I haven't found any cure for this great disease.

I also realised that the OK fleet is a fleet with lots of spaciousness. Sailors like me are given the same respect as the top 10 sailors; we are allowed to participate in events like the Worlds, the Europeans and, and, and like any other – and remember we are on the water, struggling much more of the time than the top 10 guys who often already had their shower and had changed their clothes when I got in...and the shower was often only in cold water, the top 50 had used all the hot water. But I was always smiling inside, because I was allowed to do the best I can do with clothes on...sailing the OK Dinghy.

I also hate to mention any names here, because for every name I mention, there will be at least 15 names that won't be mentioned, and I consider the whole fleet to be good guys and I see you all as friends. Where I write about specific episodes I'll either mention the name or write something that everyone can understand.

On the course, at the start or by the marks, I have always tried to stay away from the fast guys. I would hate to be the one who ruined someone's chance of winning by doing something wrong or disturbing someone's race, but a (very) few times something went wrong...suddenly I was up there; at the first mark. I felt the adrenalin pumping in my old veins, I started sweating, getting an eye on every finger; and luckily it only took 15 minutes to be where I belonged...when I was slowly, but steadily falling behind, Lauge yelled at me, *“Come on Ralph get into battle”*, but I was deaf, I did not want to be in the middle of a bunch of top 10 sailors, and luckily enough, a few minutes later I made the most photogenic capsize, got mud inside my mast, on my sail and in my head.

Yes this happened at the Europeans on Steinhuder Meer

– a great championship, where Ossie had been working like an ant to make one of the best, maybe THE best event ever: food, beer, party, a wonderful trip to a small island, a great party. And still Ossie had time to sail, to talk – I don't think the smile ever left his face during this event. Thanks Ossie, this event has become a beacon for every event to follow. It was also here that I was overtaken by the leaders. I turned around and saw that the winner was the sailing legend Lind. He showed his fist when he passed the finish line and I stood up and applauded him very loud, maybe to loud, because the course dinghy came by and asked me if everything was ok, so I kept on and made it to the finish line just in time.

THE OK CLASS is filled with personalities, who make my daily life a bit brighter when I go down memory lane. I'll mention a few here:

There is this kinky sailor from a Scandinavian Country, always with a perfect tan and maintained curls, no names mentioned but he has something to do with real estate I think, when the sun is there he sails in hi-cut hotpants and a very small shirt which shows his biceps. Always smiling and ready to have a talk.

If the class gave points for elegant hiking, I think number 6 would be a clear winner – next time you see him take a look at his hiking style on the water and his lines when he is ashore. I think he might be a rope'n'knot fetishist...but he is always asking how things are going and ready to help you, but beware of his temper, if it comes out he can lift you and your boat out of the water. I saw it in Vallensbæk.

The opposite of number 6 is a certain English guy, I think he is a sailmaker...he Hunt's you down with smartness and muscles, as if he was making a work-out, and of course always nice, smiling and humble, as humble as you can be when you just won the Worlds.

Germany has one of the greatest 'rockers. He must love to go hiking in the mountains, because his pumping skills are refined in such a way, that it must come from pumping his air mattress when he sleeps in the mountains. And if the Jury shows him the yellow flag, he looks at them with the most innocent face and asks, *“What...me?”*

My good friend Bo Petersen (whose name has to be mentioned, otherwise you wouldn't know who I'm talking about) is 'The Special One' in the OK class. He is always amongst the favourites, and always making a good result. But don't go near him just before or after a race, he uses a special kind of mindfulness developed by himself, I would call it



ready-to-beat-them-war-ness, and if Bo makes a mistake on the course you all know it, his voice can reach stormy heights. Bo is dedicated, he has his target (to win) and he is always focused. But don't misunderstand me, Bo is a good guy, filled with empathy and always ready to help you go faster. Take a discussion about politics and society with Bo; you have to be sharp and know what you are talking about, but he respects you and listens to you. He also has quite some knowledge about music and has quite a good voice; why not ask him to sing a song next time you meet him?

At LindClassic in Hellerup, I had one of those days again, where something went wrong. I got a new mast and a new sail, and was actually feeling that I've gained some speed. I was fast upwind, made a good downwind, my speed was as good as the best, at the bottom mark, just before the last upwind I was in fifth place. I was on the beat, sweat in my eyes; everything was pumping in my body...round the mark, and no speed, just drifting away, did I have something on my centerboard? On my rudder? Anything wrong with the mast, the sail? Then a silent voice reached me; after getting in front of me...seeing me dropping down to 15th or so place, Mik-Mak whispered, "Ralph, we are going upwind...you have to get your centerboard down!" Well remember to stay calm, even if you are at the front, and never trust your so called friends; they'll beat you if they can.

THE CLASS IS in a state of constant development, new hull shapes, new sail-cuts and new masts. The mast and the sail is the engine, as I have been told. Stiff, soft, sideways bending and, and, and. We have a sailor in Denmark whose approach to sailing is almost scientific. He is talking a lot about the progressive mast. I've tried to understand what he is talking about, and guys beware, do only ask him about the shape of your sail or your mast bend if you are tired. He will start a lecture that will stop your brain from working and close your eyes. But he knows a lot about car painting, he always has cigarettes (good to know Greg) and his wife makes the best breakfast with eggs and everything, so he is a good man to know.

In Denmark we actually have two boat builders now. One of them, not the one from Vejle, has a long and good reputation, not only in Denmark, but worldwide. His boats are State Of The Art. When it comes to measurements and rules his knowledge is second to none and he is always ready with good advice, some help, some bits and pieces to help you

go sailing. His abilities regarding the OK Dinghy are not to be questioned, just like his party abilities. If you need a beer, a good laugh, some good stories, good music...go to his car, just follow the music and the laughter. As my youngest daughter said, when she met him at the Nordics in Præstø;

"I don't know if he loves sex, drugs and rock'n'roll – but he certainly loves sailing, beers and rock'n'roll...his team should be named "the rock'n'roll sailing team".

She is still talking about Præstø and how responsible, grown up, highly qualified sailing athletes in tip top shape were able to knock down a rock festival within a few hours and party all night through, firmly led by the boat builder and then go out sailing the next day – and the funny thing is that he often make the best results after a wet night.

There is also this guy, I think he is English and his job is something with writing, journalism or...?? I still remember meeting him the first time, it was at the Worlds in Vallensbæk; Stefan Myralf introduced me to him and I thought he was from Eastern Europe somewhere. When he speaks his voice is very, very, very low and he sort of cuts the words or speaks a dialect that is not easy to understand for the untrained ear. But when you get to know him, it turns out that he is a hard working, really nice guy, a great sailor and one of those who has a big share in the way the class is growing and developing all over the world. I think the class has a lot to thank him for. But could anyone please teach him to articulate a bit more when he is speaking, you know conversation promotes understanding, but only if you can hear what the man is talking about.

There are so many stories and so little space. I have met people from Sweden, Denmark, Germany, Holland, Belgium, France, England, Australia, New Zealand and you have all left some marks in me. Dear friends, girls and guys for me it has been a privilege to get to know you all, a privilege to have been racing with and against you all, a privilege to have introduced my wife and youngest daughter to you all. In the future I'll follow you and this wonderful class on Facebook, sometimes maybe even write a word or two. My future is now the Nordic Folkboat which I will be sailing and racing with my youngest daughter and my younger brother. We might meet in Warnemünde or Kiel.

I wish the class the best, I wish you all the best. Have fun out there where men become boys and women mermaids – see you in Faaborg.

Fair winds to you all. Ralph. ➤



FRA

Mediterranean Revival

The rise and rise of the OK Dinghy (again) on the Mediterranean coast of France by Henri Bérenger

IN THE SUMMER OF 2013, after a rather boozy lunch at the home of my friend, Daniel Dahon, one of the top French OK Dinghy sailors, Daniel takes me to the bottom of his garden and shows me an overturned hull which must have been there for several years: it was an OK Dinghy.

The traces of time showed, a bee's nest - a real one - a hole in the deck at the bow...

Daniel says, "Do you want to take it and refit her?"
Silence.

Going through my mind are memories from a distant youth. Was it the effect of the good wine?

"OK, I'll take it."

Under my terrace, in Sanary, I set up an unlikely 'workshop'. This was towards the middle of July. There followed lots of cleaning, scrubbing, sanding, repairing, painting....

One month later I was loading the dinghy onto my trailer, and heading for Les Sablettes. I was ready for the launch. It was the very same day as Daniel Dahon's birthday.

At around the same time, not too far away, Jean Louis Petetin, President of the Sanary Sailing Club, also inherited an OK Dinghy built between 1965 and 1970. This one belonged to the father of his friend Michel Bonnefoy. It had a hull made of polyester and a beautifully renovated varnished wooden deck.

So here we are in Les Sablettes, Jean Louis and I for the traditional 15th August Regatta, also called the Two Brothers Regattawhat a symbol.



With old sails, a wooden mast for Jean Louis, an old Needlespar for me, it was such a pleasure to be once again at the tiller of an OK Dinghy in my hand after so many years. It felt as if we had never stopped sailing OKs, despite being a bit out of practice at the helm and with the tuning.

A promising revival began while sailing in Sanary Bay, much to the surprise of young and old onlookers
"Isn't that an OK Dinghy?"
"What sort of boat is that?"

We capsized for the first time, but the general impression was very encouraging.

Jean Louis, who is particularly enthusiastic, starts to campaign for his new passion and goes surfing on the net, finding countless useful addresses which show that the OK Dinghy is not a thing of the past, but on the contrary, it is very popular, particularly with our Northern European friends, who have apparently not given up on it as we have done for decades.

CONTACT IS ESTABLISHED at ASPRYOK (French national association of OK Dinghy owners), with its President, Frédéric Lamarque, who put us in touch with 40 or 50 French nationals who sail and take part in regattas all over France.

The idea is taking shape in our minds. What about organising a gathering of OK Dinghies in Sanary?

Joining us were Yan Rialland (Toulouse), Patrice Rovere (Paris), Didier Soulier (Lacanau), Patrick Debaere (Lacanau), Maxime Fraggi (Lyon) and Bernard Coursières (Montpellier).

Some locals came to enhance the group of Southerners: Laurent Petetin, Xavier Beckius and also Jean Pierre Gailles from Cannes, who was one of most famous French OK sailors in the sixties and who had just bought and refitted an OK, increasing his fleet of Finns and Dragons.

We had a memorable return to our youth, despite windy mistral conditions, which didn't stop the most intrepid sailors in the group. There was a great atmosphere both in the port and at sea.

At sea, Daniel has put on his coaching outfit.

In port, the Société Nautique de Sanary welcomed everyone in its traditional fashion, with its aperitifs and snacks, which are much appreciated by both the OK sailors and other folk who have come to savour the atmosphere in Sanary.

It was an unmissable occasion to tell and listen to good old OK Dinghy stories.



This small gathering met again in August on Lacanau Lake where 30 OKs participated in the Sud National Championship.

For the Bandol/Sanary team, consisting of four sailors who made the trip, it was an opportunity to evaluate the level of OK Dinghies in France and to enjoy a hospitable welcome at Lacanau.

It is the beginning of much speculating: aluminium masts, carbon masts, wooden masts....North sails...

The winter of 2014/2015 gave the Mediterranean Yolists time to improve their equipment and to recruit new talent. Gérard Bonnet (Bandol) bought two OKs which he refitted. Tim Petetin, Jean Louis's worthy son, acquired one, which also needed to be repaired.

When the 2015 season opened, we met up once more in Sanary, for some hotly contested races and some unintended swims.

The Lacanau National Championship followed in August with a team of four Yolists from Bandol and Sanary, headed by Gérard Bonnet.

Back in Sanary again, in October there were three days of regatta in autumn weather. A new local Yolist joined in, Jean Christophe Morin, from the Yacht Club des Sablettes, sailing in Gérard Bonnet's second OK.

2016 WAS THE Carbon Year.

A spirit of rivalry descends on the group of Yolists as to who can fit out their boats the best. Thanks to some of Daniel Dahon's international contacts, Laurent and I each inherit a new carbon mast, which comes almost directly from... Auckland.

The newly acquired North sails, allowed us to boost the performance of the team and we looked forward to great results in the forthcoming regattas.

In May 2016, in Bandol we sail together with the Finn series, a beautiful regatta in light wind: good conditions for Tim Petetin to confirm his pretensions, and for Jean Christophe Morin to try out one of Gérard's Yoles again.

Shortly afterwards, Fabien Capellières turns up with a beautiful OK Dinghy (Icebreaker), straight from England, which is the newest boat in our fleet, along with Jean Pierre Gailles' one. All this is bound to give ideas to certain people...

In August 2016 we are back at Lacanau: Jean Louis, Laurent, Tim, Gérard and myself, having just returned from Quiberon where the OK Dinghy World Championships was held. Bernard Coursières and I were the only two

Mediterranean sailors. Jean Pierre Gailles came as well, but could not sail due to health issues.

We won't dwell on the ranking...but what a wonderful week of true regattas, with very good wind conditions, very high level competitors and more than 100 on the starting line.

In Lacanau, we had got used to light winds ... this edition has been the worst.

THE 2016 SEASON ended with a beautiful weekend in Bandol, with some Mistral and fine weather, as is often the case, and confirmation of a fleet with younger competitors and newer equipment: Jean Pierre Arrighi, Tim Petetin and his brother Pierre, and also Gilles Bérenger. Family stories.

Jean Louis christened his new British boat (Idol) OK, purchased in Belgium ... where the Belgian national championship was held in Antwerp.

A few days later, Jean Christophe Morin raised the level of the equipment once again through his purchase of a recent OK model (Vejle).

So, the 'sudists' are all set for the much-anticipated rendez-vous in Bandol from 4 to 7 May, 2017 for a wonderful OK Dinghy Mediterranean Championship. ▶





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