

OK DINGHY INTERNATIONAL

CUMBLEY WINS WORLDS IN MARSTRAND



THE PALMA STORY

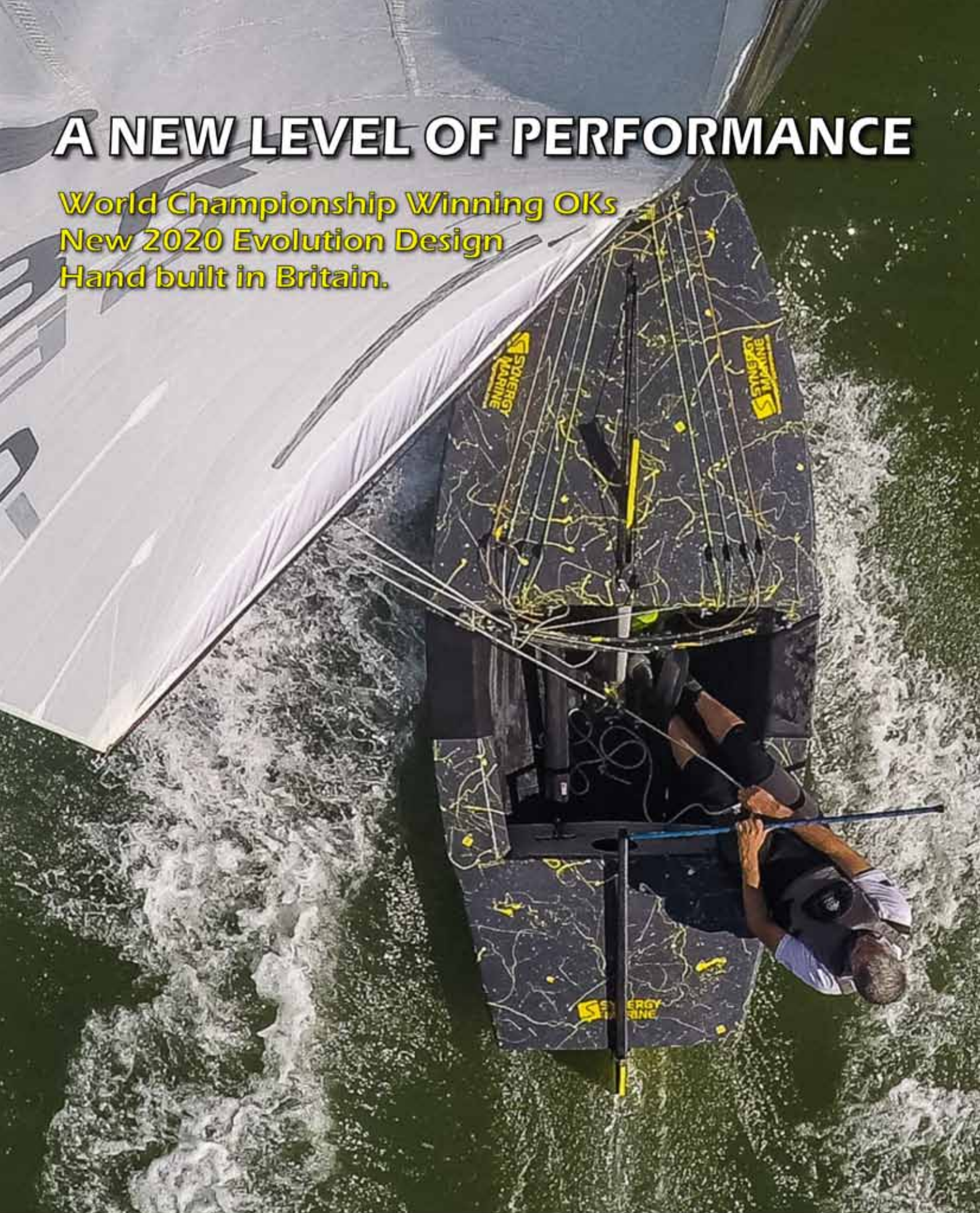


JANUARY 2023

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OK DINGHY INTERNATIONAL



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Official website: www.okdia.org

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President's Letter

Dear OK Dinghy Sailors and Friends

We're back baby! After two years of ups and downs, false starts, on again off again, what a cracker of a European summer season. I personally travelled to Sweden for the Worlds in Marstrand in August and I wasn't disappointed. Congratulations to Charlie Cumbley, our new World Champion.

Marstrand had long been on my 'bucket list' of sailing venues and it was agonising to have to wait an additional two years to finally get there after the 2020 Worlds were cancelled due to Covid. We experienced great competition, great race management, great weather, great socials and most surprising for me, Marstrand truly is a picture postcard village. Next on my 'bucket list' are Bandol and Lake Garda, but first I have the Interdominions in Brisbane in January 2023 and the 2023 Worlds in Lyme Regis in June.

Both Brisbane and Lyme Regis are new sailing venues for me and I understand planning and organising is progressing well. You will see separately an article about Brisbane and the sailing club, Royal Queensland. The 2023 European summer season is looking like a cracker; Lyme Regis, Arco Lake Garda, then Bandol as the major highlights, but many other high quality events to choose from.

As we discussed at length at the AGM in Marstrand, the shipping of boats continues to be a problem, which means that the availability of good quality charter boats is vital. If you are in the UK or Europe and have a boat available for major regattas in 2023, please register on the website. You will see an article in this newsletter with the details. Similarly, if you are looking for a boat to charter, register your details. In addition, the Australians and the New Zealanders are working with their members who are planning to travel to Europe in 2023. If you are in Australia, you are welcome to get in touch with me directly.

A really big official welcome to new country associations that have recently joined OKDIA. In particular, I have been following with interest the growth of the OK Dinghy Class in Spain and Bulgaria. Welcome to the OK Dinghy Class.

Finally, I just wanted to mention the tireless work by a number of our Committee and Officials. Robert and Alistair also recently attended the World Sailing meeting in Abu Dhabi and were able to fly the OK Dinghy flag amongst their other official responsibilities. Our little class continues to make itself known in the world sailing community with your efforts.

I hope to see many of you in Brisbane and in England at Lyme Regis.

*Good sailing,
Mark Jackson
President OKDIA*

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WORLD RANKING LIST

Now in its 17th year, we reached a new milestone in 2022 with more than 600 sailors taking part in at least one ranking event. The top 100 are listed at the back of this issue.

MAJOR CHAMPIONSHIPS

2023 Worlds: Lyme Regis, West Dorset, Britain, June 23-30, 2023.okworlds.org

2023 Europeans: Arco, Lake Garda, Italy, September 9-14, 2023. okeuropeans.org (followed by Autumn trophy, Bando, September 16-19)

2024 Worlds: Brisbane, Queensland, Australia, Feb 24 to Mar, 2024.okworlds.org (preceded by Australian Nationals February 19-21)

2024 Europeans: Bids welcome

2025 Worlds: Arco, Lake Garda, Italy, likely July

2025 Europeans: Bids welcome

Following the completion of the 2022 World Championship, the bidding process for future events is now open again after being closed due to the pandemic. The OKDIA Committee would welcome bids for the Europeans in 2024 and 2025 and also for the 2026 World Championship.

ANNUAL GENERAL MEETING

The 2022 AGM was held in Marstrand and the Minutes are available on okdia.org. The 2023 AGM will be held at the World Championship in Lyme Regis. All items for inclusion need to be with the OKDIA Secretary by April 20.

RULE CHANGES

The current Class Rules were published on February 1, 2022. Proposals passed at the November 2021 online AGM were approved by World Sailing in January 2022 with only one minor change.

2022 was rather quiet on the technical front. Boats are being built in many new places by new builders and the Technical Committee try to work with them as closely as possible to ensure they are making OK Dinghies. Builders are encouraged to seek clarification before beginning work on anything unusual.

There are several clarifications being discussed by the Technical Committee and these will be published at the end of 2022, for an online vote in early 2023.

Builders wishing to use the standard recommended building numbers for

items such as mast length below deck and pintle spacing should contact the TC Chair.

The process of online voting for rule changes seems to be working very well with more members than ever before contributing to the decisions made.

BOOKSHELF

There are two books available on the OK Dinghy.

COMPLETELY OK can be ordered through okdia.org for £20 plus shipping

CHRONIKLE can be ordered through Amazon for £12



OKDIA HALL OF FAME 2022

At the opening ceremony of the 2022 World Championship, held in the iconic Carlsten Fortress on the island of Marstrand, the iconic Swede, Thomas Hansson-Mild, was inducted into the OKDIA Hall of Fame. A former world champion, he has won countless Swedish championships and was President of OKDIA from 2001 to 2005. He is the 21st person to be inducted the OK Dinghy Hall of Fame and the third Swede.



The gathering also remembered the great Göran Andersson, a double world champion in the 1960s who came from Marstrand. He was due to be inducted during the 2020 OK Dinghy World Championship in Marstrand, to acknowledge his outstanding contribution to the class. He raised the level of professionalism in the class and he was ahead of his time in developing sails and masts in Marstrand, a place that during the 1960s and 1970s was one of the major strongholds of OK Dinghy sailing in Sweden. Unfortunately, that could not happen due to the pandemic, so in May 2020 he was inducted during a private ceremony on Tjörn. He passed away later that year at the age of 81.

The photo shows Marcus Blomberg (MSS), Mark Jackson (President OKDIA), Thomas Hansson-Mild and Per Westlund (Swedish OK Dinghy Association).

The Ovington OK Dinghy

Great to see 7 out of the top 10, including the top 3 at the 2022 Worlds sailing Ovington hulls. This is a real and tangible tribute to the ongoing development, care and attention being put into the Ovington OK program.



With over 140 boats now built with lots more on order, we have learnt a lot about what makes an OK fast. Boats are being sent around the World with Ovington agents located in many countries. Our procession foils out of aluminium tooling continue to be popular, including the easy to use lifting rudder.

Hulls can be fitted out to various stages of completion from bare hull to ready to sail. Our refined, ready to sail package comes complete with the best products available on the market including Ceilidh & Paragon masts, Allen Brothers & Art of Racing booms and North & HD sails.

Email or call the office with any enquiries.



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EQUIPMENT USED AT 2022 CHAMPIONSHIPS

EQUIPMENT USED AT 2022 WORLD CHAMPIONSHIP

Pos	Boat	Hull	Mast	Sail	Boom
1	GBR 6	Ovington	Ceilidh	North	AOR
2	SWE 71	Ovington	C-Tech	Green	AOR
3	NOR 428	Ovington	Ceilidh	Green	Allen
4	DEN 12	Strandberg	C-Tech	Green	Sjøgren
5	SWE 100	Ovington	C-Tech	North	Allen
6	SWE 666	Albrektsson/HP	Ceilidh	Green	Sjøgren
7	SWE 797	Ovington	C-Tech	Green	AoR
8	SWE 24	Ovington	Ceilidh	Green	Allen
9	GER 71	Ovington	Ceilidh	North	AOR
10	FRA 75	Synergy Marine	Ceilidh	North	AOR

EQUIPMENT USED AT 2022 EUROPEAN CHAMPIONSHIP

Pos	Boat	Hull	Mast	Sail	Boom
1	DEN 21	Strandberg	C-Tech	UK	AOR
2	NED 6	Ovington	Ceilidh	Quantum	AOR
3	FRA 11	Synergy Marine	C-Tech	Turtle	Allen
4	GBR 223	Ovington	Ceilidh	HD	Allen
5	FRA 75	Synergy Marine	Ceilidh	North	AOR
6	GBR 1	Ovington	Ceilidh	North	AOR
7	GBR 11	Ovington	Ceilidh	HD	AOR
8	GER 77	Idol Composites	C-Tech	Green	Allen
9	NZL 599	Synergy Marine	C-Tech	Turtle	AOR
10	NZL 573	Ovington	Ceilidh	North	Allen

2023 CALENDAR



OK DINGHY CALENDAR 2023

A 2023 wall calendar is available. For links and more information please look at <http://robertdeaves.uk/calendars/2023-wall-calendars/>



CHARTER BOATS

Due to the vastly increased cost of shipping boats around the world at the moment, OKDIA recognises that for the next few years International events will largely rely on charter boats for sailors from other continents and has developed a platform to allow owners and sailors to register interest and see what is available.

I'm interested in a charter OK dinghy

Showing interest in chartering an OK dinghy for an event

Please contact with us (if required)

First Name *

Last Name *

Email *

Select events *

- 2023 World - Barcelona
- 2023 European - Helsinki
- 2023 Kolar - Wroclaw
- 2023 World - Lytle Regatta
- 2023 European - Rio
- 2023 Oceania - Brisbane
- 2023 Kolar - Wroclaw
- 2024 World - Brisbane

Through OKDIA's Events page (events.okdinghy.org) you can view the charter boats available from owners around the world and offer your own boat (s) for charter at an upcoming event. You can also register an interest in chartering an OK Dinghy at one of the upcoming events.

There are two forms available. "I'm interested in chartering an OK Dinghy" and "I have an OK Dinghy available for charter"

Any financial arrangements and insurance remain solely between the

owner and charterer, but there are suggestions on the platform depending on the condition and age of the boat.

This platform will currently take charter boat offers and request up to and including the 2024 World Championship in Brisbane, Australia.



GROWTH

The growth of OK Dinghy sailing worldwide continues its upward trajectory. OKDIA now numbers 17 members, the highest for probably 40 years. In the last years we have welcomed Thailand back, as well as welcoming Brazil, Bulgaria and Italy, and in 2022 have added Argentina and Spain. There is a lot of exciting activity in Thailand, Bulgaria and Mallorca.

Overall, individual membership of OKDIA in 2021 rose to 866, a 1.5% increase on 2020, but in 2022 has increased to 919, a further 6% increase. It is hard to see this trend slowing down.

In terms of boats, in 2021 OKDIA sold 94 building plaques for new boats, another new record and the most in any single year since 1980. The final numbers for 2022 will be less than that, but with more than 400 boats built in the last five years, it is all quite encouraging.





SWE

Long awaited return to Marstrand

Two years after it was originally scheduled to take place, the OK Dinghy World Championship finally happened in Marstrand, Sweden. Postponed during the first wave of the pandemic, it could not be rescheduled until 2022, but it was worth the wait.

109 sailors from 11 nations came together for a week of great racing, and a long awaited first title for Charlie Cumbley, in fact his first ever world title in a dinghy.

The opening ceremony took place in the iconic Carlsten Fortress on the island of Marstrand overlooking the race area, and included that iconic Swede, Thomas Hansson-Mild, being inducted into the OKDIA Hall of Fame. The gathering also remembered the great Göran Andersson, who should have also been inducted in 2020 but sadly passed away later that year.

DAY 1

With more starts than anyone cared to remember, two races were finally completed in very different conditions on the opening day. It was certainly a day of two halves with the first race sailed in 8-12 knots before dropping as forecast for the second race in 5-7 knots.

Hansson-Mild led all the way in Race 1. He found better wind on the left to round with a nice lead and was never really threatened, though it got close on the final upwind when the wind started to drop. Lars Johan Brodtkorb came through for second with Niklas Edler in third.

Race 2 took more than an hour to get away with 19 boats sent home under the black flag. The lighter winds and larger shifts made for a tricky race but Brodtkorb found a shift on the left to round with a nice lead and led all the way to the finish, though Daniel Björndahl almost caught him, though he was scored BFD, handing Hansson-Mild a second place, with Cumbley in third.

After Day 1, Brodtkorb had the early lead from Hansson-Mild and Cumbley.

Hansson Mild said, "It was a good day. The first race was surfing conditions, and I had a good start after multiple restarts and I think the current was favourable on the left side so I went pretty hard left and had a decent lead at the first mark. It got a bit close at the end but it's hard to cover both sides with such a big course."

On winning the opening race after receiving the Hall of Fame the night before, "It's a good feeling, especially since my year has been filled with different emergencies, in and out of hospital with Covid. For me to get the award, I was totally



Top three in Marstrand

surprised, I was not prepared for that, but I am stoked. It's a fantastic feeling and just good to be here."

Brodtkorb mentioned the high level of the fleet, "In the first race I was between 5 and 10 and I had a really nice reach and downwind but when you are close to these people it is really great racing. If you have a bad start you are just struggling for the whole upwind and that really tells the tale I think. Then you know the fleet is really picking up and fighting to just have a good start and that is why you have a lot of general recalls, as everyone is fighting on the line. And you can see we have really great competition."

DAY 2

On the second day, the wind had moved further south, with flatter seas and a strong current downwind, which meant both starts got away first time under the U flag. Race 3 was sailed in 8-10 knots, which dropped slightly for Race 4, though there was a long delay as a cloud front brought unstable winds down the course.

On a rather one sided course because of strong current, Cumbley led Race 3 from start to finish, owning the left hand corner to build a comfortable lead from Hansson-Mild, Edler and Greg Wilcox, on his official birthday. The one way track made it something of a procession so the top three remained the same until the finish.

Before Race 4 started a cloud bank came down the course, but it left a relatively stable 7-9 knots and largely sunny skies, though this time the left was not as heavily biased. However, Bo Petersen popped out of the left and rounded first, from Jonas Qvist and Hansson-Mild. Petersen extended all the



Clockwise from top left: Charlie Cumbey, Niklas Edler, Jens Eckardt, Lars Johan Brodtkorb

way round for a big win, but crossed the line in silence leaving Cumbley to take the gun for the second time in one day. Petersen had been one of three scored UFD out of the start. There were a few changes behind him this time with Mats Caap taking second and Brodtkorb in third.

So Cumbley had taken the lead after four races with Hansson-Mild in second and Brodtkorb down to third. With two letter scores after a DSQ in race 1, Petersen, one of the favourites, decided to retire from the event.

Cumbley said, "It felt like I was back in the Solent. Lots of current again, and upwind it was just getting out of the current as much as you could and then being brave on how far you could push it into the left hand corner, which was how I won the first race and how Bo 'won' the second race, but going hard left up the first beat helped."

On the standard of the fleet, "There are lots of guys here who are really fast, so you are always struggling to just hold a lane the whole time. It's like the classic battle of attrition, just stick it out and gradually find some room. It's tough for sure. Tough but good. And enjoyable."

DAY 3

Two races in a building breeze and clearing skies were the perfect antidote after a great championship dinner the previous night and a few dusty heads. Race 5 was started in cloudy conditions and 7-10 knots, before the skies cleared leaving a solid 10-14 knots, nice waves and superb sailing.

1	GBR 6	Charlie Cumbley	10	3	1	1	2	3	(11)	2	22
2	SWE 71	Niklas Edler	3	rdg	3	(13)	8	1	2	1	22.4
3	NOR 428	Lars Johan Brodtkorb	2	1	(14)	3	6	2	10	5	29
4	DEN 12	Jens Eckardt	9	6	5	10	3	5	1	(24)	39
5	SWE 100	Thomas Hansson-Mild	1	2	2	4	(ufd)	4	26	6	45
6	SWE 666	Jonas Qvist	5	7	6	5	7	19	(20)	10	59
7	SWE 797	Mats Caap	8	10	(26)	2	13	9	3	17	62
8	SWE 24	Daniel Björndahl	7	(dsq)	13	7	17	8	13	3	68
9	GER 71	André Budzien	4	11	20	6	1	7	23	(bfd)	72
10	FRA 75	Laurent Hay	11	21	17	11	4	6	18	(33)	88
11	SWE 58	Tomas Franzén	16	4	22	12	20	(25)	5	12	91
12	NZL 599	Greg Wilcox	(25)	12	7	18	11	21	7	16	92
13	DEN 24	Steen Christensen	24	5	9	9	24	(38)	8	30	109
14	SWE 139	Hans Börjesson	20	29	(35)	20	25	10	19	4	127
15	SWE 722	Stefan Jaenson	17	(bfd)	8	21	5	17	43	18	129
16	GER 77	Sönke Behrens	23	16	16	30	16	20	(39)	8	129
17	SWE 72	Benjamin Hammerö	12	19	19	(42)	12	14	15	41	132
18	DEN 1497	Michael Dinesen	35	9	24	8	39	18	4	(45)	137
19	AUS 8	Mark Jackson	19	25	31	22	21	13	(44)	9	140
20	NZL 565	Simon Probert	14	(bfd)	40	17	32	27	16	7	153
21	SWE 2908	Sörén Laban	15	20	(61)	41	22	16	24	15	153
22	BEL 149	Fabian Pic	6	(51)	37	14	9	15	29	47	157
23	SWE 73	Patric Mure	27	(41)	23	35	10	11	28	25	159
24	SWE 88	Jan-Erik Engholm	47	23	21	15	(55)	12	33	23	174
25	POL 777	Michal Strumnik	51	14	38	16	19	(ufd)	25	32	195
26	SWE 14	Håkan Söderberg	13	36	28	33	44	33	9	(51)	196
27	SWE 63	Jonas Langner	28	13	29	27	27	(dsq)	12	62	198
28	DEN 1577	Jørgen Holm	43	39	10	(52)	37	30	17	29	205
29	SWE 61	Olle Albrektsson	26	37	18	38	28	32	(dnc)	28	207
30	NZL602	Gordon Sims	36	17	46	19	52	(61)	27	19	216
31	SWE 777	Peter Hörwing	41	32	11	40	23	36	36	(67)	219
32	POL 14	Pawel Pawlaczyk	30	44	45	26	26	22	37	(bfd)	230
33	NOR 6	Halvor Schøyen	29	(bfd)	30	23	15	26	6	bfd	239
34	DEN 22	Ask Askholm	21	49	55	25	29	31	30	(tle)	240
35	FRA 150	Pascal Tetard	57	31	15	29	14	47	(64)	48	241
36	SWE 99	Hans Elkjaer	31	27	39	(ufd)	38	50	60	11	256

With the adverse current, both starts got away first time, though the left was the way to go again, although there was still some right in it at times. Budzien owned the left in race 5, with a great start and was clear ahead, controlling the fleet well to build a good lead, though Cumbley ate into it on the last upwind to cross second with Jens Eckardt in third.

The start was very tricky for race 6 with the current at the pin catching out a few. However, Edler emerged from the commotion to round first and extend away downwind. He was chased hard by Brodtkorb, Cumbley, Hansson-Mild and Eckert, finishing in that order. The wind increased for some amazing sailing conditions with some great waves and sunshine and a lot of smiling, happy faces.

After 3 days, Cumbley had consolidated his lead to take a three point margin at the top from Hansson-Mild, who picked up a UFD, with Brodtkorb, one point further back.

Three time world champion, Budzien, said, "The sun is shining, the wind was medium in the first race but more in the second. Great sailing conditions with a lot of current and the start was very important. My first start was really good and I managed to get the race win. The second start was really difficult with a lot of boats to leeward and my start was not so good but in the end I was top 10 so I am happy with the day and hope we have two more days like this."

Edler explained, "It's quite hard out there. It's all about the start, clear air and a lot of speed and then you might win the race. But I am struggling a lot, as it's very hard when you always have to go to the left side. But it was a fun race today, with good conditions. I am loving it."

DAY 4

In what turned out to be the last racing day, Cumbley and Edler ended up just 0.4 points apart.

The forecast was for a dropping and shifting wind and that's the way it played out. Both races were started under black flag with the reduced current encouraging boats to push forward early. Race 7 was sailed in 8-10 knots and nice conditions, while race 8 was started in 7-8 knots dropping to 4-5 by the finish. It turned into a long race. But the benefit was wall to wall sunshine and the warmest day of the event so far.

After a few days of left sided courses, most headed left in Race 7, but Eckardt ended up on the right and led round, while many of the favourites rounded deep from the left. After a lot of place changes he crossed the finish with a nice lead from Edler and Caap.



The wind was starting to die and shift around by now and it took some time to get race 8 away. This time the left did pay with Germany's Andre Budzien leading in from the left for a nice lead. It took two laps but eventually Edler overhauled him on the final beat to take the winner's gun, though it later emerged that Budzien was one of seven boats black flagged at the start. This left Cumbley in second with Björndahl in third.

There was barely anything to separate Cumbley and Edler before the expected final day, while Brodtkorb remained in third, seven points behind.

Fourth placed Eckardt was sailing his first international event in the OK Dinghy, and his first international sailing event for 25 years.

"It's always very difficult to predict whether to go to the right side or the left side but I didn't have very good start and then tacked to the right and after a while I could see the left side was behind and then tacked on the shifts and I was about 30 metres ahead at the top. It's always easy to be the first one and there was almost only one side to work on the beats, so I just went right all the time, so it was a quite easy race actually.

"I wasn't sure that the right would be good. Today the course was not at the same place as the other days, so it was a bit different. I was lucky but I wasn't so lucky in the second race.

Caap was in seventh overall.

"Lovely day on the water but a little bit too complicated with too much current and changing direction. It was a tough day and a long day. But it's good fun and I think everyone is enjoying it. Good start lines and good courses."

On the high standard in the Swedish fleet. "A lot of us in Sweden have done a lot of training and we have good gear, pretty much all the same for most of us. Lots of training pays off.

"It's my 50th year in the boat this year. I started in 1972 and have done quite a few worlds since then. My first worlds was in Varberg, Sweden in 1982. A lot of the guys turn into best friends over the years and that's really good and nowadays it's perhaps the biggest reason why we go to the worlds to see those guys that you first met 42 years ago."

DAY 5

There was still all to play for on the Friday but alas, the wind forgot to turn up. The last day was always going to be the hardest, with the first onshore postponement of the week. The forecast was for very light winds and in the early morning there was less than five knots. The fleet was released shortly after midday with a light wind in place and under hot sunny skies. However soon after that the breeze dropped and all further racing was abandoned shortly before the 15.00 time limit.

This left Charlie Cumbley as the 2022 OK Dinghy World

**Left: Thomas Hansson-Mild • Above: Top 10
Top right: Per Westlund • Right: Hans Elkjaer taking off**





Championship. Niklas Edler took the silver with Lars Johan Brodtkorb taking the bronze.

Cumbley explained what was going through his head. "I was trying to keep myself ready and fired up and on the way out it was pretty light and I was thinking it could be an interesting one. So I was sitting around for two hours, trying to keep motivated to go sailing. So, super happy to have won it now. It's been a great event. I've had a second, third and a fourth and I am absolutely thrilled to win it.

"The first day I felt really rusty but was sort of in it. The next day was my perfect conditions and the two middle days were really nice and I felt quick and strong and yesterday was just about hanging in there. It was super tricky to hang in there be in a position to fight it out today."

On winning a world title, "It's pretty big. I've had a few nationals under the belt, but never a worlds, so it's a special feeling to finally get one tucked away, especially in the OK, and to see the guys I have been racing around with the last five or six years. To win it here is amazing."

On defending in 2023. "My focus was on Lyme Regis next year, so to go there as the world champion is a really nice feeling. It's going to be a great event and I have spoken to a lot of people here and they are really excited to go to Lyme Regis. It's a great venue and I think it's going to be an awesome world championship"

It was a great championship, fantastically hosted by the Marstrands Segelsällskap with eight great races, fantastic weather, hospitality and race management.



37	GER 7	Andreas Pich	33	30	47	45	40	34	(48)	27	256
38	THA 444	Morten Jakobsen	61	(bfd)	32	50	30	28	42	14	257
39	SWE 20	Stefan Pavia	22	15	50	44	(ret)	39	34	56	260
40	SWE 8	Håkan Törnqvist	55	26	(56)	39	46	51	14	36	267
41	GER 4	Lutz Boguhn	37	35	54	37	48	24	41	(dnc)	276
42	SWE59	Lars Edwall	34	(56)	27	51	34	48	50	38	282
43	GER 11	Rainer Pospiech	44	28	62	56	18	52	(69)	26	286
44	SWE 2884	Lars Bergfeldt	(dnc)	dnc	33	28	45	37	21	20	294
45	DEN 1407	Malte Pedersen	18	33	51	(ret)	31	64	62	37	296
46	SWE 16	Mats Clarsund	54	43	49	48	35	29	38	(64)	296
47	SWE 2849	Peter Wrahme	50	(bfd)	44	34	42	53	57	22	302
48	SWE 2897	Jens Christian Schaarup	69	18	48	32	(dnc)	44	49	43	303
49	SWE 436	Johan Åstradsson	38	54	63	36	36	43	(70)	52	322
50	SWE 4	Bengt Larsson	53	22	(ret)	53	56	45	31	63	323
51	SWE 15	Mats Hovde	40	57	42	46	53	58	(61)	31	327
52	GER 5	Ralf Tietje	39	(bfd)	34	67	49	46	40	70	345
53	AUS 776	Grant Wakefield	64	50	(73)	49	41	55	47	39	345
54	POL 7	Marek Bernat	62	(bfd)	43	69	47	75	22	40	358
55	SWE 999	Johan Hesselind	42	(bfd)	25	43	33	40	67	bfd	360
56	BEL 235	Steven Jamar	59	64	(74)	31	61	35	58	54	362
57	GER 852	Michael Nissen	(dnf)	34	12	ufd	43	23	46	bfd	378
58	BEL 237	Michiël Jamar	48	53	67	65	62	42	53	(tle)	390
59	SWE 2883	Per Thorin	60	46	57	54	(68)	56	59	65	397
60	GER 1904	Joerg Rademacher	45	62	(80)	66	65	49	54	60	401
61	GER 32	Fabian Rossbacher	58	59	65	72	50	54	(82)	46	404
62	SWE 101	Pontus Gäbel	32	(bfd)	66	24	64	78	85	58	407
63	GBR 68	Rodney Tidd	(86)	47	36	70	71	62	51	71	408
64	SWE 54	Thomas Uziel	46	69	72	74	57	41	(bfd)	53	412
65	GER 21	Holger Krasmann	75	24	69	76	70	(ret)	55	44	413
66	BEL 248	Jacques Pirenne	63	58	41	63	54	(79)	66	72	417
67	SWE 2776	Peder Thunander	(dsq)	45	77	55	76	65	77	35	430
68	SWE 2792	Anders Widding	68	42	70	64	69	(72)	63	55	431
69	NZL 612	Mark Perrow	49	66	71	61	59	73	52	(tle)	431
70	AUS 6	Bob Buchanan	73	60	75	60	(93)	63	78	34	443
71	GER 826	Jörg Sylvester	56	(bfd)	79	75	63	59	72	42	446
72	BEL 236	Frédéric Geboers	65	(bfd)	60	47	51	60	dsq	66	459
73	NED 669	Sybren Hornstra	84	48	(86)	58	79	77	45	69	460
74	SWE 60	Per Westlund	66	(bfd)	76	62	85	57	79	57	482
75	SWE 28	Per Jonsson	67	70	78	(89)	60	68	68	tle	486
76	SWE 65	Pelle Weimenhög	76	68	64	(83)	66	66	73	tle	488
77	GER 774	Jörg Posny	91	40	87	91	72	(97)	65	49	495
78	SWE 80	Arne Malm	78	79	58	(dns)	92	89	87	13	496
79	SWE 2834	Fredrik Hörnfeldt	70	(bfd)	59	86	58	82	86	59	500
80	SWE 77	Peter Rudblom	52	(bfd)	92	68	82	81	56	tle	506
81	SWE 29	Jonas Jernt	72	74	68	79	67	(92)	75	tle	510
82	SWE 2783	Jonas Andersson	82	73	82	80	91	(94)	32	tle	515
83	POL 674	Leslaw Gondek	74	63	85	57	86	(93)	93	tle	533
84	SWE 190	Claes Heyman	79	52	(93)	81	87	80	83	73	535
85	GER 16	Heinz Ridder	77	55	81	(97)	83	83	81	tle	535
86	GER 715	Sven Beye	(dns)	85	89	90	97	74	35	tle	545
87	SWE 727	Göran Örtegren	(89)	76	84	84	74	69	88	tle	550
88	SWE 2390	Christer Loostrom	83	81	(tle)	78	78	76	84	tle	555
89	GER 809	Jessica Finke	97	71	91	98	88	(99)	90	21	556
90	SWE 2749	Tim Lindgren	88	67	94	73	75	86	(100)	tle	558
91	DEN 21	Bo Petersen	(dsq)	8	4	ufd	dns	dns	dnc	dnc	562
92	SWE 120	Timo Lehes	87	61	(tle)	96	81	91	74	tle	565
93	SWE 2727	Henric Thunander	71	(bfd)	88	71	80	71	76	bfd	567
94	SWE 55	Ulf Sahle	81	(bfd)	90	92	77	84	95	50	569
95	SWE 25	Kenneth Walker	90	65	83	85	84	70	94	(ret)	571
96	SWE 38	Håkan Svensson	92	75	52	88	100	87	80	(ret)	574
97	GER 31	Peter Langer-Langmaack	(dnc)	38	53	59	dns	dns	dnc	dnc	590
98	GER 57	Sven Marchot	93	86	(tle)	95	90	85	71	tle	595
99	SWE 2796	Lars Furberg	96	80	tle	(100)	94	67	99	tle	608
100	SWE 2816	Claes Avellan	85	77	tle	94	(102)	96	91	68	608
101	SWE 2719	Olof Lindgren	94	83	95	77	(99)	88	98	tle	610
102	GER 781	Alexa Müller	(dnc)	84	tle	82	96	90	89	tle	613
103	GER 539	Uli Borchers	98	78	tle	99	73	(101)	97	tle	617
104	SWE 110	Lars Ahlström	99	72	tle	102	95	(ret)	101	61	627
105	GER 40	Bernd Schulz Stücher	95	82	tle	93	(88)	95	96	tle	633
106	SWE 2859	Robert Hallberg	80	(bfd)	tle	87	89	98	92	dnc	653
107	SWE 2806	Per Malmberg	100	(bfd)	tle	101	101	100	102	tle	676
108	SWE 2873	Guy Andersson	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	770
108	SWE 111	Bertil Eliasson	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	770



Lyme Regis 2023

Lyme Regis is preparing to welcome the class for a great 2023 World Championship in the UK's south-west



With just a few months to go, there is already much in place to make this event one to remember.

A welcome from Chairman David:
"With the rescheduling of our event brought about by the Covid pandemic across the world, we now look forward to your joining us in June 2023.

With just six months to go, the committee is progressively organising all the detail for the event and updates will be posted on the website. <http://2023.okworlds.org/>

The website also offers a view of Lyme Regis and all the activities available to you when you are not on the water.

For those bringing families wives/partners, there will be plenty to do on the beach close to the clubhouse and plenty of interest to visit in the surrounding area.

I would encourage those of you who have already decided to come, to book your accommodation well in advance as Lyme Regis is a small town.

We will welcome all OK sailors if they want to come and do some practice in the bay prior to the event. Please look on our Club Website for details <https://lymeregissailingclub.com/>

Good health and good Sailing"

David Beer
Chair OK Worlds 2023
Chairman Lyme Regis Sailing Club



THE RACING

The race team has a long pedigree of hosting national and international events for the 505s, International 14s, Musto Skiffs, Scorpions, Merlin Rockets, Fireballs, Albacores and Lasers to name but a few. This year the Phantoms held their Nationals in these amazing clear waters, known for their long rolling waves which provide excellent surfing conditions. With a widened slipway and easy access to the Channel waters through the sheltered harbour, launching and returning will be safe and secure. We can guarantee the 'trolley dolly' team will be there to take your trolley from you as you launch and return it to the slipway on your return. The joy of sailing at Lyme Regis is the short step from the clubhouse to your boat and the launch area. Within minutes of packing up your boat you can enjoy a refreshing drink, a snack and a shower.

The week has been chosen for its neap tides. This means the change in height of tide is minimal and there will be very little current in the race area during the week. The only aspect beyond our control is the weather.

ACCOMMODATION

Lyme Regis is a holiday destination, full of quaint English housing offering a wide range of B&Bs, Airbnb, houses and flats. There are numerous hotels in the area as well. If you are wanting accommodation near the harbour: the Cobb, Monmouth Beach, Marine Parade and Coombe Street are the best locations. We would recommend you book early to guarantee a location near the harbour and sailing club. The schools will not be on holiday, but others take advantage of its unique charm.

Chris Turner's field at his farm in Uplyme is the ideal venue for tents and motorhomes. A very warm welcome and basic onsite facilities are coming along. If you are planning to stay with Chris please email him to secure your place: chris.turner@ovingtonboats.co.uk. We are organising a minibus transfer to assist sailors' homeward journey after a tiring day at sea.

FOOD AND DRINK

There is no shortage of choices for food and drink within a short walk of the harbour. There are kiosks, cafes and teashops, pubs, bars and restaurants offering fish and chips,



seafood, traditional British, French, Italian, Asian and Thai menus. Local pubs, still boasting their traditional décor, will ease your thirst and provide food for families, with children's menus usually available. Ice cream, ice lollies, choc bars and candyfloss can all be sampled within a few strides of the sailing club.

TRAVEL

There have been many scare stories about the difficulty of travelling into and out of Britain.

As many of you know, a large contingent of Brits drove to the Europeans in Bandol. Without exception, none of us experienced any problems at the borders of Dover, Newhaven and Portsmouth. The customs officers may ask if you have a carnet, the answer is 'no' – even if you have a number of boats on the trailer. You will show the customs official the letter of invitation from the British Association, which will clearly state that you are visiting the country with your boat to sail the regatta and the boat will be accompanying you home. An entry list with your name highlighted and proof of entry may also be useful, though none of us have had need to show these documents to customs. I would advise you have proof of purchase of your dinghy as well as the measurement certificate, clearly stating that you are the owner of the dinghy. Passports are the only form of ID recognised by border control in the UK.

As you know a group of us also supported the Spring Cup in Medemblik. Here are some of their comments:

“So returning to UK was super easy. Passport checked at

control and customs with a chat about the racing. From arrival at the port (8pm for a 10pm sailing) to being on the ship - 5 mins.”

“Having heard all the potential horror stories of customs problems, I took along my entry and notice of race. The RYA site was saying to take along a bill of sale or proof of VAT. Being a home build, I took a bundle of receipts. None of these were asked for, and we just needed to show passports as usual. All very easy. No checking of the boat or looking inside the van.”

“There were several of us travelling on the same ferry to Medemblik – it was clear this was a group of people heading for an amateur regatta and no paperwork was checked.”

DOCUMENTATION

Currently, websites are suggesting you have the following documentation:

You: Passport (not your ID card); Travel insurance; Health insurance. Visas are generally not needed (this is subject to your nationality and your passport type)

Car: Proof of ownership; proof you are fully Insured; headlight deflectors

Trailer: Don't try to cheat on the length of your trailer – one was measured on a Brittany Ferries crossing. It is useful to bring a spare wheel for your trailer.

Dinghy: Proof of ownership; Notice of Race; your entry form and list of entries showing your name; letter of invitation to the regatta from the British Association - this will be issued on receipt of your confirmed entry.

We believe that if you are planning to bring several OKs on the same trailer, you, the driver, must have all of the documents listed above for each of the dinghies you are transporting. You do not need a certificate of competency for dinghy sailing to sail in UK waters.

The organisers will be monitoring travel details over the coming months; all changes will be noted here: <https://2023.okworlds.org/category/news>.

Mary Reddyhoff
IOKBCA Secretary
Secretary@okdinghy.co.uk





The rookie and the veteran

Pontus Gäbel talks to Niklas Edler and Charlie Cumbley

Many OK sailors had been waiting for the big regattas after years of restrictions, so Marstrand provided a glorious venue for international racing to make a comeback. It is known for its natural beauty and for sometimes challenging conditions where the wind, waves and currents can play tricks with the best of minds. Marstrand also comes with the mystique and history where many of the world's best sailors have battled it out. Previously, the 1972 OK Worlds were held here with 75 participants, making it one of the premier one-design racing stages just like Kiel, Newport, Cowes and Sydney.

Charlie, congratulations on winning the Worlds. You had come close before; just how often did you narrowly miss the top of the podium?

CHARLIE: Finally - in the 2015 Worlds I capsized and broke the centreboard and finished second. In 2016 I was leading the Medemblik Europeans going into the last day when I

“ I HAD THE PLEASURE OF MEETING WITH CHARLIE CUMBLEY AND NIKLAS EDLER A FEW WEEKS AFTER THE 2022 WORLDS ON MARSTRAND AND HEAR THEIR REFLECTIONS AND LEARNINGS FROM THE FIVE DAYS OF INTENSE RACING. INTERESTINGLY, CHARLIE IS AN OK DINGHY VETERAN AT THE YOUNG AGE OF 41, WHO HAS BEEN IN CONTENTION FOR ONE OF THE COVETED TITLES SINCE HIS DEBUT IN 2015. NIKLAS ON THE OTHER HAND WAS THE ROOKIE ENTERING HIS FIRST WORLDS IN THE OK CLASS AT THE TENDER AGE OF 50. NEITHER ONE OF THEM ARE NEW TO SINGLEHANDED DINGHY RACING, BUT BRING A WEALTH OF EXPERIENCE TO THE CLASS, AND ARE BOTH SOFT SPOKEN AND OUTSTANDING SPORTSMEN. ”

PONTUS GÄBEL

broke my rudder, which was followed by a third in the Worlds in France the same year and two second place finishes in the 2017 and the 2018 Europeans. Back home in England I learnt that winning in Marstrand comes with a special admiration from other sailors.

Niklas congratulations being the runner up in your rookie Worlds. What were your goals going into the regatta?

NIKLAS: I wanted to be in the contention and do well, but I did not know how I compared. The Nordics in Varberg earlier in the season was an indicator that I was on the right 'tack', where I finished second. My ambition going into the Worlds was to finish in the top 10 and be in the contention for a top 5 finish. A place on the podium was a stretch. So, finishing second was great.

QUICK FACTS ON NIKLAS

When did you start sailing?
I was about 6 or 7 years old, and my sister got me into the Optimist

What was your first regatta?
It was the club championships at my local club in Bjärred, south of Sweden

How did you finish?
I was last, but I got a prize!

Did you have any idols in sailing when you grew up?
All the older sailors in the club sailing the nationals and the big regattas. Later also Kent Carlsson, who sailed the Finn and the Star in the Olympics. He also helped me with rig and sails when I sailed the Europe.

Where other classes have you raced before the OK?
Europe, Laser/ILCA, Star and a few more.

When did you start sailing the OK?
I bought my OK in 2018 and had it delivered in 2019. The 2019 the Swedish nationals on Marstrand was my first regatta.





How did you find the sailing conditions in Marstrand?

CHARLIE: The day I arrived I went out sailing with Thomas Hansson-Mild in good sized waves and 16-18 knots of wind and I improved a lot in those few intense hours. When the Worlds started it was lighter and it suited me as I had not practiced as much as I had planned. There was shifting current over the racecourse, but nothing unusual for someone who sails on the Solent. The big fleet is a beast in itself.

NIKLAS: It is always challenging with a big and strong fleet. The big fleet and the long starting line set the scene for the first upwind leg, and you really must get it right to be in contention. There are no passing lanes if you get it wrong. The fjord of Marstrand is always challenging with the combination of waves, wind and currents that vary across the racecourse and over the day.

What was the key in finding your race pace at the Worlds?

NIKLAS: I had a good and proven setup: Ovington hull, C-Tech mast. I had been training with both Green Sails and North Sails, with good result and decided to go for Green at the Worlds. I knew I was reasonably fast in all conditions, and I could focus on the tactics and driving the boat. It gave me confidence. I always want to be well prepared physically to be sure to cope with all conditions and to have perseverance during the whole regatta.



CHARLIE: The OK rewards accuracy in the trim and steering; as the week progressed, I improved.

Niklas, what was your strategy?

I wanted to go out early and get an understanding of the situation and start at the favoured end and place on the line. I prefer to start close (10-30 metres) to the pin end or the starting vessel to find a good lane with clean air and make sure I was close to the starting line. This is also how I executed. At one time I felt that I was lacking a bit of bite upwind. Thomas Hansson-Mild suggested that I drop the mast back a bit and that got me back on track with more confidence.

QUICK FACTS ON CHARLIE

When did you start sailing?

I was about 7 years old when I joined my parents on their small keelboat. They sailed and raced around where we lived in south-west England. I did not go down the Optimist track but sailed what was available at the club. Believe I started in the Mirror and then on to the 420, until I got too big.

What was your first regatta?

I was 15 or 16 and a sailor in my club let me borrow his Finn. My mum drove me there and I got some quick coaching from the other sailors before setting off.

How did you finish?

I think I was ok, mid fleet, not last!

Did you have any idols in sailing when you grew up?

Iain Percy is only a few years older than I am. We met at the Finn regattas, and he was always happy to share and explain.

What other classes do you race?

I'm active in the J70 and the Etchells

When did you start sailing the OK?

I borrowed a boat from Nick Craig to sail the Nationals on Mersea Island in 2015 as a one-off. In 2016 I bought my own OK.



Charlie, you have sailed a few Worlds and Europeans, how did you plan for this event?

I wanted to get as many single digits finishes as possible and avoid horror shows. I had done little sailing in the OK this year, the competition was strong, and my boat handling was a bit rusty. I avoided tight spots and tried to get into open positions where I could decide where I want to go. It worked!

What were your thoughts on the type of sail that would do well on the waters outside Marstrand? Charlie you are also a sail maker, can you share your thoughts?

CHARLIE: I knew I needed a sail that could work in a wide range of conditions. Thomas Hansson-Mild, who also uses North Sails, always wants to push the boundaries and we had developed a new version together. The design is more like a Finn sail with reasonable depth throughout the foot and belly sections and into the head providing good grunt in the light medium conditions as well as reaching, which was a key section of the World's racecourse, while still being manageable by using the Cunningham when overpowered. It turned out to be a good choice.

NIKLAS: When I started sailing the OK, I did not get the speed with the deeper sails and opted for flatter sails to feel confident. In the spring I had the chance to spend a day training in Jörgen Holm's boat against Fredrik Lööf on Lake Garda. Jörgen suggested that I try a deeper sail. This also proved to be the right choice at the Worlds.

There was only 0.4 points separating the two of you going into the last day. What were your thoughts when heading out to the racecourse and waiting for enough wind to get the start sequence going?

NIKLAS: I had good confidence, and my performance trend was on the rise. I knew I had to sail my own race. Of course, I also wanted to race on the last day.

CHARLIE: I was only 6 points ahead of Lars-Johan Brodtkorb, so there was no possibility to go out and match race. I was a bit nervous when they sent us out – what were they thinking, are we going to race in this almost non-existent wind? Niklas was sailing up and down in front of the committee boat showing it was possible to race and I was parked below the line showing that it was too light to race.

You have both sailed many different dinghies. What do you find most intriguing about the OK?

CHARLIE: I like singlehanded dinghy sailing; it's my cup of tea. You are in charge of your destiny. The OK is fun and

addictive to sail and it rewards accuracy. It's not the fastest and latest class but it still attracts a lot of good sailors.

NIKLAS: After three years I am still learning a lot. There are many possibilities to trim the boat and there are many good sailors that know all the tricks in the book. The OK is fascinating and one of the old classes that have been constantly updated to stay current and take advantage of the new materials. The carbon masts make it great to sail. The boat is developed for the right reasons and not for conserving how it once was.

How can we keep the OK class strong and thriving?

NIKLAS: The base in the class is very important. Well organised local regattas and challenging bigger events at nice venues to aim for make the training sessions easier to motivate when the rain drizzles. We have had a few sessions where we invited a coach to work with us. This spring we had Wilma Bobeck who recently finished second at the 49erFX Worlds. It is possible for everyone to learn more and invite other sailors to test the OK Dinghy.

CHARLIE: Well written race reports, captivating photos and easy to access information that reaches all sailors. Good venues where sailors want to race is a great attraction for the class. Having good kit from reputable suppliers makes it easier to start in the class. There have been great developments in the last years.

Where do you see the new sailors coming from, what classes?

CHARLIE: It is the same challenge in all classes, we are not unique. Finn, Laser/ILCA and Solos sailors are curious to try it out. Even more important is to have good venues.

NIKLAS: I have a few friends that sail the Laser who are curious and may be interested. We must agree that it's not the youth sailors that will be attracted, but rather the ones that are a "bit" older.

POSTSCRIPT

At the end of the interview, we had a chance to reflect on how sailing and racing is a big part of our lives and how it has shaped who we are. We remembered how we started sailing and shared our stories. Charlie's short speech at the awards ceremony in Marstrand was moving as he shared why he has GBR 6 on his sail. It is a tribute to the late Andrew "Bart" Simpson who had the same sail number on his Finn when they were both competing in that class. I had the benefit of spending time with Bart leading up to the 2012 Olympics when he was crewing for Iain Percy and unselfishly shared his knowledge of how to be the best crew in a Star. At that time, I was sailing the Star with my long-time friend Tomas Franzen (SWE 58) who also sailed in the 2022 Worlds. Niklas shared that on the third day of racing he was met by a large group of older sailors on the water after the finish, some of them OK sailors. They were in Marstrand to revisit the venue where they had sailed the Worlds in 1972. Niklas frequently meets some of them on the dock at his home waters outside Stockholm. As a bonus, Niklas turned 50 during the Worlds, 50 years after it was last raced on the challenging Marstrand waters. We have come full circle as we are all making the OK equally challenging and rewarding to sail now and in the next 50 years.



All OK in Palma

The story of the growing OK Dinghy fleet in Palma

In May 2022 the OKDIA office received an order from Mallorca for a couple of copies of Completely OK and then a few weeks later the phone rang and there was a Spanish guy at the other end asking about building boats and how to get them registered.

That was the start of a summer of correspondence between Palma and the UK, New Zealand, Sweden, Germany, and other places, that led to Spain joining OKDIA, and three Spanish boats racing at the Europeans in Bandol, including two new boats built in Palma.

The lockdowns in 2020 were the catalyst for Luis Portella (right) to start building a wooden boat in his garage. He was soon joined by his childhood friend, Javier Estarellas (top), convincing the authorities they were in the business of building boats together. Building boats as a business was allowed in lockdowns; building together as a hobby was not. But Javier was an experienced boatbuilder, especially with Europe dinghies.

He said, "As soon as Luis launched his boat and took it to the club there was a lot of interest, first because it was wood, so it's attractive and people are not used to seeing wooden boats, but I saw a big potential for the class in my club [the Real Club Náutico de Palma]."

Javier then started to build his own glass boat. For him it was a déjà vue moment. "When I was a teenager in the 1970s a Spanish yachting magazine published an article saying that were trying to introduce a class for young sailors coming out of the Optimist class. It talked about introducing the OK Dinghy and the Europe and of course the Europe was more attractive as they were focusing on quite young people coming out of the Optimist. If the focus had been for older people, then probably the OK Dinghy would be established in Spain. I was only 16 or 17, and I liked the boat, but in the end, I moved to the Europe.

"So, I have these memories and when the pandemic came many sailors had a lot of time and then I found out that Luis was building a wooden OK Dinghy in his garage."

Javier built a very different boat from Luis, extreme in many ways, and in glass, but he was convinced he was on the right track. There were a lot of other sailors in Palma very interested in buying boats from him. Then the third boat to join the fleet was bought from Bandol by Mark Branagh (left in pic).

The next problem was getting the boats measured and registered in time to sail in Bandol. In a country with no previous experience of this, it wasn't easy and everyone learned a lot about proper procedure in the process. Luis managed to get a Spanish measurer to check his in time, but Javier's was not measured, though he had checked it himself.

Official Measurers are only allowed to measure equipment in the country that certified them to do so. Therefore in order to



get Javier's boat measured in France, a quick plea from OKDIA to the French federation was needed to request permission to allow Ralf Tietje to measure the boat in Bandol. In the end he measured both boats and found both to be fine, though Javier's was very tight. After some juggling of paperwork and rules, both boats were cleared to race in Bandol, which was a big relief for everyone. During the week another boat was bought, and taken back to Palma to boost the fleet to four.

Javier's first impressions of the class were very positive.

"What I can see is a very friendly class and a high level, and a class where everyone has their own ideas for the boat, but in the end I think what counts is experience. You have to sail with the good sailors. As chairman of the Spanish class, we want to build a good class in Spain. It's not well known there yet, so it's our job to create the motivation to join the class. The club already asked me when we can organise a big regatta in Mallorca."

Already there is talk of joining perhaps the Trofeo Princesa Sofia or Palma Vela. Certainly it could be a very attractive location for the class.

The growth continues, with four more boats joining the fleet in November, prospects of several other potential sailors, a winter training programme with some Danish sailors and perhaps some regattas in 2023. Exciting times.





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OKDIA

Gear trends

With more OK Dinghies built in each of the last three years than in any year dating back to 1980, it is abundantly clear the class is in a very healthy state.

Numbers are only going to increase in the coming years. With 109 boats in Marstrand it is not hard to imagine events with more than 150 OKs in the near future, perhaps even 200. There are certainly the numbers and enthusiasm to achieve this.

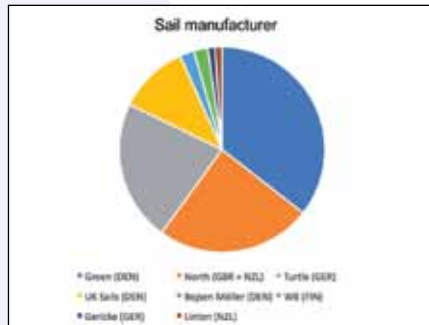
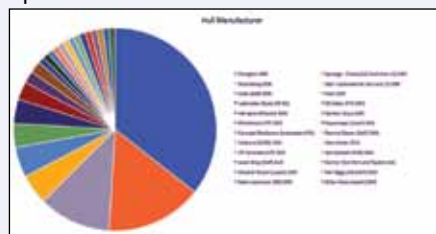
With so many sailors joining or returning to the class, having a choice of gear is great, but there are always questions about what gear to buy, what is trending, what is fast, what suits certain body types. Today the sailors have the best of both worlds with very high quality off the shelf production boats as well as the home build option, made easier by the availability of CNC cut files for jigs and parts. Home building is certainly a growing trend again.

Here's a brief look at the gear used at the world championship.

HULLS

There were hulls from 24 builders at the World Championship. While this reflects the longevity of some hulls, it also highlights the diversity of ideas and interest in building the boats.

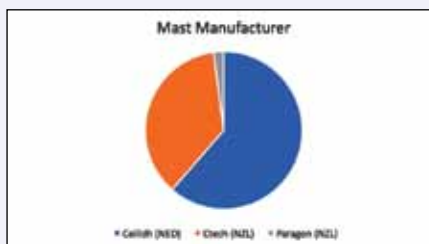
Despite the low UK entry, it's interesting to note that the over 60 per cent of the boats used were built in Britain. Whether this trend continues given the increasing costs and logistics to export from the UK after Brexit remains to be seen, but the UK's two main builders Ovington and Synergy Marine are still exporting more boats into the EU than they are building for the domestic market and both have set up sales channels within the EU.



SAILS

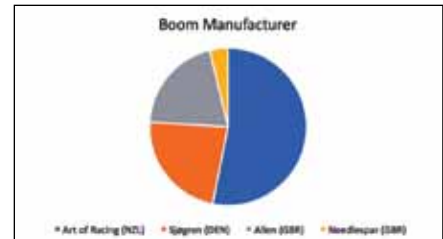
The big three of Green, North and Turtle as usual dominated numerically, while UK Sails from Denmark is making inroads into the market. It's interesting, that unlike hulls, popular British made sails such as the HD did not make it to Sweden, except North, which again has a distribution network.

While Green sails are very popular across northern Europe, and North and Turtle have a strong following, there are a huge number of other sailmakers not reflected here, producing sails, often with local lofts working with sailors. The chart will look very different in 2023 with the World Championship being held in the UK.



MASTS

There are much fewer mast builders in the class, though perhaps due to the location of the worlds, Ceilidh dominated numerically in Marstrand. However both Ceilidh and the C-Tech masts were equally spread through the fleet. The Paragon masts – developed by Dan Slater to win the 2019 world championship – are made in New Zealand and also sold through Ovington in the UK.



BOOMS

Booms have never been particularly interesting, but in recent years there has been something of a market takeover by New Zealand based Art of Racing, which also supplied most of the Finn fleet at the Tokyo Olympics. It's debatable whether a boom makes much of a difference in terms of stiffness, though what is more important is fit out and reliability.

Needlespar used to be the go-to manufacturer, but AoR have turned booms into an art form and now dominate the fleet. Allen meanwhile has since developed a very similar looking boom to sell alongside its much cheaper base model.

CHOICE

So what is fast and what is trending?

As always it's all about personal choice. Any equipment can look fast in the right hands and the right conditions and it's fair to say that anyone in the top ten would almost certainly still be there whatever equipment they used. A few years ago New Zealand made Icebreakers were in vogue and dominated international fleets, then Synergy Marine won several world championships, and now it's the turn of Ovington, which has sold heavily into Sweden and Germany, so it's only natural that the boats would figure well.

The class is in a really healthy state with a wide choice of good builders and styles to suit many sailors' tastes. Any class that has such an extensive choice of equipment suppliers while still having older boats that remain competitive is very fortunate and this bodes well for the future of the class.

The full report can be found on okdia.org



Return to paradise

Bo Petersen won his third OK Dinghy European title in big waves in Bandol

The class returned to Bandol, on the sunny Mediterranean, for the 2022 European Championship. Hosted by the Société Nautique de Bandol from 25 September to 1 October, this was much heralded return to the paradise that is Bandol Bay and attracted an impressive fleet of 80 boats from 11 nations. Bandol has become a firm favourite for OK Dinghy sailors following the first Europeans there in 2018.

Many arrived early for training in fantastic conditions but then the start of the event was disrupted by a mistral that caused the cancellation of Tuesday's practice race and the first day of racing. The next three days were then sailed in big waves and strong winds.

DAY 2

Following two days of mistral, racing finally got underway with three great races on Thursday in 12-18 knots and nice waves. Bandol is a great place to be whatever the weather, but the fleet was there to go racing and what a great day for racing it turned out to be.

Most were too keen to get going and there were a number of recalls before each race got away. Stefan De Vries showed exceptional upwind pace in race 1, only to throw it away at the leeward mark after rounding the wrong mark. However, he clawed his way back to first place by the final beat to take the win from Valerian Lebrun and Bo



Petersen. Race 2 was similar, but this time Lebrun led the pack and kept a close cover on de Vries to take the win with Petersen again third.

Laurent Hay made the best of the start of the third race after a big left shift, tacking at the pin to cross the fleet and round first from Nick Craig and Petersen. Fast downwind, Petersen took the lead to win from Craig and Hay.

After the first day there were a lot of tired, but happy sailors after an amazing day on the water. Lebrun led from Petersen and de Vries.

Overnight leader Lebrun said, "I've travelled all over the world to go sailing and this is one of my favourite places to sail. The conditions were just amazing with around 15-18 knots all day long with huge waves that you could surf for 100 metres, so it was just a very fun day but also very exhausting. In the last one you could feel that everyone was so tired. So, I think tonight everyone is happy to be onshore enjoying a few beers. Hopefully tomorrow will be the same conditions."

Russ Clark was in fifth place. "Today was a great day on the water, with anywhere between 12 and 20 knots and big waves left over from the mistral yesterday. It was super competitive on the start line. Everyone was on it, so we had few general recalls, but eventually got away.

"And I'm really happy with my performance. Going really well upwind and a lot to learn downwind. There are some experts in the fleet, and it's been a cracking day out. I finished with a 5,5,6 and very happy with that. There's a lot to play for and looking forward to tomorrow."





Above, clockwise from top right: Bo Petersen, Valerian Lebrun, Yann Vilein • Far left: Stefan de Vries • Below: Andy Davis

DAY 3

With many tired bodies from Thursday, many were hoping for a lighter day on Friday, but it was quite the reverse, with a building breeze through the day for another epic day of racing, ending with big waves and 25 knots.

Petersen had the best of the day winning the first two races using his exceptional downwind speed well, while de Vries was better upwind. Craig also had his moments near the front for a 2,3,2, which left him one point off the top two. Lebrun couldn't quite match the top three

1	DEN 21	Bo Petersen	3	3	1	1	1	3	2	11
2	NED 6	Stefan De Vries	1	2	5	3	2	1	ufd	14
3	FRA 11	Valerian Lebrun	2	1	4	4	4	4	1	16
4	GBR 223	Nick Craig	7	4	2	2	3	2	3	16
5	FRA 75	Laurent Hay	4	12	3	5	12	5	5	34
6	GBR 1	Russell Clark	5	5	6	7	5	7	8	35
7	GBR 11	Andy Davis	9	6	9	6	9	8	4	42
8	GER 77	Sonke Behrens	17	11	18	8	7	6	6	55
9	NZL 599	Greg Wilcox	10	9	11	9	10	dnf	7	56
10	NZL 573	Luke Gower	13	7	16	20	6	9	10	61

with three fourth places and sat two points behind Craig.

Petersen described his day.

“Couldn’t be better. The scene out there was just like the French champagne, big waves, even bigger than anyone could imagine. The wind was around 16 knots and picked up to 25-28 so it was champagne sailing.

“I was lucky today. I made some good starts at the pin end and managed to go to the top mark in front. Because of my light weight - I am 81 kg - I am fast downwind and fast on the reaches and I can pick up what I am losing to the big boys upwind. So, it was a struggle. The first one I won clean. The next one was a hard job because they are coming up and taking over and downwind I take the lead and then it’s a question to stay in front.”

Petersen concluded. “It’s nice to be in southern France and it was big fun. It couldn’t be better, big waves, sunshine and a lot of breeze. It was so good, so good.”

De Vries won the last race of the day to level the points.

He said, “Another amazing day of racing in big waves. A lot of the guys were pushing a lot. Fortunately, I am fast





upwind. Unfortunately, I am a little bit rusty downwind.

“Later in the day we got a little more breeze which made it interesting. Actually the last race was quite tricky to stay upright with the big waves but I think the points are close at the front so tomorrow will be an exciting day.

“It’s an amazing competition here in Bandol. The weather is perfect and warm sunshine. There are a lot of good guys here so it’s a dream event to do. I am very happy to be here and looking forward to tomorrow.

“This is my second Europeans. I raced in Kiel in 2019. That was a tough one, but now the competition seems even stronger. There are a lot of fast guys in the front and new guys coming and it’s very interesting to see. We see new materials, new techniques and everyone is fit and going for it so it’s good fun to sail in this class and I hope many more sailors will come as well.”

DAY 4

Two more races were scheduled for the final day on Saturday to conclude the championship. However even before the fleet left the beach there was a good chance only one would be possible before strong winds were forecast to arrive. In the end only one was sailed.

The final race was sailed in 18-22 knots and big waves with a close battle between de Vries and Petersen. De Vries led at the top, but Petersen was ahead at the bottom mark. De Vries passed him up the final beat to cross in second behind Lebrun with Petersen third. With the wind increasing and the forecast for much, much more wind, further racing was abandoned for the day.

De Vries thought he had won the title, but on coming ashore found he had been over the line at the start and was scored UFD, which meant he had dropped to second overall and Petersen had taken the title. De Vries had to settle for the silver with race winner Lebrun taking the bronze. It was a dramatic

end to what had been an epic week in Bandol.

Petersen said of his third European title, "I think the word is lucky. I have been struggling a lot for this tournament and today I was lucky and Stefan was unlucky, but from the beginning it was nice coming back to Bandol. I was really looking forward all year just to be down here with the sunshine and good food, but the mistral came in and brought some cold wind as well."

At the epic prizegiving, overlooking the bay where very strong winds had whipped up the sea, following an absolutely epic event in the incomparably epic Bandol, OKDIA Vice President Pontus Gäbel said, "We all knew this event would epic, but none of us expected how epic it would turn out to be."

It had been a tough week with a mistral early in the week and strong winds for the rest of the week, bringing colder than expected conditions, but it is still Bandol and a very pleasant place to be.

Petersen was an impressive winner, never finished worse than third in an 80-boat fleet, but the top four boats were all a level apart from the rest of the fleet.

In 2023 another return to Bandol is planned, this time for the OKDIA Autumn Trophy during the third week of September.

Left, clockwise from top right: Prizewinners, Phil Coveny, Henrik Kofoed, Javier Estarellas, Bo Petersen, Russell Clark • Below: Laurent Hay, Hakan Soderberg, Valerian Lebrun

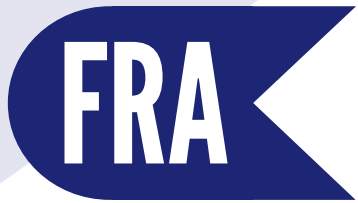


11	SWE 73	Patric Mure	8	10	8	bfd	11	12	16	65
12	GBR 2260	Ed Bradburn	19	13	12	10	8	14	11	68
13	GER 5	Ralf Tietje	31	23	17	16	14	11	17	98
14	GER 81	Jan Dietman	12	28	33	18	23	10	14	105
15	SWE 14	Hakan Soderberg	11	14	10	21	19	dnf	34	109
16	FRA 8	Timothe Petetin	32	21	19	28	18	15	15	116
17	SWE 100	Thomas Hansson-Mild	6	8	7	14	dnf	dnf	9	126
18	GER 32	Fabian Rossbacher	26	16	26	26	17	dnf	18	129
19	POL 17	Jarowslaw Radzki	34	42	27	13	13	13	32	132
20	GBR 2252	Tony Woods	27	35	25	27	21	19	20	139
21	DEN 25	Soren Sigurdson	29	18	32	36	25	23	13	140
22	DEN 1577	Jorgen Holm	16	37	15	32	28	22	27	140
23	DEN 1407	Malte Pedersen	dnf	22	29	24	20	17	30	142
24	DEN 61	Henrik Kofoed-Larsen	18	15	23	11	15	dnf	dnf	164
25	DEN 1547	Anders Rossbardt	35	29	28	35	24	25	28	169
26	GER 9	Thorsten Schmidt	38	32	24	34	27	20	dnf	175
27	GBR 2221	Andy Dalby	25	30	35	bfd	37	24	26	177
28	GBR 4	Simon Cox	30	dnf	dnf	15	16	18	19	180
29	GER 11	Rainer Pospiech	41	38	31	31	26	dnf	25	192
30	ESP 77	Mark John Branagh	36	43	37	33	40	27	21	194
31	DEN 20	Jesper Hojer	21	25	bfd	29	22	16	dnf	195
32	POL 7	Marek Bernat	52	40	34	23	dnf	26	22	197
33	ESP 2847	Luis Andres Portella Twyford	33	34	40	40	32	21	dnf	200
34	GER 8	Ron Foest	49	48	43	43	30	28	23	215
35	GER 78	Stefan Haage	39	36	38	42	29	dnf	31	215
36	FRA 1836	Gilles Berenger	37	39	41	44	43	29	36	225
37	GER 4	Lutz Boguhn	14	17	22	12	dnf	dnf	dnf	229
38	POL 777	Michal Strummich	23	20	20	dnf	dnf	dnf	12	239
39	DEN 1565	Mogens Johansen	20	26	13	22	dnf	dnf	dnf	245
40	FRA 86	Patrick Debaere	53	51	51	39	34	38	33	246
41	GBR 100	Olivier Vidal	54	52	dnf	47	38	30	29	250
42	FRA 794	Didier Soulie	50	59	48	46	39	31	38	252
43	FRA 1829	Pierre Arrighi	48	45	53	61	42	32	37	257
44	NED 669	Sybren Hornstra	60	54	49	53	45	33	39	273
45	GER 16	Heinz Ridder	61	49	46	49	44	37	dnf	286
46	GBR 18	Derick Lovegrove	58	ufd	52	41	31	dnf	24	288
47	GER 852	Michael Nissen	15	19	14	dnf	dnf	dnf	ufd	294
48	GBR 66	Andrew Ritchie	47	27	45	19	dnf	dnf	dnf	302
49	NZL 590	Tony Bierre	44	41	47	54	35	dnf	dnf	303
50	GBR 2185	Thomas Southwell	55	60	dnf	37	36	dnf	35	305
51	SWE 101	Pontus Gabel	51	31	36	25	dnf	dnf	dnf	307
52	ESP 101	Javier Estarellas Coll	28	47	39	bfd	33	dnf	ufd	311
53	FRA 96	Florian Faucheux	24	24	21	bfd	dnf	dnf	dnf	315
54	FRA 1709	Patrice Rovere	66	dnf	dnf	48	49	34	40	319
55	GER 31	Peter Langer Langmaack	45	50	54	51	41	dnf	dnf	323
56	FRA 1859	Yann Vilein	22	33	dnf	30	dnf	dnf	dnf	331
57	FRA 4	Jean Michel Roux	43	46	42	45	dnf	dnf	dnf	340
58	GBR 2239	Rupert Smith	63	62	dnf	56	46	36	dnf	345
59	FRA 150	Pascal Tetard	40	44	dnf	17	dnf	dnf	dnf	347
60	GER 66	Christian Kirchner	42	57	50	38	dnf	dnf	dnf	351
61	NZL 559	Philip Coveny	62	56	55	52	47	dnf	dnf	354
62	GER 40	Schulz Stucher	dnf	dnf	58	57	48	35	dnf	362
63	FRA 1823	Jean Louis Petetin	46	55	56	55	dnf	dnf	dnf	376
64	POL 155	Lukas Zakrzewski	dnf	53	30	50	dnf	dnf	dnf	379
65	FRA 1824	Alain Renoux	57	58	57	dnf	dnf	dnf	dnf	418
66	GBR 20	Roger Tushingham	56	61	dnf	59	dnf	dnf	dnf	422
67	FRA 2306	Remi Blandureau	71	64	59	dnf	dnf	dnf	dnf	440
68	GBR 2176	Keith Byers	dnf	dnf	44	dnf	dnf	dnf	dnf	454
69	GER 809	Jessica Fincke	70	dnf	dnf	58	dnf	dnf	dnf	456
70	GBR 58	Mary Reddyhoff	68	dnf	dnf	60	dnf	dnf	dnf	456
71	BEL 248	Jacques Pirenne	65	63	dnf	dnf	dnf	dnf	dnf	456
72	GBR 2262	Michael Airey	67	dnf	dnf	62	dnf	dnf	dnf	457
73	FRA 17	Henri Berenger	59	dnf	dnf	dnf	dnf	dnf	dnf	469
74	FRA 1820	Julien Dejognat	64	dnf	dnf	dnf	dnf	dnf	dnf	474
75	FRA 1810	Jean Claude Lidon	69	dnf	dnf	dnf	dnf	dnf	dnf	479
76	POL 12	Waldemar Wolczkowski	72	dnf	dnf	dnf	dnf	dnf	dnf	482
77	GER 10	Christian Heinze	dnf	dnf	dnf	dnf	dnf	dnf	dnf	492
77	GER 781	Alexa Muller	dnf	dnf	dnf	dnf	dnf	dnf	dnf	492
77	GER 79	Franck Stelow	dnf	dnf	dnf	dnf	dnf	dnf	dnf	492
77	SWE 110	Lars Ahlstrom	dnf	dnf	dnf	dnf	dnf	dnf	dnf	492

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Looking to the future

Henri Berenger on the new era for the OK in France

After the 'Covid years', the French OK Dinghy Class has begun a new era in September 2021 with the inaugural Autumn Trophy in Bandol.

The French fleet is scattered between the Mediterranean, Aquitaine, Brittany, Normandy and Paris region – a situation that is not very favourable for meeting in this period of high fuel prices. The faithful sailors of these distant regions have maintained a good rhythm of activity, developing their participants, and also above all their level, by training and improving equipment; some beautiful new dinghies have arrived in Loctudy and Normandy.



Laurent Hay and Valerian Lebrun who didn't participate in all regattas in France, by Tim Petetin, the best of the faithful (16th in Europeans).

WHAT ABOUT THE FUTURE?

An event in the Mediterranean; the arrival of Spanish sailors who have showed a true talent, in sailing, but also in technical skill. We hope this venue in the class will be an opportunity for a new start for the class in the south. It could also be an opportunity to organize in Bandol, or, why not in Palma, training camps.

The south is waiting for you.
In the spring and early Summer of 2023, we are impatient for next Bandol Mediterranean Championship, and also for the La Rochelle week, that like last year, will be the French Open National Championship, and which could become a bigger event than the last edition. In La Rochelle the organisation, the quality of the sailing conditions, the region, have everything to attract an important number of OK Dinghies.

So we are looking forward to a beautiful 2023 season for the French OK Dinghy class.

The obvious result of this is that in the regattas organised from the end of 2021 and now, the gap in ranking is tightening between the French OK sailors over the trials. The level, also has been raised by the arrival of some famous Finn sailors like Laurent Hay, Valerian Lebrun and for the first time in La Rochelle Week, Fabian Pic, who now has decided to sail for Belgium.

But the great booster of the general level in France, is unquestionably the big events that are the Autumn Trophy and of course the last successful European Championship in Bandol which gathered not less than 76 ranked sailors, including 18 French.

The friendly Nordic sailors who came from so far away to enjoy our region and sea conditions, brought and showed their high experience, their knowledge about techniques and equipment, in a sharing spirit which will be highly profitable for the Frenchies, such as sailing in breeze and waves.

So, the average number of active French OK Dinghy sailors is around 20 to 25 and we hope it will increase in near future. Some new arrivals on the circuit, like Florian Faucheux and Gilles Bérenger, will reinforce the French team, led, though





AUS

Test the 2032 Olympic venue in an OK

The Australian fleet is looking forward to welcoming everyone for the 2024 World Championship

Join us in the sub tropical paradise of Brisbane, Australia for the 2024 OK Dinghy Worlds from 24 February-2 March 2024, which follows the Australian National Championship from 19-21 February.

The Royal Queensland Yacht Squadron has been the host for many International and National titles for many different classes, and in 2032 the RQYS will be the venue for the sailing competition of the Olympic Games, with the world's very best sailors enjoying the great race area.

Space is plentiful at RQYS with room for container storage and unloading, rigging areas, camping and all the social activities included in the worlds. Whilst you are in Brisbane, you can enjoy all the local beaches of the Gold and Sunshine Coast, theme parks and unique Australian wildlife. After the regatta you can easily visit some of the natural wonders of Australia including the Great Barrier Reef and Daintree rainforest.

The Royal Queensland Yacht Squadron has excellent facilities on the water and off the water; with easy launching access to two ramps, plenty of space for rigging and after race gatherings. On site there is the clubhouse, beach launching, boat storage, sailmaker and shipwright, coach boat servicing, café and restaurant. There is also a 4.5 star motel with 40 rooms available for competitors and officials.

It's only a 5 minute walk to local retail shops, supermarkets, hotel, food outlets and ships chandlery.

There are excellent transport options for competitors with international and domestic airports only 20 minutes drive away, with additional train/bus station options.

For those competitors that are shipping boats, the arrival port is only 20 minutes drive away, and the club has extensive on-site container storage, and space for unpacking and packing.

The course area is a short 10-15 minute sail from the club and we anticipate moderate to strong breezes in sub-tropical temperatures with predictable and manageable tide and exciting waves in an area that is off the beaten shipping track.

More details and the Notice of Race will be published early in 2023 so that everyone can start planning. The Australian fleet is really looking forward to welcoming the international OK Dinghy fleet back to Australia, and to Brisbane for the first time ever. Keep an eye on the website at 2024.okworlds.org or use the QR code.





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New fleet in Bulgaria

In two years the fleet in Bulgaria has gone from zero to nine boats and just held its first regatta

In October 2020 OKDIA heard from Stefan Raev, from Bulgaria. He had just bought an OK Dinghy from the UK and sounded very enthusiastic about starting a fleet. By the following year, there were two boats and Bulgaria joined OKDIA, with just two sailors. Now it has grown to nine and in November 2022 they held their first OK Dinghy regatta, as far as we know the first OK Dinghy regatta ever held in Bulgaria.

The boats are based on Iskar Reservoir where he has built a new sailing club. It is the largest reservoir in Bulgaria, situated on the Iskar River, 50 km south-east of the capital, Sofia.

Stefan writes: "I am delighted to announce the creation and development of the OK Dinghy sailing class, making its debut in Bulgaria. It all started a few years ago after much thought about what kind of boat was suitable for adult sailors for a good single-handed performance.

The boat had to meet the following criteria:

- To be lighter than a Finn so that it can be quickly loaded/unloaded (but not a Laser);
- To have a reasonable price;

• To be part of a sailing class, which is developed in other European countries (so that we can share the experience).

The OK Dinghy seemed like the perfect boat. A good offer appeared in the UK and I did not hesitate for long. After the purchase, things developed relatively quickly. Apparently, my personal example, persuasion, and enthusiasm worked well. In the meantime, after much searching and overcoming logistical problems, we have managed to grow the class to nine OK Dinghies. We were pleasantly surprised by the willingness of their former owners to assist us so that the boats could be transported to Bulgaria.

We plan to participate in international regattas next season, where we can gain more valuable experience. Not long ago we held a one-design OK Dinghy race in Bulgaria. We are planning several regattas with international participation in the upcoming 2023 sailing season. Furthermore, we intend to organize advanced training and master class sessions in order to achieve sustainable development of the class in Bulgaria.

Last but not least, I want to express my sincere thanks to those of you who in the winter of 2022 raised money and helped us in our mission to host 28 Ukrainian refugees."





FRA

'Foiling Week' in Bandol

Big waves and strong winds at the Europeans in Bandol left a lot of boats unexpectedly airborne





Results



ARCO INTERNATIONAL 2021

July 12-15 • Arco, ITA

1	FRA 11	Valerian Lebrun	10
2	GER 77	Sönke Behrens	17
3	DEN 21	Bo Petersen	25
4	NZL 599	Greg Wilcox	28
5	DEN 1565	Mogens Johansen	56
6	GER 852	Michael Nissen	59
7	GER 7	Andreas Pich	61
8	GER 5	Ralf Tietje	64
9	DEN 1577	Jørgen Holm	73
10	GER 75	Dirk Dame	75

SPORTSDAY REGATTA 2021

14-16 December • Sattahip, THA

1	DEN 1443	Chusitt Punjamala	22
2	DEN 1428	Keerati Bualong	24
3	THA 444	Morten Jakobsen	25
4	DEN 1177	CDR.Veerasiit puangnak30	
5	GBR 2195	Supakon pongwichean30	
6	GBR 83	Thanakan Korkerd	42
7	GBR 198	Banpoat netkrahang	60
8	THA 2021	Chulapong Chanyim	61
9	THA 95	yutthapong chanyim	72
10	GBR 2131	Kamolwan Chanyim	74

NEW ZEALAND NATIONAL CHAMPIONSHIP 2022

5-8 March • Wakatere BC, NZL

1	NZL 559	Andy Phillips	8
2	NZL 579	Steve McDowell	13
3	NZL 578	Luke O'Connell	23
4	NZL 526	Pieter Jan Postma	26
5	NZL 581	Mark Perrow	37
6	NZL 561	Brett Daniel	46
7	NZL 592	Rod Davis	47
8	NZL 584	Greg Salthouse	53
9	NZL 565	Simon Probert	53
10	NZL 552	Russell Page-Wood	59

AUSTRALIAN NATIONALS 2022

13-18 March • Woollahra Sailing Club, AUS

1	AUS 748	Alexander Bijkerk	14
2	AUS 791	Tim Davies	23
3	AUS15	David Clark	23
4	AUS 779	John Condie	24
5	AUS 808	Mark Phillips	33
6	AUS 775	Brent Williams	35
7	AUS 773	David Ketteridge	57

8	AUS 708	Kelvin Holdt	66
9	AUS 774	Peter Robinson	67
10	AUS 735	Matt Johnson	70

TURANGI CHAMPIONSHIP 2022

2-3 April • Turangi YC, Lake Taupo

1	NZL 592	Rod Davis	6
2	NZL 579	Steve McDowell	12
3	NZL 606	Mark Thirkettle	14
4	NZL 542	Alistair Deaves	24
5	NZL 588	Adrian Coulthard	28
6	NZL 575	Mike Wilde	33
7	NZL 577	Paul Rhodes	33
8	NZL 581	Mark Perrow	27
9	NZL 551	David Hoogenboom	39
10	NZL 571	Rob Hengst	51

MEDITERRANEAN CHAMPIONSHIP 2022

15-17 April • Bandol, France

1	FRA 8	Tim Petetin	5
2	DEN 1407	Malte Pedersen	10
3	FRA 96	Florian Fauchaux	17
4	FRA 794	Didier Soulie	27
5	FRA 1824	Alan Renoux	30
6	FRA 86	Patrick Debaere	31
7	FRA 1828	Jean Louis Petetin	31
8	FRA 1842	Laurent Petetin	33
9	FRA 1829	Pierre Arrighi	38
10	FRA 17	Henri Berenger	39

SPRING CUP 2022

13-15 May, Medembliik, NED

1	NED 6	Stefan de Vries	13
2	GBR 11	Andy Davis	17
3	GBR 91	Russell Clark	24
4	NZL 599	Greg Wilcox	24
5	SWE 73	Patric Mure	44
6	GER 852	Michael Nissen	49
7	GBR 2221	Andy Dalby	66
8	GBR 92	Sam Thompson	67
9	GER 3	Wolfgang Höfener	73
10	GBR 4	Simon Cox	97

FRENCH NATIONALS

26-29 May • La Rochelle, FRA

1	BEL 149	Fabian Pic	8
2	FRA 8	Tim Petetin	17
3	FRA 1859	Yann Villein	22



4	FRA 4	Jean Michel Roux	33
5	FRA 29	Noel Masseron	43
6	FRA 86	Patrick Debaere	44
7	FRA 17	Henri Berenger	51
8	FRA 2306	Remi Blandureau	68
9	BEL 15	Philippe Cowez	74
10	FRA 1828	Jean Louis Petetin	80

NORDIC CHAMPIONSHIP

10-12 June • Varberg, SWE

1	NOR 428	Lars Johan Brodtkorb	8
2	SWE 71	Niklas Edler	10
3	DEN 21	Bo Petersen	13
4	SWE 666	Jonas Qvist	25
5	SWE 797	Mats Caap	27
6	SWE 73	Patric Mure	30
7	SWE 72	Benjamin Hammerö	31
8	SWE 24	Daniel Björndahl	39
9	DEN 24	Steen Christensen	41
10	DEN 10	Jens Lagesen	50

KIELER WOCHE 2022

18-21 June • Kiel, GER

1	GER 71	André Budzien	7
2	DEN 21	Bo Petersen	11
3	NZL 599	Greg Wilcox	24
4	GER 77	Sönke Behrens	27
5	DEN 700	Jesper Bendix	30
6	GER 72	Oliver Gronholz	39
7	DEN 22	Ask Askholm	45
8	GER 7	Andreas Pich	50
9	GER 3	Wolfgang Höfener	57
10	GER 5	Ralf Tietje	59

BRITISH NATIONAL CHAMPIONSHIP 2022

14-17 July, 2022 • Herne Bay SC, GBR

1	GBR 91	Russ Clark	16
2	GBR 87	Paul Childs	17
3	SWE 73	Patric Mure	23
4	NZL 573	Luke Gower	25
5	GBR 49	James Downer	26
6	GBR 131	Ben Harden	28
7	GBR 13	Alex Scoles	31
8	GBR 8	Richard Burton	32
9	GBR 10	Robert Deaves	34
10	GBR 999	Simon Davis	50



WORLD RANKING LIST - OCTOBER 2022 (TOP 100 FROM 606)

1	SWE 100	Thomas Hansson-Mild	913.31	35	GER 852	Michael Nissen	519.21	69	GER 773	Ralf Mackman	394.72
2	NZL 599	Greg Wilcox	877.50	36	NZL 580	Ben Morrison	505.00	70	GER 3	Wolfgang Höfener	394.48
3	GER 77	Sönke Behrens	802.10	37	SWE 8	Håkan Törnqvist	502.11	71	NZL 552	Russell Wood	394.21
4	GER 71	André Budzien	760.28	38	GER 72	Oliver Gronholz	501.98	72	GER 826	Jörg Sylvester	391.94
5	SWE 73	Patric Mure	755.05	39	DEN 24	Steen Christensen	494.59	73	NED 673	Stephan Veldman	389.33
6	NOR 428	Lars Johan Brodtkorb	731.41	40	SWE 99	Hans Elkjaer	494.20	74	GER 775	Jörg Rademacher	383.58
7	AUS 8	Mark Jackson	718.34	41	NZL 581	Mark Perrow	490.49	75	DEN 61	Henrik Kofoed Larsen	381.15
8	SWE 14	Håken Soderberg	697.33	42	NED 6	Stefan de Vries	486.98	76	GBR 6	Charlie Cumbley	375.00
9	DEN 1577	Jørgen Holm	692.87	43	DEN 12	Jens Eckardt	485.00	77	GER 803	Martin v Zimmermann	368.85
10	SWE 71	Niklas Edler	688.68	44	GER 32	Fabian Rossbacher	484.40	78	BEL 235	Steven Jamar	367.64
11	SWE 797	Mats Caap	673.50	45	BEL 149	Fabian Pic	482.20	79	GBR 44	Chris Turner	366.44
12	SWE 722	Stefan Jaenson	671.80	46	NZL 559	Andrew Phillips	479.15	80	FRA 150	Pascal Tetard	365.97
13	POL 777	Michal Strumnik	661.68	47	NZL 592	Rod Davis	476.34	81	SWE 61	Olle Albrektsson	364.04
14	GER 5	Ralf Tietje	661.27	48	AUS 776	Grant Wakefield	471.33	82	GER 8	Ronald Foest	357.83
15	DEN 22	Ask Askholm	659.89	49	GBR 2208	Nick Craig	466.14	83	NZL 570	Mathew Mason	357.47
16	SWE 139	Hans Börjesson	653.96	50	NZL 567	Chris Fenwick	457.90	84	NZL 577	Paul Rhodes	353.99
17	NZL 565	Simon Probert	648.31	51	SWE 2908	Laban Sorén	457.61	85	AUS 775	Brent Williams	352.89
18	DEN 21	Bo Petersen	641.10	52	POL 17	Jaroslaw Radzki	447.96	86	SWE 2897	Jens Christian Schaarup	350.14
19	GER 11	Rainer Pospiech	625.05	53	AUS 753	Mark Skelton	446.53	87	GER 18	Jan Kurfeld	349.17
20	GER 4	Lutz Boguhn	609.73	54	POL 1	Tomasz Gaj	440.50	88	NZL 575	Mike Wilde	348.72
21	GER 7	Andreas Pich	601.72	55	SWE 4	Bengt Larsson	432.65	89	NED 669	Sybren Hornstra	348.01
22	SWE 72	Benjamin Hammerö	593.95	56	DEN 1497	Michael Dinesen	431.18	90	FRA 11	Valerian Lebrun	342.48
23	NOR 6	Halvor Schøyen	593.57	57	DEN 700	Jesper Bendix	429.23	91	SWE 58	Tomas Franzen	341.67
24	SWE 20	Stefan Pavia	581.68	58	FRA 8	Timothée Petetin	428.23	92	DEN 10	Jens Lauge	340.87
25	SWE 666	Jonas Qvist	568.42	59	NZL 583	Eric Rone	426.14	93	GER 81	Jan-Dietmar Dellas	339.88
26	DEN 7	Malte Pedersen	565.98	60	THA 444	Morton Jakaobsen	414.17	94	GER 9	Thorsten Schmidt	331.04
27	POL 14	Pawel Pawlaczyk	559.06	61	SWE 15	Mats Hovde	407.97	95	NZL 584	Rohan Lord	329.53
28	NZL 579	Steve McDowell	557.50	62	SWE 59	Lars Edwall	405.51	96	GBR 2252	Tony Woods	327.51
29	SWE 88	Jan-Erik Engholm	551.17	63	AUS 791	Tim Davies	403.74	97	NZL 546	Thomas Olds	325.74
30	NZL 578	Luke O'Connell	550.88	64	AUS 774	Peter Robinson	401.85	98	GER 78	Stefan Haage	324.33
31	NZL 587	Gordon Sims	549.40	65	SWE 2884	Lars Bergfeldt	401.41	99	NZL 498	Jono Clough	323.72
32	DEN 20	Jesper Hojer	532.00	66	SWE 69	Fredrik Löf	398.51	100	GER 16	Heinz Ridder	322.26
33	NZL 573	Luke Gower	530.58	67	NZL 562	Dan Slater	395.86				
34	POL 7	Marek Bernat	523.71	68	FRA 75	Laurent Hay	395.00				



DANISH CHAMPIONSHIP 2022

19-21 August • Korsør

1	DEN 12	Jens Eckardt	21
2	DEN 21	Bo Petersen	27
3	DEN 6	Johan Bjørling	35
4	DEN 61	Henrik Kofoed	71
5	GER 72	Oliver Gronholz	71
6	DEN 24	Steen Christensen	73
7	DEN 1385	Jacob Lunding	76.5
8	DEN 700	Jesper Bendix	77.5
9	DEN 1397	Claus Mortensen	82
10	DEN 10	Jens Lauge	96

POLISH NATIONALS 2022

26-28 August • Żnin, POL

1	POL 17	Jaroslaw Radzki	20
2	POL 155	Lukasz Zakrzewski	24
3	POL 7	Marek Bernat	34
4	POL 777	Michal Strumnik	45
5	POL 555	Robert Swiecki	46
6	POL 19	Grzegorz Salamon	48
7	POL 119	Michal Gmaj	59
8	THA 444	Morton Jakobsen	64
9	POL 21	Waldermar Czyż	68
10	POL 674	Leslaw Gondok	73

SWEDISH NATIONALS 2022

26-28 August • Kalmar, SWE

1	SWE 71	Niklas Edler	27
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2	SWE 100	Thomas Hansson-Mild	30
3	SWE 173	Urban Nyhammar	32
4	SWE 24	Daniel Bjørndahl	45
5	SWE 14	Håken Soderberg	46
6	SWE 722	Stefan Jaenson	50
7	SWE 222	Per Jaensson	53
8	SWE 17	Lennart Persson	55
9	SWE 20	Stefan Pavia	55
10	SWE 797	Mats Caap	60

STOKES BAY OPEN 2022

3-4 September • GBR

1	GBR 11	Andy Davis	5
2	GBR 2264	Jim Hunt	12
3	GBR 1	Russell Clark	18
4	GBR 87	Paul Childs	21
5	SWE 73	Patric Mure	21
6	GBR 218	Ed Bradburn	23
7	GBR 2252	Tony Woods	33
8	GBR 2104	Charlie Maunder	45
9	GBR 2042	Richard Burton	47
10	GBR 2185	Thomas Southwell	49

BELGIAN CUP 2022

23-25 Sept. • Lac de l'Eau d'Heure, BEL

1	BEL 900	Pieter van Laer	4
2	GER 773	Ralf Mackmann	9
3	GER 10	Christian Heinze	21
4	GER 845	Thomas Sander	25

5	GER 5	Ralf Tietje	25
6	GER 9	Thorsten Schmidt	27
7	NED 682	Stephan Veldman	31
8	BEL 235	Steven Jamar	34
9	GER 31	Peter Langer-Langmaack	34
10	BEL 1577	Eric Bonhomme	38

GERMAN CHAMPIONSHIP 2022

8-11 September • Müggelsee, Berlin, GER

1	GER 72	Oliver Gronholz	12
2	GER 71	André Budzien	17
3	GER 125	Axel Fischer	17
4	GER 77	Sönke Behrens	19
5	NZL 599	Greg Wilcox	30
6	POL 777	Michal Strumnik	37
7	POL 155	Lukasz Zakrzewski	38
8	POL 17	Jaroslaw Radzki	40
9	DEN 20	Jesper Hoejer	45
10	GER 7	Andreas Pich	47

NSW STATE CHAMPIONSHIPS

12-13 November • AUS

1	AUS 2	Alexander Bijkerk	5
2	AUS 15	David Clark	5
3	AUS 808	Mark Phillips	8
4	AUS778	James Bevis	16
5	AUS 767	John Condie	18
6	AUS791	Tim Davies	21
7	AUS 764	Sylvie Stannage	24
8	AUS 810	Jay Harrison	24
9	AUS 8	Mark Jackson	25
10	AUS 774	Peter Robinson	28

GRAND SLAM 2022

5-6 November • Deutsch-Britischer YC, GER

1	NZL 599	Greg Wilcox	5
2	GER 125	Axel Fischer	7
3	GER 17	Maik Westfehling	15
4	GER 838	Falk Hagemann	20
5	SWE 14	Håkan Söderberg	20
6	GER 823	Henry Kopplin	20
7	GER 22	Dirk Gericke	22
8	GER 11	Rainer Pospiech	23
9	GER 589	Frank Lange	32
10	GER 870	Knut Ramin	38





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