

OK DINGHY INTERNATIONAL

◀ WETHERELL AND ECKARDT TALK OKS



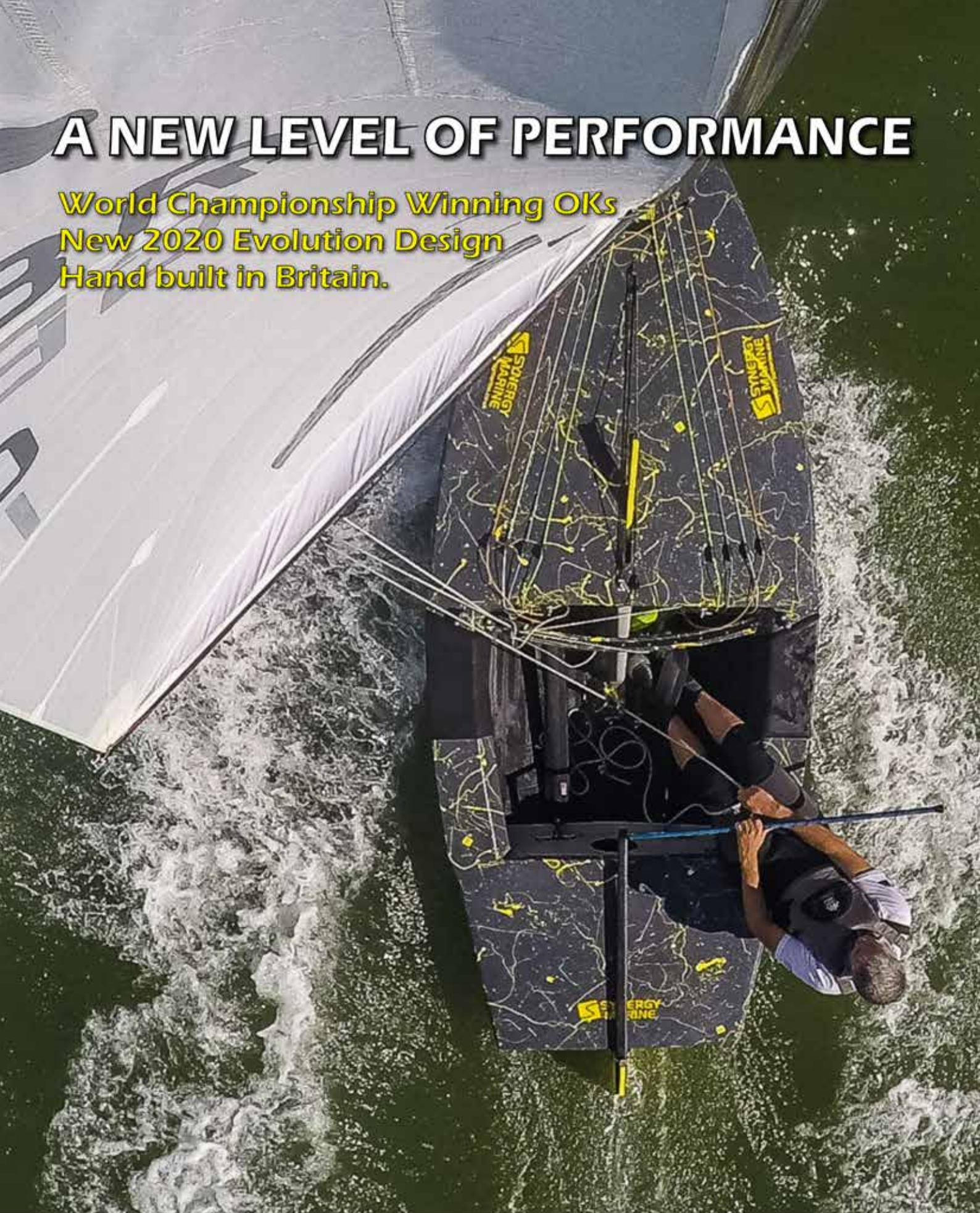
◀ 100+ BOATS WORLDS AND EUROPEANS



JANUARY 2024

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OK DINGHY INTERNATIONAL



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of the OK Dinghy
International Association

www.okdia.org

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Official website: www.okdia.org

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Europeans website: YEAR.okeuropeans.org

Class Rules website: rules.okdinghy.org

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Cover Photo: Heniz Ridder, GER, in Bandol (robertdeaves.uk)



President's Letter

Dear OK Dinghy Sailors and Friends

Looking back over a year full of regattas, we continue to see the growing attraction of the OK Dinghy as the class of choice for those who want great one design racing, a great social atmosphere, excellent equipment availability and a well-managed technical side. 2023 was a year of many highlights and the first time the class has held a major international event at Lake Garda, Italy.

Congratulations to our new World Champion, Henry Wetherell GBR for his win in Lyme Regis. Those who were there will know what an epic last day of sailing it was. Good breeze and big waves, perfect for OK Dinghies. It was a great week of sailing with great weather and a variety of breezes in fair and open water. Thank you to the British Association and the Lyme Regis Sailing Club for putting on an event to be fondly remembered for many years to come.

Anyone would think the Brits are dominating the results with 2022 World Champion Charlie Cumbley missing out in Lyme Regis, but taking home the European Championship at Arco, Lake Garda. The competition at the top has never been stronger and there has been lots of movement on the World Ranking List after the pause caused by Covid.

By the time you read this the worlds in Brisbane, Australia, will be upon us. With over 100 entries, it will be the largest OK Dinghy Worlds ever held in Australia. For those reading this in Europe or North America, I was there last weekend and it was hot. It will be a great event.

Looking forward to sailing in 2024, following Brisbane, the European Championships will be in Palma, Mallorca, in late October. I already have plans in place to tick another venue off my bucket list.

At the AGM in Brisbane, the OKDIA Committee intends to table a preliminary draft of the next Strategic Road Map to guide the class through the next 10 years. We have a lot of valuable data and feedback from the survey conducted earlier in 2023 and the results shared at the AGM in Lyme Regis. In addition, big changes are underway to move our now outdated website, led by our Webmaster Peter Scheuerl.

I encourage all OK Dinghy sailors to keep in touch via the various communication channels and let us know what you are up to sailing OK Dinghies around the world.

Finally, as this publication will reach the largest number of members of the OK Dinghy community, a new Ceilidh Mast went missing from the Worlds in Lyme Regis and I am hoping everyone can keep their eyes open to try and find it. Please see the news item on next page and contact me if you have any information on its whereabouts.

*Good sailing,
Mark Jackson
President OKDIA*

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2024 OKDIA AGM

The 2024 OKDIA AGM will take place at the RQYS just before the worlds. The agenda and all papers will be published on okdia.org. There are a number of Class Rule changes proposed for the meeting concerning a builder register, sails, onboard electronics and wearable technology. The vote on these will be taken at the AGM, so they can be incorporated into Class Rules before the European season commences.

MAJOR EVENTS 2024-25

2024 World Championship, Royal Queensland Yacht Squadron, AUS, 26 Feb-2 March

2024.okworlds.org

Spring Cup, Medemblik, NED, 3-5 May

Kieler Woche, 27-30 June

Autumn Trophy, Bandol, FRA, 22-25 Oct

2024 European Championship, Palma, ESP, 28 Oct-3 Nov

2024.okeuropeans.org

2025 World Championship, Arco, Lake Garda, ITA, September (dates TBC)

2025.okworlds.org

2025 European Championship,

Warnemunde, GER (During Warnemunde Woche)

2024 EUROPEANS

The 2024 European Championship will be organised by the Real Club Nautico de Palma at the end of October. Following soon after the first major championship in Italy, this will be the first major OKDIA championship in Spain and



recognises the rapid growth of the class in Palma over the past few years. The fleet in Palma are putting together a great event with a lot of sponsors on board and social events being planned.

LOST MAST

A new Ceilidh Mast went missing from the Worlds in Lyme Regis and Please can you keep your eyes open to try and

find it. It is owned by the Clive Roberts Trust for Junior OK Sailor Development in Australia, but it is still somewhere in the UK or Europe. Hopefully someone has taken it by mistake and doesn't realise. The mast is Ceilidh # 17288 and the OKDIA Mast Label is 539. Please contact Mark Jackson (president@okdia.org) if you have any information on its whereabouts. This is the picture of it at Lyme Regis. It is in a new green Ceilidh/ Carbon Masts Cover.



OKDIA HALL OF FAME 2023

During the worlds in Lyme Regis, former class stalwarts Brenda and Donald Andrews were inducted into the OKDIA Hall of Fame. Brenda and Don were the face of OKDIA during the 1990s. Following around 10 years as secretary of the British Class Association, Brenda Andrews took over as Secretary of OKDIA from 1990 to 2002. She took over at a difficult time for the class, with various organisational and financial problems, but brought the situation under control and is widely regarded as having saved OKDIA from bankruptcy and further problems. Brenda passed away in 2021.

Don Andrews was Chairman of the British Class Association for a number of years before becoming Chairman of the OKDIA Technical Committee from 1988 to 2001, the longest serving Chairman up to that time. He was rigorous in keeping the Class Rules up to date and diplomatically handling the many ideas from national associations for change.

Full story and Hall of Fame Roll of Honour on: okdia.org



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 160 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.

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EQUIPMENT USED AT 2023 CHAMPIONSHIPS

EQUIPMENT USED AT 2023 WORLD CHAMPIONSHIP

	Boat	Builder	Shape	Year	Mast	Boom	Sails	Centreboard	Rudder
1	GBR 2245	JJ Boats	Leech	2022	Ceilidh	Allen	HD	JJ	JJ
2	SWE 71	Ovington Boats	Ovington	2018	C-Tech	AOR	Green	Ovington	Karsten Kraus
3	FRA 11	Synergy Marine	Evolution	2020	C-Tech	Allen	WB/Turtle	Synergy	Synergy
4	DEN 12	Strandberg Marine	Generation 2	2023	C Tech	ABC	Green	Strandberg	Strandberg
5	GBR 94	Ovington Boats	Ovington	2020	Ceilidh	AOR	North	Ovington	Ovington
6	GBR 2261	Ovington Boats	Ovington	2022	Ceilidh	Allen	HD	Ovington	Ovington
7	GBR 6	Ovington Boats	Ovington	2019	Ceilidh	AOR	North	Ovington	Ovington
8	NZL 11	Synergy Marine	Evolution	2021	C-Tech	AOR	Linton/Turtle	DEM	DEM
9	GBR 2264	Jim Hunt	Bourne	2022	Ceilidh	Allen	HD	Ovington	Bradburn/JJ
10	AUS 1	Synergy Marine	Evolution	2023	C-Tech	AOR	Turtle	DEM	DEM

EQUIPMENT USED AT 2023 EUROPEAN CHAMPIONSHIP

Pos	Boat	Hull	Mast	Sail	Boom
1	GBR 6	Ovington	Ceilidh	North	AOR
2	GBR 2261	Ovington	Ceilidh	HD	Allen
3	GBR 2279	Ovington	C Tech	North	AOR
4	DEN 12	Strandberg	C Tech	Green	ABC
5	GER 18	Strandberg	Ceilidh	North	ABC
6	ESP 111	Ovington	Ceilidh	Quantum	AOR
7	GER 71	Ovington	C-Tech	North	AOR
8	DEN 21	Strandberg	C-Tech	UK	ABC
9	GBR 11	Ovington	Ceilidh	HD	AOR
10	SWE 73	Synergy	Ceilidh	Turtle	AOR



IN MORE DETAIL

Looking in more detail at the gear used at the world championship, this data covers about 90 percent of the fleet of 143 boats. As would be expected British built hulls and sails dominated in terms of numbers, but masts and booms were more spread geographically.

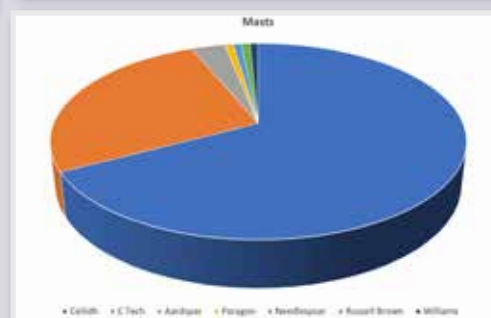
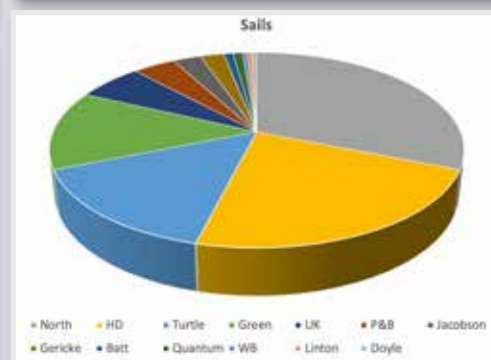
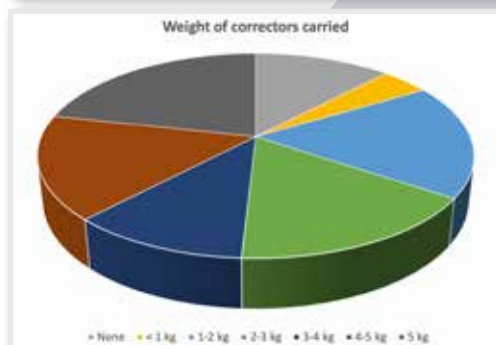
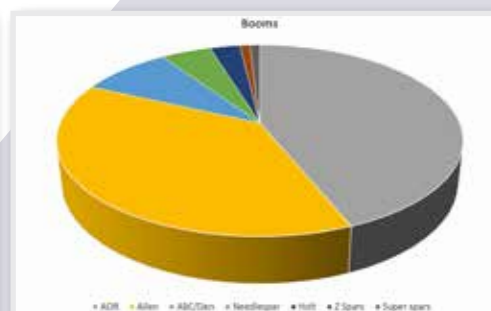
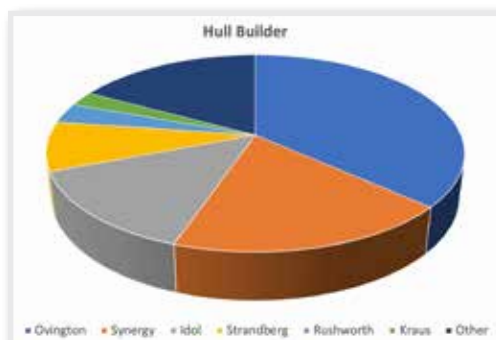
In total there were boats from 23 builders, of which only six were current production builders. The rest were older boats as well as 14 homebuilds.

It's also interesting to look at the weight of correctors, with less than 20 percent of the fleet carrying the maximum weight of 5 kg.

Of the masts, Ceilidh and C-Tech accounted for 94 per cent of equipment used.

There were 13 different sailmakers represented with the big four being North, HD, Turtle and Green, accounting for 82 per cent of all sails measured in (two sails allowed per boat).

There was also a diverse range of equipment within the top 10, with the top four sailing different boats and six different sailmakers showing in the top 10.





Henry Wetherell wins world title in Lyme Regis

The Ovington Boats and Pro-Set Resins 2023 OK Dinghy World Championship was held in Lyme Regis, UK, with an outstanding entry of 143 boats from 13 countries. It was without doubt the strongest OK Dinghy fleet that had ever gathered together in one place, and the second largest of all time.

Former Finn sailor Henry Wetherell, started off well and just got better and better. Though he didn't win a race until the final day, he dominated both final races to take two race wins in the hardest conditions of the week to take the title by five points.

Last year's runner up Niklas Edler had to settle for second again after a very good series, while Valerian Lebrun took silver just six point back.

Jens Eckardt was the early pace setter with three race wins, but then it started to go wrong. Five time champion Nick Craig also had a spell at the top, but a black flag in the penultimate race put paid to that.

The enthusiasm and welcome from the club members was amazing, and the endless free beer (thanks to the huge number of sponsors) and hot sausage rolls after racing went down a treat. It will be a hard act to follow for sure, though if truth be told, OK Dinghy event organisers raise the bar every year and that's part of what brings people back year after year. Huge thanks to Lyme Regis Sailing Club and all its members for putting on a spectacular event.

The practice race was held in the best conditions of the week, with weather and waves and wall to wall sunshine, but set up a week of very hard racing in some windy and



sometimes light and shifty conditions. The huge fleet was split into groups, with three days of qualifying series before two days of gold and silver fleets.

DAY 1

Though the forecast was for good breeze through the day, it was anything but with the first attempt at a race abandoned.

On the restart in a tricky breeze, Matt Howard and Craig led the first group with Craig taking a narrow win. In the second group, there was a similar battle with the top two from 2022, Charlie Cumbley and Edler. Edler took the win.

Race 2 finally started in 6-7 knots, but it was soon shifting again and the race committee worked hard to reposition marks. The Danes dominated, with Eckardt, the early leader in the first group, winning by a huge margin, while in the second, after a lot of changes Bo Petersen took the win.

Craig, "The first race was very difficult. Consistency was the name of the game, which I didn't achieve today unfortunately but one good race and one very bad one."

Eckardt, "I think it was a very difficult day. And a very difficult day for the course setters. I think this is a great place to sail. We talked with some of the locals yesterday and they said the weather is very unusual. But it's very beautiful; in Denmark we think it's always raining and cold here, but this has changed our minds."





DAY 2

The breeze returned to Lyme Regis on Tuesday. After four more group races Craig took the lead on equal points from Edler, with Eckardt in third. Race wins went to Craig, Eckardt, Lebrun and Howard. The second day produced two great races in 10-16 knots and long rolling waves. The sun also made a few brief appearances through the low cloud.

The first group had a couple of false starts which knocked out a few of the favourites under the black flag, but when it restarted Andrew Mills and Paul Childs led at the top mark in each group. There were not many changes through the fleet, but Craig and Eckardt came through in their groups to each take a second race win. Mills and Andy Davis picked up seconds while Edler and Wetherell took a third each.

Defending champion Charlie Cumbley had rounded well up but broke his tiller extension and headed ashore to replace it.

The breeze and waves increased for the second race with Cumbley leading the first group and Howard leading the second. However, while Howard extended throughout for the race win, Cumbley had a much tighter battle. Edler led for much of the race only to capsize on the gybe at the penultimate mark and let three boats through. Lebrun took advantage and sailed through for the win while Edler recovered to second with Andre Budzien third. In the other group, Steve McDowell crossed second with Wetherell again third.

Edler, *"We had a wonderful day. It was quite windy, very challenging upwind and the downwinds were so fun surfing the waves. The conditions are lovely here. I think the quality of the sailors here is better than last year in Marstrand so it's very tight racing and a very competitive fleet. There are some really fast guys upwind but I am lucky to be fast downwind, so it's fun."*

Cumbley, *"Lovely conditions today, a little fresher in the end. Unfortunately, I broke my tiller extension, which was rather disappointing, but got back out for the second race and the breeze had picked up a bit and the waves had got bigger, and it*

was fantastic conditions. We had a great race and there were a gaggle of five of us having a battle. I think a few people have got their discards in early so that will definitely make it interesting."

DAY 3

Edler took the lead after two more races closed out the qualification series. Craig was second and Eckardt third.

A light start to the day with 6-8 knots and solid cloud cover gradually gave way to clear skies and 12-16 knots for the second race with large waves quickly building again before more heavy cloud rolled off the hills at the end of the day.

In the first race, Craig led at top from Morten Jakobsen and Budzien. Budzien took lead on the outer loop and led round from Craig. On the final beat, Ask Askholm moved up to third. In the second group, Edler led from Eckardt and Thomas Hansson-Mild, but then missed the spreader so Eckardt moved through to the lead. He led all the way to win from Wetherell and Cumbley.

The breeze increased for the next race Cumbley rounded just behind Edler but took the lead before the next upwind mark and then extended to win from Edler, with Lars Johan





Brodtkorb third. Mills did similar work in the other group race to extend for a big win from Hansson-Mild and Howard.

Hansson-Mild, "This year is harder than ever but that's something we say every year, but now this year we have all these ex or current professional sailors from the Finn and the Laser, so it's good fun to be out here and fighting against them."

Mills, "It's interesting learning the boat. Obviously, there is a high quality of sailor here with lots of legends from different classes. I seem to have some reasonable pace in the breeze upwind, but some guys have a bit more pace downwind."

DAY 4

After three days of great conditions, Lyme Regis threw a curve ball on the fourth day. Only one gold fleet race was held with no silver fleet races finished. Craig was back on top with a three point margin over Edler and Wetherell. The race was won by Daniel Björndahl.

In a shifty offshore breeze Russ Clark led Greg Wilcox around the top mark. Wilcox took the lead downwind, rounding the opposite gate to Wetherell, who took the lead on the second beat in a big left hander leaving the right stranded.

Wetherell led to the gate when the wind started to die, and then Björndahl went wider and found enough pressure to sail into the lead and with the wind swinging further just managed to hold onto the lead into the finish from Wetherell and Jim Hunt.

Meanwhile the silver fleet did not manage to get a start in. A second race was attempted in the onshore wind, but was abandoned at the top mark after the offshore breeze returned as further racing was abandoned for the day.

Wetherell, "I am really enjoying the OK, it's a really good fleet. Conditions have been really good up until today."



Gold Fleet

1	GBR 2245	Henry Wetherell	8	(9)	3	3	2	4	2	1	1	24
2	SWE 71	Niklas Edler	1	(16)	3	2	4	2	9	4	4	29
3	FRA 11	Valerian Lebrun	4	2	4	1	10	5	(13)	5	5	36
4	DEN 12	Jens Eckardt	5	1	1	(dsq)	1	7	12	6	7	40
5	GBR 94	Andrew Mills	5	10	2	4	(bfd)	1	23	3	2	50
6	GBR 2261	Nick Craig	1	28	1	4	2	5	5	(bfd)	6	52
7	GBR 6	Charlie Cumbley	2	6	(ret)	5	3	1	21	10	9	57
8	NZL 11	Steve McDowell	6	26	7	2	8	9	(31)	2	3	63
9	GBR 2264	Jim Hunt	15	(26)	6	6	9	6	3	16	8	69
10	AUS 1	Roger Blasse	12	(20)	4	6	14	6	4	8	16	70
11	SWE 100	Thomas Hansson-Mild	11	13	5	11	10	2	10	9	(dnc)	71
12	GBR 91	Russell Clark	4	3	12	10	7	8	(18)	14	17	75
13	GER 71	André Budzien	3	9	(bfd)	3	1	10	29	12	18	85
14	NOR 428	Lars Johan Brodtkorb	14	4	6	10	5	3	(26)	17	26	85
15	SWE 24	Daniel Björndahl	9	14	15	16	11	16	1	(27)	14	96
16	GER 19	Ulli Kurfeld	19	22	8	8	(24)	8	7	13	15	100
17	GBR 2260	Ed Bradburn	10	12	11	9	14	14	8	(dnc)	24	102
18	GBR 11	Andy Davis	7	30	2	9	(7 bfd)	7	6	32	12	105
19	SWE 73	Patric Mure	7	6	12	14	6	17	(32)	18	25	105
20	GBR 87	Paul Childs	17	21	7	11	(23)	11	17	19	10	113
21	DEN 22	Ask Askholm	9	19	13	12	3	13	(30)	23	22	114
22	SWE 386	Mikael Bjorndal	3	3	10	15	7	18	(dsq)	31	29	116
23	AUS 5	Brent Williams	19	5	8	18	19	13	15	20	(23)	117
24	DEN 21	Bo Petersen	10	1	5	5	5	4	25	(dnc)	dnc	128
25	DEN 61	Henrik Kofoed	13	(39)	9	13	6	16	11	29	31	128
26	GER 77	Soenke Behrens	16	40	13	13	12	17	(52)	15	11	137
27	GBR 17	Dave Bourne	24	16	14	7	29	9	(51)	22	20	141
28	NZL 15	Greg Wilcox	18	8	15	7	32	15	28	26	(dnc)	149
29	AUS 8	Mark Jackson	14	18	10	14	32	10	38	21	(dnc)	157
30	GBR 44	Chris Turner	11	11	16	16	8	15	16	(dnc)	dnc	166
31	AUS 9	Andre Blasse	42	25	22	12	16	12	(61)	24	19	172
32	NZL 613	Mark Perrow	40	17	9	19	45	11	(66)	11	21	173
33	GBR 13	Alex Scoles	20	30	18	(32)	15	18	14	28	32	175
34	GBR 8	Richard Burton	44	36	11	8	52	12	(dns)	7	13	183
35	NOR 6	Halvor Schøyen	29	17	23	22	16	19	(48)	30	28	184
36	GBR 28	Anthony Osman	12	(42)	19	17	15	24	36	38	30	191
37	GER 5	Ralf Tietje	13	8	19	35	22	30	35	35	(37)	197
38	GBR 69	Terry Curtis	23	33	21	25	18	23	(62)	25	34	202
39	NZL 602	Gordon Sims	27	19	24	18	33	14	(42)	36	35	206
40	THA 444	Morten Jakobsen	39	13	24	32	4	32	22	45	(dnc)	211
41	GBR 2104	Charlie Maunder	29	27	28	19	11	38	20	(46)	41	213
42	DEN 20	Jesper Højer	30	5	26	23	17	33	(56)	37	45	216
43	GBR 49	James Downer	6	50	16	24	29	21	45	(ret)	27	218
44	GBR 33	Thomas Lonsdale	33	4	20	23	33	22	(50)	49	36	220
45	DEN 65	Anders Gerhardt-Hansen	22	11	41	40	13	32	19	(50)	48	226
46	DEN 1598	Lars Espersen	18	2	31	31	22	39	44	44	(dnc)	231
47	GBR 2279	Matthew Howard	2	7	(bfd)	1	9	3	dnc	dnc	dnc	241
48	GBR 92	Sam Thompson	20	(65)	27	25	27	31	33	33	46	242
49	SWE 20	Stefan Pavia	21	24	14	22	17	20	58	(dnc)	dnc	249
50	GER 32	Fabian Rossbacher	31	23	17	21	52	24	(60)	42	43	253
51	ESP 77	Mark Branagh	(41)	34	20	28	39	29	39	39	33	261
52	GBR 2221	Andrew Dalby	28	29	29	28	46	27	27	(52)	47	261
53	ESP 103	Russell Brown	22	28	37	36	31	29	24	55	(dnc)	262
54	GBR 99	Ben Pickering	34	25	29	33	35	30	37	(40)	39	262
55	NZL 589	Marc Grise	26	41	38	20	27	19	49	(tal)	tal	265
56	GBR 77	Gavin Poulloin	8	55	(bfd)	15	13	21	65	51	38	266
57	GER 7	Andreas Pich	36	55	17	17	20	25	55	41	(dnc)	266
58	GBR 2217	Will Croxford	37	(63)	21	27	36	23	63	34	40	281
59	GBR 2286	Jeremy Gale	25	29	48	31	19	28	59	(bfd)	44	283
60	GBR 2241	Nigel King	16	32	25	29	25	40	(bfd)	47	dnc	287
61	GBR 2252	Tony Woods	23	20	30	24	53	27	40	(bfd)	dnc	290
62	AUS 7	Glenn Williams	45	50	26	20	35	20	54	43	(dnc)	293
63	GER 78	Stefan Haage	43	22	32	39	31	43	34	(56)	51	295
64	GBR 42	Simon Childs	42	(57)	25	39	20	37	46	54	49	312
65	NZL 55	Simon Probert	17	43	18	21	12	(ret)	57	dnc	dnc	314
66	AUS 694	Gary McLennan	38	42	34	48	21	26	(bfd)	58	50	317
67	GBR 2258	Rob Starling	38	12	23	45	34	46	47	(dnc)	dnc	318
68	AUS 47	Brendon Green	35	24	33	38	39	25	67	57	(dnc)	318
69	GBR 2147	Ben Harden	25	15	32	29	54	50	tal	(dnc)	dnc	324
70	GER 4	Lutz Boguhn	31	54	22	26	50	34	41	(dnc)	dnc	331
71	GBR 999	Simon Davis	44	35	30	30	30	33	64	(ret)	dnc	339
72	SWE 436	Johan Åstradsson	41	31	42	(ret)	26	28	53	53	dnc	347

Silver Fleet

73	AUS 773	David Ketteridge	30	10	53	tal	tal	(61)	6	6	182
74	GER 11	Rainer Pospiech	37	18	39	(49)	40	41	2	12	189
75	BEL 235	Steven Jamar	(52)	35	33	34	38	43	16	5	204
76	GBR 95	Duncan Ellis	34	27	41	38	(48)	39	17	10	206
77	GBR 2185	Thomas Southwell	(59)	59	31	36	44	37	1	2	210
78	GBR 2129	Paul Craig	26	33	44	45	53	(ret)	7	4	212
79	DEN 1480	Søren Ulslev	32	48	tal	(tal)	37	42	10	13	227
80	DEN 1553	Peter Witt	40	14	49	58	(63)	31	18	17	227
81	GBR 100	Olivier Vidal	50	(52)	38	tal	tal	30	42	11	229
82	AUS 3	Grant Durran	47	43	35	26	38	47	5	(dnc)	241
83	DEN 1407	Malte Pedersen	49	67	53	30	(bfd)	35	3	9	246
84	GER 22	Dirk Gericke	43	37	(57)	47	45	48	12	14	246
85	DEN 25	Søren Sigurdsson	50	61	36	37	28	36	(bfd)	1	249
86	AUS 4	Peter Robinson	46	38	46	27	48	41	(dnc)	3	249
87	GBR 24	Nick Logan	48	39	(59)	34	42	51	19	16	249
88	GBR 2163	Gavin Waldron	57	44	(61)	41	55	58	4	8	267
89	GBR 18	Deryck Lovegrove	46	54	48	(59)	57	45	8	20	278
90	GBR 25	Anthony Rich	(67)	59	57	49	49	53	9	7	283
91	AUS 818	Jim Dwyer	24	49	40	56	43	46	26	(dnc)	284
92	BEL 236	Frédéric Geboers	56	46	44	53	21	56	15	(dnc)	291
93	AUS 785	Anthony Galante	36	23	39	43	43	40	(dnc)	dnc	296
94	GBR 2267	Stephen Cooke	54	38	27	42	37	26	(dnc)	dnc	296
95	GER 16	Heinz Ridder	58	(63)	52	55	49	52	20	19	305
96	GBR 36	Dominic Mortimer	39	32	40	33	41	52	(dnc)	dnc	309
97	GBR 2128	Oliver Goodhead	21	44	56	57	56	55	21	(dnc)	310
98	GBR 2148	Kevan Gibb	28	45	34	42	46	44	(bfd)	dns	311
99	GER 66	Christian Kirchner	33	47	54	51	47	57	23	(dnc)	312
100	FRA 86	Patrick Debaere	60	58	54	59	(65)	56	13	18	318
101	GBR 2112	Hugo Burrows	49	7	55	52	26	59	(dnc)	dnc	320
102	GBR 2232	Adam Savage	45	68	47	41	25	22	(bfd)	dnc	320
103	NED 690	Sybren Hornstra	(64)	45	60	63	60	59	22	15	324
104	GBR 2233	Simon Philbrick	32	56	37	44	41	44	(bfd)	dnc	326
105	GER 21	Holger Krasmann	27	52	43	52	36	45	(dnc)	dnc	327
106	DEN 1431	C. Joe Schubert	35	15	49	37	(bfd)	49	dnc	dnc	329
107	DEN 1420	Per Eli Andersen	60	51	51	57	44	55	14	(dnc)	332
108	DEN 1612	Peter Plesner	51	37	47	54	23	53	(dnc)	dnc	337
109	GBR 58	Tom Rawlings	53	34	45	62	24	49	(dnc)	dnc	339
110	GER 75	Dirk Dame	47	48	45	43	47	48	(dnc)	dnc	350
111	GBR 50	Clive Quantrill	(67)	67	62	61	61	61	24	21	357
112	GBR 2042	John Waying	53	64	50	35	51	34	(dnc)	dnc	359
113	GBR 2188	Rob Bellfield	58	36	46	46	57	51	(bfd)	dnc	366
114	GBR 14	Karen Robertson	63	46	28	60	64	36	(ret)	dns	369
115	GER 31	Peter Langer-Langmaack	55	21	51	56	62	54	(dnc)	dnc	371
116	GBR 2253	John Dawson-Edwards	15	61	(bfd)	dnc	42	38	dns	dns	373
117	GBR 2239	Rupert Smith	65	40	62	61	62	63	27	(dnc)	380
118	GBR 2088	Alex Ogilvie	56	64	53	51	51	35	(dnc)	dnc	382
119	GER 715	Sven Beye	61	70	38	40	69	47	(uf)	dnc	397
120	DEN 1481	Nils Troland	48	65	43	47	(bfd)	50	bfd	dnc	397
121	GBR 23	Tim Denby	62	53	67	53	34	58	(dnc)	dnc	399
122	GBR 71	Benvenuto Falat	51	31	56	54	65	(ret)	dnc	dnc	401
123	GBR 61	John Heyes	54	60	36	(ret)	55	54	dnc	dnc	403
124	GBR 2166	Chris Baines	66	58	65	64	58	67	28	(dnc)	406
125	GBR 2053	Peter Norman	55	51	52	50	56	(ret)	dnc	dnc	408
126	SWE 30	Christer Looström	(dsq)	ret	55	58	18	62	dns	dns	410
127	AUS 6	Bob Buchanan	52	66	58	48	58	57	(dnc)	dnc	411
128	GBR 2093	Edward Crichton	66	62	63	(dnf)	61	63	25	dnc	412
129	GER 855	Jürgen Illers	71	56	61	60	40	64	(dnc)	dnc	424
130	GBR 73	James Dyas	61	66	59	64	50	60	(dnc)	dnc	432
131	GER 809	Jessica Finke	63	49	63	62	59	66	(dnc)	dnc	434
132	GBR 2086	Tom Cluett	65	53	64	63	54	65	(dnc)	dnc	436
133	GBR 2080	Paul Pike	69	62	65	(dns)	68	dns	tle	dns	439
134	GBR 1983	Kieran Bowsher	69	69	58	50	63	60	(bfd)	dnc	441
135	GBR 68	Rodney Tidd	59	57	60	(dns)	59	ret	dnc	dnc	452
136	GBR 2021	Nigel Orkney	62	47	(ret)	dnc	67	62	dnc	dnc	455
137	GER 781	Alexa Müller	57	41	(dnc)	dnc	dnc	dnc	dnc	dnc	461
138	GBR 1966	Timothy O'Leary	68	60	66	(dnc)	60	68	dnc	dnc	466
139	GBR 2130	James Long	70	68	64	65	66	(ret)	dnc	dnc	477
140	GBR 204	Andrew Boxer	68	(ret)	dns	dnc	64	ret	dnc	dnc	495
141	AUS 740	Richard Furneaux	64	(ret)	dnc	dnc	dnc	dnc	dnc	dnc	500
142	GBR 1993	Martin Pennycott	(dnc)	dnc	ret	dns	dns	dns	dnc	dnc	509
143	GBR 47	Bernard Clark	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	509

On the boat, "It's bit different from the Finn. The downwind is a bit less physical and more technique based, and I am actually struggling a bit downwind and trying to watch a few people and learn a few things, but upwind speed is good. The boat is really tricky with really good racing so it's hard. But I am really enjoying it.

"The guys in the fleet are also great, really good social vibe and on the water really hard racing so you can't ask for more."

DAY 5

The final day was epic. Epic winds, epic waves and epic sailing. The final day brought colder and stronger winds with a lot of cloud and some rain. It was a tough end to what had been a tough week in Lyme Regis.

Wetherell dominated the final day and won both the gold fleet races in the biggest wind and waves of the week to move into the lead for the first time. In the first race he fought off a strong challenge from McDowell, with Mills in third. Then in the final race, he led from start to finish, again holding off Mills and McDowell. Two fourth places from Edler repeated his runner-up place from 2022, while two fifth places from Lebrun moved him up to third place.

It was Wetherell's first ever world championship win. "It's feels pretty good. After five days hard racing in a relatively new boat for me, it was a tough week at the start and slowly got better and better. It was just really good and enjoyable."

OTHER TROPHY WINNERS:

U23: Hugo Burrows, GBR

Veteran: Niklas Edler, SWE

Masters: Jim Hunt, GBR

Grand Masters: Rainer Pospiech, GER

Women's Trophy: Karen Robertson, GBR

Best helm (from host country): Henry

Wetherell, GBR

Paul Elvstrøm Trophy (Lowest score

when all race scores are counted): Henry

Wetherell, GBR

Geest Trophy: Clive Quantrill, GBR





Clash of Titans

Pontus Gäbel talks to 2023 World Champion Henry Wetherell, England and Jens Eckardt, Denmark

The fabulous OK Dinghy World Championship of 2023 in Lyme Regis with 143 boats on the line, is in the books. On the top of the podium, a young lad of 27, Henry Wetherell, a rookie who duked it out with veterans who have been sailing competitively longer than he's been alive. Among them, Jens Eckardt, at 55 more than twice Wetherell's age, a former Danish Olympic competitor in the Laser in 1996, who started sailing OKs only a couple of years ago and finished fourth in the Worlds worlds twice in a row now. Here they talk about what motivates them to sail, why they love the OK Dinghy, the class culture and share some secrets to their success.

Why did you choose to go to the Worlds and what were your expectations?
JENS: It all started with the 2022 Worlds in Marstrand where I finished fourth. I had been to Marstrand several times in boats with my parents when growing up and it was nice to return and relive what I remembered. I stayed at the pension at Carlstens Fästning, where I had played as a child many times before. I knew conditions could be challenging on the Marstrand Fjord and liked the challenge. It was very different from the south coast of England where we sailed in a bay, and there was varying wind and current and tide. When the current met the wind, the waves quickly built to gigantic proportions. It was nothing like what I had practiced, especially upwind. You could see that someone [with local knowledge] like Henry Wetherell had an upper hand.

HENRY WETHERELL QUICK FACTS

Age – 27 years
Weight – 92-95 kg
Occupation – Professional sailor

When did you start sailing?
 I can't really remember. Both my mother and father sailed, and I was always with them, sat on the bottom of the boat. Dad sailed a lot of 470. I started sailing on a pond that was a flooded farm field near York and Doncaster in the north of England.

What was your first regatta?
 It must have been in a Topper and I was 8 years old

How did you finish?
 Probably third, behind my mom and my brother who was also sailing the Topper.

Did you have any idols in sailing when you grew up?
 My biggest sailing idol has always been my dad. He got me into the boats. Ben Ainslie is a big reason for why I was sailing the Finn.

Where other classes have you raced before the OK?
 I was quickly too big for the Optimist, I sailed the Topper, Laser 4.7, Laser Radial, Laser Standard, the Finn and now I have a Moth and sail the OK

When did you start sailing the OK?
 I borrowed Charlie Cumbley's boat for the 2021 British Nationals and practiced one day. It was a windy regatta, and I was still big, so it suited me, and I won.

What other classes do you race?
 The Moth, J70, SB 20. I spend about 130 days travelling a year and close to 200 days sailing.

HENRY: Lyme Regis is only an hour away from Weymouth where I do most of my sailing when not travelling. When the entries were closing in on 100 boats, I knew it was going to be a big event, the biggest UK singlehanded event in 2023. I had no other regattas planned and the calendar worked out.

Why do you sail the OK?
JENS: It's 100 percent because of all the others who sail the class in my home club Svendborg Sunds Sejlklub. There are about 10-15 active OK Dinghy sailors, many whom I sailed against in the Optimist almost 50 years ago. It is a good camaraderie, and we have fun and develop boat speed together. I sail to feel good and it's a great way to motivate yourself to stay in shape.
HENRY: A few of my friends sail the OK. Quite a few of people that coached me in the Finn; Matt Howard, Charlie Cumbley and Andrew Mills also sail the OK and are competitive. I want to sail for myself just because it is fun. I had done five seasons in the Finn but that class is no longer in the Olympics

and the OK is a perfect match. I can sail the Moth, which I also like, and the OK at the same weight.

What did you do to find your speed and groove at the Worlds?

HENRY: I trained with Nick Craig before the event, mostly in light winds. Nick was very helpful, and it was a good start. The regatta started out with light and shifty winds. I always had good speed upwind, but I was not at all fast downwind. I saw that Jens Eckardt was very fast downwind, so I watched him and improved my downwind speed during the regatta.

JENS: I needed to do a lot of sailing all year round to get back into groove after having been away for 20 years. We sail every Saturday all year and on Wednesdays from March to October. The Strandberg boat that Jesper built for me is fast, especially downwind. It gets up on a plane quickly and stays there longer than most other boats – or it's just the way I sail it. Henry was very quick upwind. All the gold fleet races were sailed in heavy winds with a very competitive top 10 field. I have a lot to learn from these sailors and from sailing in varied conditions.

Henry, what was your game plan for the Worlds?

Start at roughly the right end of the line, no OCS, and no big numbers. The conservative approach worked out as the regatta went on and a few of the big names had picked up a BFD or a poor finish, so I found myself in a good spot on the final day.

Going into the last day what did you have to watch?

JENS: I unfortunately had to sail more defensively as I had a DSQ from race 4 in the qualification series. It made me a bit apprehensive, but the racing was great, competitive, and fair. The big sailors had a definite edge upwind, but I could do some catching up downwind. At the end I climbed into fourth place from seventh.

HENRY: The forecast was 15-20 knots of wind, which I like. Both Nick Craig (18 points) and Niklas Edler (21 points) were ahead of me (on 22 points) and they both finished with big scores. I was confident in my speed, which had improved continuously throughout the regatta. I went out and wanted to score at least one win. In the end I had two firsts. It was a great day.



Talk a little about your boats, modifications you made and the sails you use.

HENRY: Paul Childs had a JJ boat (Dan Leech design) and he put me in contact with James Jarvey, the owner of JJ boats, who let me borrow his boat. It was fast and had a good layout. When I won the nationals in 2021, I used Charlie Cumbley's Ovington. I believe you can be fast and win in any late model design from JJ boats, Ovington, Synergy, Strandberg etc.

I had been practicing with Nick Craig, Andy Davis, and Ed Bradburn who all use HD sails. It was an easy choice

JENS ECKARDT QUICK FACTS

Age – 55 years

Weight – 85 kg

Occupation – MD, thoracic surgeon specialized in lung surgery.

When did you start sailing?

At the age of 6, 49 years ago in the Optimist which I sailed until I was 15, then followed 3 years in the Europe until stepping into the Laser. I sailed the Laser from 1989 until the Atlanta Olympics in 1996 where I represented Denmark. Then followed a big gap in sailing but I did some kite surfing from about 2006 before finally getting into the OK Dinghy in 2020.

What was your first regatta?

It was an Optimist regatta in my home club, the Svendborg Sunds Sejlklub.

How did you finish?

In the 1970s there were more than 100 Optimists in our club. I did not finish last in my first regatta. I won one Danish Championships individually in the Optimist and three times in team sailing.

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

As a Dane, Poul Elvstrøm was always someone who inspired and made you realise that sailing was both fun and that time on the water is all that counts.

What other classes have you raced before the OK?

I did sail the 49er for 3 years when it was a new class, after the 1996 Olympics.



to match my Ceilidh mast. I used one standard sail throughout the regatta, and it worked well as it was easy to trim for the conditions. There is always a risk when trying to use two different sails and getting caught out when the conditions do not develop as you forecasted.

JENS: I have a very standard Strandberg Mark II. I went with the standard setup that Jesper suggested, and it worked well. I sail with a C-Tech mast and use Green sails, a combination that suits me. It's a bonus to have the sailmaker and the boat builder close by when you need help.

Jens, what are you planning for the 2024 season?

The Europeans in Mallorca is the goal and the season finale. It's good to have it late in the season, I believe this is a good way of making the racing season longer and allow for good local and national racing to build up to the Europeans.

You have sailed many different dinghies, what do you find intriguing about the OK?

HENRY: The OK is a mix of the Finn and the Laser. It's a lot lighter than the Finn and it is twitchier and more sensitive to weight and how you position yourself in the boat. It's especially noticeable when you get into the boat from the slipway. It so much more like the Laser. It also has all the sail controls from the Finn, which makes it very tuneable.

JENS: For me it is not about the boat, it is more about that I can sail with all my friends in my home club and have fun. The boat is secondary, but of course the OK Dinghy is a good boat to sail and race. It can be tailored to the sailor, and you can make it personal.

How do we attract more sailors like you?

HENRY: Social media is key. Robert Deaves takes good pictures, writes good stories, and uses social media to showcase that there are good sailors at the events. I'm sure more will join because it's a competitive class, with good races



in attractive venues. I have many Finn friends asking questions about the boat. I believe there is potential for more than 200 boats at the Worlds on Lake Garda in 2025. I plan to get my own OK for the 2025 season and prepare for the Worlds.

JENS: Communication and social media – the more the better. It attracts the younger crowd. Show that sailing is fun and that you can win regattas with many different combinations of boats, sails, and masts. Look at the top 10 finishers gear at last year's Worlds and you will see how diverse the choices are. It is a big positive for the class.

Why are there are so many good OK sailors in England and Denmark?

HENRY: We have a rich history in the Finn, that helps. We have good growth on the local events and many of the top sailors show up. Jim Hunt and Nick Craig are always happy to share their knowledge and help new sailors get going. Many of the sailors are active in many other classes. Time on the water will help, no matter what boat it is. Sailing should be fun.

JENS: The OK is a Danish boat. It is a bonus is that the dinghy was designed in 1957 by the Dane Knud Olsen. Besides, we have a big OK fleet, which attracts up to 100 boats on the starting line at the Danish Championships. The base is built in the local fleets and clubs where you often see more than 20 boats on a weekday evening race. We have a good base and a very competitive top.

END NOTE

The 2023 OK Dinghy Worlds showcased the competitive spirit and the camaraderie among sailors the OK class has become known for. Young Henry Wetherell's triumph and veteran Jens Eckardt's return to international competition after a 20-year break underscored the attractiveness of the class for sailors at different ages and stages of their careers. With these insights, the OK Dinghy class will continue to grow. And with the positive spirit of the class, a fleet of 200 boats on Lago di Garda at the 2025 Worlds is well within reach.



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Member Survey

From May to June 2023, OKDIA initiated two surveys. One was to National Secretaries and one was to all sailors. The results were illuminating.

The members survey generated 325 replies from 19 countries, which is about a 40 per cent response rate. Most replies, as would be expected, came from Britain, Germany, Sweden, Australia and Denmark.

The key takeaways from the members survey were:

- OKDIA is good at promoting and developing the class
- There are potential improvements in the media coverage
- Keeping equipment cost to a reasonable level is essential
- Finding venues and organisers that can offer good competitive racing at a reasonable cost
- Attracting more new sailors from diverse backgrounds is important
- The class rules are good, and offer few possible improvements

The survey included a lot of questions to build a general picture of the fleet. The key concerns are cost management and good venues, though in general there were not too many complaints with a 95 per cent approval rating for OKDIA.

Even though the classes media coverage is among the best of any class in the world, there was a lot of comment on improving media coverage.

Suggested improvement areas also included:

- Expand class presence: Spread the class to new bigger sailing nations like Italy, Spain. Agree an approach for US.
- Enhance equipment accessibility: Stricter one design rules to facilitate buying second-hand equipment, limit boat and equipment costs, and provide charter boats for international events
- Improve racing format: Consider sprint racing and



- shorter races, make races longer, and have fewer international events with more focus
- Promote participation: Attract people to the class and events, promote grassroots club fleets, and support club-level training
- Support national associations: Funded junior programs, help evolve the class in “new” regions, and assist national classes in organizing Grade 1 events
- Modernise and promote sustainability: Modernize the technical manual on the website, consider new materials and controls, and promote equipment sustainability
- Enhance event experience: Provide free camping, low-cost venues, and transport deals, and prioritize cost-effective events.

THE CLASS SECRETARIES survey generated a 72 per cent response rate. The key feedback was:

- National Class Associations (Countries) offer ample opportunities to race nationally
- OKDIA is generally doing a good job and providing good services
- The Class Rules are viewed as complete
- The magazine and media coverage supports class growth
- There are a number of potential improvements that could make the OK class even stronger

The survey also looked at promotion opportunities and ways to develop the class.

THERE ARE PRESENTATIONS of both surveys on okdia.org and members are encouraged to read them. They will both be extensively used by the Committee over the coming year to develop its policies and practices to further build the class and make it even more attractive.

The final word is to thank Pontus Gäbel, Vice President - Marketing, for his expert work in compiling the surveys and producing the two excellent presentations.

National News

A look at news around some of the OKDIA member nations worldwide

THE NETHERLANDS

SYBREN HORNSTRA: In the Netherlands, the number of members of the OK Dinghy association in 2023 remained stable at around 25 members. Attendance has been stable as two or three people resign yearly and two or three join the club each year.

People seem interested in the boat because they saw it in action at a Dutch or European regatta and liked it.

However, the class in The Netherlands faces substantial competition from other singlehanded dinghies in a yachting segment that has persistently decreased in size over the past years. We face fierce competition from the ILCA, the Olympiadinghy, Solo and Finn class, the dominant singlehanded classes at the Dutch sailing clubs. The Dutch OK struggles to compete with the other classes as they provide club-level racing in larger fleets. However, the willingness of the German, Belgian, and French fleets to go to The Netherlands means that we have still been able to generate, albeit on a limited number of events, some numbers at the regattas (for which the class extends its gratitude).

The Dutch OK class participated in a 'joint venture' initiative of the Dutch Sailing Union to promote singlehanded dinghies but this has not yet reaped any benefits. We hope that by participating in some of the more prominent national events, sailors from other classes will become enthusiastic about the OK. We also hope that our members remain 'open-minded' to offer those interested in a try-out for the boat.

The most successful events in 2023 were the Spring Cup in Medemblik, with over 40 boats, and the Open Dutch Championship, with close to 30 boats from all over Europe. Entries aside, both events had excellent racing conditions and consisted of competitive racing in good spirits. Unfortunately, attendance to the traditional mid-November 'Oliebollen' event at Zuidlaren and the 'Boterletter' event in early December at Rotterdam was low, mainly caused by inclement weather forecasts.

The newly developed Quantum sails, developed in conjunction with Stefan de Vries, attracts buyers from all over Europe. In 2023, some new boats have been imported or purchased, which is good news for the average age of the Dutch fleet.

The Dutch OK class intends to support several national events in 2024 and, of course, will attend the Spring Cup (3-5 May 2024 at Medemblik). The Open Dutch championship date is set for 24-25 August 2024, but the location is yet to be decided.

The class will continue to attempt to promote the class where they can, and, to do so, would greatly benefit when OK sailors from other countries are willing to travel to race in The Netherlands. Therefore, we will accommodate such travellers where possible. The active OK sailors intend to travel to the more significant European events in 2024.



USA

JAMES BLAND: Interest in the OK Dinghy in the USA is constant and growing. The USOKDRA continues to gain membership and boats are being built from CNC data packages and older boats are being located and refurbished. We continue to be a resource to new members for information, builders and materials.

Currently most of our members are master competitors, having sailed the OK Dinghy in their youth. That said, the disruption in the Laser / ILCA class and production issues has people looking at the OK. The OK class has to be careful to keep the boat affordable and try to keep the construction low cost. The change to carbon fiber masts was a positive benefit to performance [the OK is now essentially racing level with ILCA according to RYA Portsmouth Handicap numbers], but the latest efforts to make construction more exotic and post COVID inflation are driving prices up when one would expect a growing builder list would keep prices in check.

The USOKDRA attempted to hold a Nationals, but interest failed to support holding the event. A 2024 Nationals is currently in planning, and there are boat numbers to support a Championship if interest allows. We rely on our membership to seed and grow local fleets. Once a critical mass of numbers can be assembled, the USOKDRA will be looking at association owned moulds being provided to qualified

builders for a royalty payment to contain costs and media advertising among other initiatives. Without a retail support, shipping and import cost are a major disincentive for many sailors. Currently a copy of Completely OK is given to new members as part of their welcome.

2023 saw one CNC Leech kit nearing completion, another 1970s professionally built wood OK barn find activated and placed in the hands of professional boat builder as a personal project, and three 1960s Clark hull enter or complete restoration [including modern rig], one racing very successfully against a modern wood boat in short course lake regatta sailing. Small boat racing in the USA is generally in decline, and the OK is an attractive class in a huge market. Even the venerable International Snipe Class fighting against the new Melges 15 for attention despite the price difference and availability of the established class.

The trend continues to be positive over all and the types of sailors the OK attracts are knowledgeable and appreciative of the social aspects and competitive quality of our racing association.

THAILAND

MORTEN JAKOBSEN: This has been a challenging year with limited activities in-country. We only have one open class event to mention, an event sailed in strong winds in Sattahip, which saw two times Olympian and current ILCA7 Apprentice World Champion Keerati Bualong ‘Top’ win his first OK regatta in a field of about 10 boats in front of Morten after a strong last day which propelled him into first place.

We may hold our 2023 Nationals early in 2024, as it has been necessary to delay the event due to an Asian Olympic qualifier which tied up both of the potential nationals organisers.

On the positive side, we have OKs on the water every week in connection with the Wednesday race/cruise in Sattahip, and other boats are active in handicap racing and used for sail training by the Thai forces.

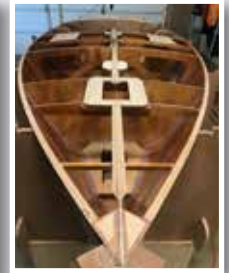
We are in a better situation equipment wise than we were a few years ago where all boats were 20-40 years old. The Thai MNA have built 13 new hulls in 2020, but the project is still not quite completed with equipment and measurements. We have tried to activate the MNA built boats, but only a few of them are used at MNA organised event(s).

Last month a container arrived from the UK with six 2020 Ovington hulls, and this was only possible thanks to a very generous deal from Chris and Nathan from Ovington. Also included were the additional hull and miscellaneous masts and other equipment which was kindly donated to us by the British, and Swedish OK sailors. (Thanks a lot to all.)

Longer term, we may be in a situation where we can hold events in charter boats, now we have 20 modern boats in country. This may be the way forward for smaller international events held in Thailand, instead of relying on container shipment of boats belonging to international competitors.

We are scheduling an OK Dinghy open day in Royal Varuna Yacht Club in Q1 in 2024, to get more sailors to experience sailing in this class, and get a taste of the typical hospitality in the class. It is hoped we can get the class established in RVYC as well as their traditional home in Thai forces YCs. It is intended to try to find private owners for the Ovingtons, to start having persons in the class in Thailand, who are willing to invest in new equipment and thereby establish a market for used equipment eventually.

The first of the ‘new’ Ovingtons took part in Phuket King’s Cup Regatta, perhaps the first time in 30 years that OK’s have taken part in this regatta. The new boat was broadly admired



Above: Paul Storz new Leech build nearing completion in Seattle Washington



Left: USA 8, James Bland, racing handicap in Annual Austin Yacht Club Centerboard regatta against a Contender. The OK beat the Contender boat for boat in 6 races.



USA 1009 / USA 9 [Rob Coutts Leech build] ready for repair to be racing in 2024 [rescued from a muddy field in Oklahoma]

Jeff Moses transporting USA 812, 1970s pro build. [Barn Find]

by the youngsters, and even the yachting journalist Guy Nowell called the boat much more elegant than the ILCAs in the same handicap class, and it did no harm when the boat was mostly faster than the ILCA7s.

Internationally, our lone road warrior took part in Worlds, Europeans and Bandol, and has risen to 19th on the world ranking. This effort will continue in second half of 2024 as a race boat is now available in Europe. We have other qualified sailors in Thailand, but they are struggling with funding major events participation including boat charter etc.

With the class still struggling to get restarted in Thailand, we could really use help especially with getting more alu and inexpensive carbon masts to the country, and in the hands of active sailors. We could also use help with organising coaching camps or similar to get more sailors into the OK, and perhaps get boats measured at the same time.



Local event: all Thai sailors – most with European supplied sails, and a few with wooden masts...

BELGIUM

FRANÇOIS PODEVYN: Interest in the OK class in Belgium is having difficulty staying afloat. OK Dinghy sailors age, eventually become biodegradable, or just give up due to lack of sufficient physical condition. This is why we have adopted



a particular approach in Belgium, in collaboration with our neighbours. Alongside the national and international events counting towards the world ranking, we have created a particular activity intended to attract a new audience. In the 'Challenge des Lacs' we have around 10 regattas each lasting one or two days, very democratically priced and accessible to everyone, even novices, and where even vintage wooden boats have their chance. The tour covers somewhat forgotten bodies of water, mostly lakes, in Belgium, the north of France and Luxembourg.

The idea is that many small clubs sometimes no longer even know the existence of the 'Yole', the French term for OK Dinghy, which disappeared, remember, in the 1970s, following the arrival of the Laser. Many of these clubs have a Yole rotting in a corner amid general indifference. We let them rediscover the OK as part of a one-design regatta in their club, and by showing them that we can have fun with this very affordable craft; we are encouraging new activities and motivating new candidates.

This is how at PAAL, in Flanders, we attracted three young future Yolists, coming from other classes, who invested in good equipment and obtained excellent results. Another experiment is under way in Péronnes, in Wallonie, where this year a very motivated Yolist organised training courses and regattas every week in his club, with the aim of participating in the Challenge. This club currently has six apprentice Yolists under 20 years old – the future of our class.

FRANCE

HENRI BERENGER: The French OK fleet numbers around 35 sailors registered in the OK Dinghy world ranking. There are not very numerous new members, but there is a turnover on participation of them. Some have a break because of different events, while some are coming back.



However, what we see is that the participation in international regatta is significantly increasing. There were four in Palma in May for a very interesting and sympathetic first Palma / Bandol Challenge; very good friends in Palma and high sailing level.

In June our President Patrick Debaere, travelled to the Medemblik Spring Cup, and took an honourable 31st place.

There were two in Lyme Regis at the Worlds in June where Valerian Lebrun got a very meritorious third place, against a very numerous and high level fleet. Patrick Debaere completed a too small French team for a so great OK Dinghy event.

Then we had eight in Garda for a very beautiful European Championship with Valerian, Tim, Pierre, Patrick, Henri, Jean Louis, Xavier and Hervé.

Valerian didn't find the good pace in these special conditions, with thermic wind and often some 'obligatory options'; Tim, with an outstanding 24th, just after Greg Wilcox, proved that he belongs with the international OK Dinghy elite.

The other guys took great pleasure to take part in this exceptional event, in a beautiful arena, well organised, with very good windy and sunny conditions .

Only six French OK sailors took part in Bandol Autumn Trophy (left) which was the last event in Mediterranean, with the participation of a very representative group of Nordic friends as the winner Nick Craig, who enjoyed, one more time the tonic windy conditions of Bandol.

A few weeks before, 14 French OKs met in Lacanau for the French Nationals; it was not a record of participation, but a well organised event as usual, and very good social ambiance. This relatively small number is significant of the difficulty for many guys to drive far away too often, but confirms the supremacy of Tim Petetin as top French OK sailor (below, left).

In the North of France, two events are growing. The traditional 'Tour des Lacs', with 17 OK French and Belgium boats for 11 regattas on Belgian and French lakes.

A new fleet is growing in Loctudy, in Brittany, where the Grand Prix de Loctudy was organised with 10 participants, in a very beautiful area which could be a very nice place for a national event .

The French calendar for 2024 includes the Bandol Mediterranean Championship: 29-31 March, the Spring Nationals during Grand Prix de Loctudy from 9-11 May; the Summer National in Lacanau from 29-31 August; and finally the Autumn Trophy in Bandol from 22-25 October.

We hope more and more participants, with all their friends from every country in Europe and beyond will join us.

GERMANY

ANDREAS PICH: It was an excellent year for OK Dinghy class in Germany. The German OK class continues to grow. There were 12 new sailors joined in 2023 and so we now have a total of 195 members.

In Germany, 18 regattas took place with good participation, also from Sweden, Denmark, the Netherlands, Belgium, France, Austria and Poland. The absolute highlight of the season was the national championship in Steinhude with 92 participants, almost a new record: Only after the reunification in 1990 did we have a larger fleet.

After many newcomers came from the Finn Dinghy in recent years, we now also have new faces from the Laser (ILCA) and the Europe class. This lowers the average age.

Overall, there is considerable potential for even more growth, especially in the age group between 20 and 40



years. While many other dinghy classes in Germany are struggling with decreasing numbers of participants, we offer large fleets and a lot of OK-fun, both on and off water. So we benefit from the weakness of popular sailing in Germany as a whole and offer regatta sailors an attractive new home.

In addition to the work with young people in the local sailing clubs, we try to attract beginners with two class association dinghies. The two two-year-old boats (Synergy and Strandberg) are in top condition and equipped with new carbon masts and sails and are absolutely up-to-date.

For the first time, we have chosen a two-line strategy: one boat is awarded for one half of the season to a sailor who has previously applied. The second boat can be chartered for individual regattas. Both boats were sailed very frequently during 2023 and we are confident that with this double strategy we will also get some new members in the class during 2024.

The OK sailors in Germany are mainly come from the middle and north of the country. In the meantime, however, a new fleet is also forming in Bavaria on Lake Starnberg. The driving force is Michael 'Murks' Nissen, who sailed his first OK World Championship in 1971 and returned from the ILCA to the OK class two years ago.

For 2024, we have added some new regattas to our programme. The schedule can be found on the German website: www.ok-jolle.de

Here are the dates for the highlights of the season, where we also hope for international participation: Steinhuder Teller/Steinhuder Meer, 9-12 May; Kiel Week/Kiel, 27-30 June; Warnemünde Week/Warnemünde, 12-14 July; German Championship/Bad Zwischenahn, 27-29 September.

BRITAIN

MARY REDDYHOFF/KAREN ROBERTSON: What a year it has been for the British OK fleet. We welcomed 23 new and a few returning members to the OK Association this year in preparation for the World Championship held at Lyme Regis Sailing Club at the end of June. Over half of the Association were sailing at this event and those of us who had lent our boats were also there cheering on the fleet.

While other big events in the UK suffered from no wind and rain in 2023, even the British weather got in the spirit of the event and came up trumps with wind and sun (most of the time) and waves that many will remember for years to come. Lyme Regis SC may be a small club, but it's one with a huge, welcoming heart and almost everyone who attended were blown over by their friendliness and efficiency in matching the right launching trolley with the right boat when the fleet came ashore after a day enjoying the racing in Lyme Bay.

We are also indebted to our headline sponsor, ProSet Resins for supporting the event so whole-heartedly as well as

all of our other sponsors who made the prizegiving evenings moments to remember. And finally, we have to pay tribute to local Lyme Regis SC member, boatbuilder and OK sailor Chris Turner without whom the event would not have happened.

With a bumper entry of over 140 boats, we were delighted to welcome many of our European friends, repaying the hospitality they offer us on our frequent excursions over the Channel. Meeting up with our Australian, New Zealand, Canadian and Thai friends was also a delight. It really is the most wonderful part of the OK class to see so many different nationalities come together from distant seas and lakes to enjoy sailing the best little single hander in the world and sharing a beer afterwards together.

It goes without saying that we are immensely proud to see British sailor Henry Wetherell take the World Championship from Swede Niklas Elder and France's Valerian Lebrun. The future of the class surely is looking good if we can continue to attract talented younger sailors like Henry into the OK with the promise of top class competitive racing and a relaxed social atmosphere afterwards.

The rest of the season did not share the same perfect weather as the Worlds, with our National Championships suffering from light winds and only managing three races on a single day with Andy Davis winning out from 2022 World Champion Charlie Cumbey. The season finished off with a grey, gusty but fun Inland Championship at Burton SC which was won by Nick Craig, chased hard by Andy Davis.



With the Worlds now in the distant past and boats already loaded into the container for the trip to Brisbane in February, it is time for the UK class to turn its attention to the grass roots and club level to help build on the growth in the class on the run up to the Lyme Regis Worlds. As part of this we have published a new PY handicap figure for those boats still sailing with metal masts to help them be more competitive when sailing at their home clubs.

Planning is also already well underway for a busy 2024 season with the UK Nationals being held at Brixham YC in Torbay in July. However, the class will be showing off the boat and the class at the biggest dinghy sailing show in the world – RYA Dinghy Show near London in February. If you have never been, we'd love to see you there and share a beer with you.

AUSTRALIA

BRENT WILLIAMS: The Australian OK fleet has been growing steadily over the past two years motivated by the upcoming 2024 World Championship in Brisbane. This year there have been 19 new boats registered which is a significant increase on previous years where we average around five. In January the 2023 Interdominion and Australian National Championship

was held in Brisbane as a warm up event for the Worlds. With 61 entries this was the biggest OK fleet in Australia since the 2014 World Championship.

Enthusiasm for international competition has continued through the year with 14 Australians travelling around the world to compete in the World Championship at Lyme Regis, and four competing in the Europeans at Lake Garda. Locally our members continue to travel long distances to compete in State and regional regattas with a fleet of 25 competing in the Sail Brisbane regatta in early December amongst the most notable.

The increase in sailors joining the OK fleet is largely returning OK sailors and interested sailors from other classes motivated in part by the upcoming World Championship. At the time of writing there were 63 Australian entries for the Brisbane Worlds out of 102. The challenge for us as a class will be to keep this momentum going after the Worlds. One strong drawcard will be the 2025 World Championship. Lake Garda is high on the bucket list of many Australian sailors and we expect to send a large and strong contingent to this event.

SPAIN

MARK BRANAGH: There were some fantastic sailing conditions in Palma de Mallorca during the final months of 2023. The RCNP autumn series was contested over four weekends with 21 individual OK skippers entered during that period. The club committee managed the racing under some very shifty conditions as the winter winds are mainly off the land and this provided some very tactical sailing. The Palma fleet now has three ex Olympic Finn sailors and the level has increased in the one year we have now been sailing. Congratulations to Javier Esterellas for winning the series, Phil Martinson for second place and Mark Branagh in third.

BMComposites has started work on the new design OK Dinghy. After several months of discussion and 3d modelling, the selective have finalised the new design and production of the male plug is now complete. This has been built from a CNC kit and finished by hand. Over Christmas we hope to have the female tooling complete and the first prototype boat ready for the BMComposites regatta in March 2024.

The Palma fleet is buzzing with excitement now that the 2024 Europeans has been confirmed for Palma de Mallorca. Plans are well underway to make this event something very special on the water and off the water. Those that don't know Palma will be overwhelmed by the beautiful old town and its bustling restaurants, tapas bars and boutique shops. There are of course many beaches close by that may be a great distraction to those sailors intending to bring family along. The sailing club will provide a great base camp for after sailing and the growing list of sponsors should ensure the beer tap

will keep flowing. There may also be a large spectator boat for those that want to follow the racing on the water. The OK Palma fleet is hoping to attract a large number of boats this event so please get your entries in as early as possible.

After the huge success of the Palma winter training camp in 2023, with coaches, Greg Wilcox, Robert Deaves and even Russ Clarke making an appearance, we have a new line up to start the year off with Nick Craig and Andy Davis both out for the second week of January and we hope will participate in the first day of the Palma winter series. The Palma fleet plan to hold regular regattas and training weekends during the winter and the lead up to the Europeans. Last year we had many sailors bring their boats from as far field as Denmark. Get in touch with Javier Esterellas if you are interested to bring your boat for some winter sun and great training conditions.

More fantastic news is that the OK class has been accepted into the Princess Sofia regatta from 30-31 March for 2024. This regatta attracts hundreds of Olympic class dinghies to Palma every year. Racing will take place over three days and we hope to see many entries to what is a first for the international OK fleet. The RCNP sailing calendar has published here: <https://www.rcnp.es>.

In addition, the highly contested BMComposites regatta will be held from 16-17 March and Tim Goodbody will be training hard this winter to defend his title. It will no doubt provide great racing as well as an evening of food wine and entertainment. Last year was hard to top but I'm sure they will give it a go. Contact Mark Branagh or online at RCNP to confirm your entry.

DENMARK

JESPER SOMMER: The Danish fleet is steadily growing. Why and how do we accommodate boats?

OK sailing in Denmark is still attracting new sailors to the class. Over the past 10 years the class has been growing by 5-10 per cent per year. And this seems to continue into 2024 and beyond. What is the formula attracting new members?

The Danish OK-club owns four boats. These boats (Lånejoller) are lent out, mostly to new and potential areas. The more established areas often have the possibility to lend boats from other sailors to give new potentials a test sail.

The four boats are shifted during the season based on need and potential – and on the map you can see where they can try one. But the success of the 'programme' lies in the rules connected to who, for how long and what types of sailing a new person can do in the boats. Simply, there are no rules.

This often gives the newcomer a potential, to bridge between sailing in one of the four boats to acquiring their own – keeping the interest in OK sailing alive.

How do we accommodate new boats for the new sailors?

We see one area (harbours) where new fleets get foothold, others fade a little bit. But all in all, there is a steady growth. In one harbour, some of the new sailors are building their own boats. This is of course a way to go. But also a barrier for many and not least, time consuming and not the fastest way to get on the water. So what we try to



do is – to identify good regatta ready (slightly older) boats. These are often found with help from Jesper Strandberg or others with great insight into the boats not used too much (or not at all) by their current owners.

There is an increasing number of active boats and it makes entry to the OK class more affordable – compared to having to by a new boat or import one.

But what about diversity? The class in Denmark is (not surprising) still and mostly attracting +45-year-old men, who used to sail dinghies in their youth.

So is there a problem? The calendar for next season is ready. We feel we have a good and diverse geography and spread between the dates. And it looks like we will have even more participants this coming year. I think we can call that some kind of diversity. So until we get a regulation from the EU, dictating quotas on gender and age diversity etc., we will keep moving forward, following the current trail.

What is new in 2024? We are currently working on a new communication strategy. We will keep what we already have. But the aim is show more from the activities we have. The goal is to make it easier to upload and distribute pictures and videos for anyone who wishes to do so both on our website and our Face-book site.

SWEDEN

JONAS JEMT: We have had a slight increase in memberships in recent years: 108 (2021), 112 (2022) and 118 (2023). So, we have kept the sailors who started in the class for the Worlds in Marstrand in 2022. We also had an increase in participate in Nationals, from 29 in 2022 to 37 in 2023. 37 participants. We have one new fleet of nine boats in Kristinehamn, Freddy Löf's former hometown were he started his sailing career. So perhaps we can see Freddy in an OK again soon. And the fleet in Viken is growing, now they are 30 boats.

The new sailors are mostly former dinghy sailors, from the Europe and Laser/ILCA. Most of the new sailors are aged 45-55, and from a pretty high level. The attraction we see, is the high level of dinghy racing both nationally and internationally. And that you can easily buy boats and equipment at a high standard.

In 2023 we sailed our nationals in Karlstad together with Finn Dinghy, with 37 participants. And, again we have in gold place Niklas Edler, and in second Mikael Björndahl, who is a rookie in OK, but a really good Europe Dinghy sailor. And in third was Thomas Hansson-Mild.

In 2023 we participated at the boat fair in Stockholm,

where we had Niklas Edler's Ovington on our stand, the outcome of which was some test sailing in Saltjöbaden in the spring and one new sailor so far. In 2024 we will do the same in Gothenburg boat Fair.

The key event in Sweden in 2024 is the Nordic Championship from 8-9 June in Kalmar, the same venue as 2009 Worlds. The National Championship is from 23-25 August in Råå, and we also have a SWE calendar 2024 at okjolle.se.



NEW ZEALAND

Leading on from the bad weather New Zealand experienced early in 2023, the events so far have continued to be troubled by rain and strong winds. The Northland event at Oakura was almost cancelled with the conditions abating enough for racing . This was won by Mark Perrow from Gordon Sims and Mark Thirkettle.

The next event was the sprint championships, this year being held at Waiuku after Rotorua cancelled due to poor water quality. Again Perrow dominated from Sims and Sean Cleary, in 20-25 knot gusting conditions. Many sailors chose to sit out the second day and watch the entertainment from the safety of the clubhouse.

The traditional Auckland Rum bucket managed one day of racing with the second day blown off with 40 knot winds. In some shifty conditions Steve McDowell (above in Lyme Regis) won a close day of sailing from Rod Davis and John Cutler.

The 2024 Nationals was held early this season in order to ensure the boats could be packed in good time for the Worlds in Brisbane. In what sailors said was possibly the coldest and hardest regatta many had ever sailed, McDowell held on to the national title he had picked up earlier in the year, in New Plymouth. Perrow was second and Sims third. Conditions were mostly at the top of the wind scale with large waves, rain and temperatures barely in double figures.

Everyone is now hoping the rest of the season will produce some kinder conditions.

New boats continue to appear with many being home builds. A fleet is now growing at the top of the South Island with boats in Picton and Nelson. A South Island circuit is being planned.





AUS

The Grand Tour

Brent Williams, AUS 5, and Glenn Williams, AUS 7
4 months, 6 countries, 10 regattas
57 days sailing, 68 races, 11,500km driving

Two aging OK sailors in their 60s trying to relive their youth by travelling to Europe and competing in as many regattas as possible over four months. What could possibly go wrong? As it turned out not much after a lot of planning and preparation, and a lot of help, good cheer and beer from OK sailors across Europe, writes Brent Williams

When we were in our early 20s the dream of many Australian and New Zealand sailors was to travel to Europe and compete in a bunch of regattas and a World Championship. My brother and I both did this, with Glenn in Lasers in 1982 and me in 1984 culminating in the OK Dinghy Worlds in Sonderborg, Denmark. Many others from Australia and New Zealand did the same including the now legendary 1981, 1984 and 1985 Grand Tours described in *chrOniKle*. In recent years, after we both returned to OKs in 2009, the practice had changed and we would send our boats in containers and spend only a week or two sailing – usually against race hardened European competitors in the middle of their summer season.

Over the years many of us had speculated about going back to Europe and doing a regatta tour like the old days but work and family pressures put a hold on that until a global pandemic changed everything. After the 2020 and 2021 Worlds were cancelled and shipping prices went through the roof sending boats overseas looked to be too expensive and risky. So we decided that a grand tour was on again and with the encouragement of my wife Sally we started planning and preparation for the 2023 season.

We decided to start the Tour in England with the British Nationals and then the Worlds in June and end with the Europeans at Lake Garda and the Autumn Cup in Bandol in September. The Worlds was a must and how could we say no to sailing at Lake Garda and on the French Riviera? As the other regatta dates were finalised we settled on the Danish Nationals at Svendborg, Swedish Nationals at Karlstad and the Nordic championships at Hellerup in August. There were no major regattas scheduled for July so with some advice from our old friend Greg Wilcox we decided to spend that month in Germany to train and compete in a few of their lake regattas.

For a four month, 10 regatta tour we wanted to have good kit so we ordered new Synergy Evolution boats from Simon Cox, worked with Thomas Wilkes to get the right masts from Carbonmasts and then ordered sails from Turtle. All of these moving parts, along with a double trailer supplied by Tony Woods came together on a cool day in early June at Simon's workshop. For foreigners to get a car with a tow bar and a trailer with registration and insurance to drive in the UK and

Europe these days is an exercise in frustration. Very much not like the 1981 era experience described by Greg in the *chrOniKle*. By the time we got it all sorted and were on the road to Torquay for the British Nationals it was a great relief – the Tour was finally on.

With so many fantastic experiences on and off the water during our tour it would take too much space to write about it all, so I'll just include a few of the highlights to give you a feel for it.

We arrived in Lyme Regis for the Worlds 12 days ahead of the event so we could train and get used to the conditions. We were fascinated by the very narrow winding lanes leading down to the harbour and initially looking at the club, the space available for boats, and the narrow harbour entrance we wondered how it would all work for 143 boats. We'd also heard a lot about the big rolling seas we would find at Lyme but our first week there was dominated by little wind and glassy seas. We got a few days on the water and a few in the gym and by the time other competitors started arriving the wind started picking up and in the end we saw some fabulous conditions and fierce racing. As it turned out the locals made it work really well and it was a great regatta with an incredibly strong fleet, certainly the strongest OK fleet we have sailed in. It was terrific to see so many very good sailors joining our class.

AFTER THE WORLDS our month in Germany racing and training on several lakes was great fun. We sailed in three regattas at Segeberg, Brandenburg and Lake Plon and spent a week training on Steinhuder Meer. At each place we were able to camp right on the lake shore, often in the boat park of the clubs. We hardly ever sail on lakes in Australia so it was fascinating and frustrating to see the Germans sail circles around us at Segeberg. After a bit of training and a lot of thinking we felt we started to get our heads around this and our results improved in the second two regattas. The



welcome we got from all of the clubs and members was the highlight of this part of the tour though. Everyone was hugely friendly and helpful and really interested in what we were doing.

In between our lake regattas in Germany we couch surfed at Greg's place in Potsdam with a Deaves brother thrown in for variety. During four short stays with Greg we drank so much beer at his local Brasserie that they gave him a 50 Euro gift voucher in thanks. It was at this stage that I thought we were starting to live up to the standards set by past tours. Greg and Jule also took us and Alistair out for a day in their '20' trailer sailer. Jule and her son Freider met us on the lake in Optimists and after a few beers, there absolutely had to be a series of match races in the Optis. Try to imagine Alistair Deaves trying to roll tack an Optimist. Another great day sailing with friends with a few beers.

When we were planning our trip I was looking for somewhere to train in Sweden between the Danish and Swedish Nationals. Thomas Hansson-Mild suggested Viken as there was a really keen local fleet sailing there. Pelle Weimenhog generously let us stay at his place and while we were driving to Viken from Svendborg we arranged to meet him at the harbour at 2pm. When we got there five local OK sailors turned up to say hi and help us unload the boats and before we knew it Benjamin was saying "we meet here again and go sailing at 5". We spent seven days at Viken and we sailed every day with locals sailing with us each time.

JØRGEN LINDHARDTSEN IS a true legend of our class so a small event for me at Hellerup before the Nordic Championships regatta sticks in my mind as a highlight. Glenn had nine stitches in his scalp after saying hello to his boom in Sweden so he was taking a couple days enforced rest when a local (sorry I can't remember who) approached us and asked if we were sailing that day as Jørgen would like to train with us. So I spent a couple hours that afternoon in around 10 knots training with Jorgen. What a great experience for me, and I hope he enjoyed it too. He very generously said he thought I was sailing quick but in truth I think he was edging me mostly.

Lake Garda. Lake Garda is spectacular. 112 OKs racing in the Ora each afternoon. Warm weather. Warm water. Cold beers, Italian food and local wine in the evenings. Another bucket list item ticked. Bring on 2025.

Our final regatta was at Bandol and after two days of racing in offshore winds Bandol turned it on for us on our last day of sailing on the tour. 18-20 knots in crystal blue water and large rolling seas. What a glamour day to finish it all off.

After we returned home from the tour I've often been asked how it went and what was the best part. I've had to say that the sailing met all of my expectations and hopes for racing and training and spectacular venues. The results? Well they were up and down as usual and sort of looked after themselves. The absolutely best part of the whole tour though was the people – meeting old OK friends and getting to know them much better than briefly at single regattas and making new OK friends with time to get to know them. As many have said and we've known for years the OK community is a



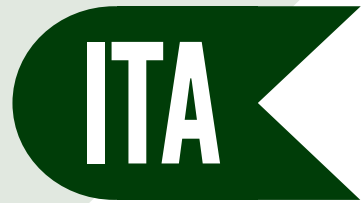
Clockwise from top left: Beer and post racing chat at Brandenburg; The Aussies having a...beer...at Svendborg; Coffee before racing at Lake Garda; Dinner with Thomas and Annaliese after the Nordics at Hellerup; A glass out at Lake Plon so...beer o'clock;

wonderfully warm, friendly and helpful one. That was the best part of this tour by far.

I've also been asked what I learned on the tour and would I do it again? After spending four months focussing on sailing, thinking about sailing, actually sailing, and drinking beer with fellow sailors I think I've improved in a lot of small ways. I don't think there was a major step change in my abilities or results but I feel that I'm a better OK sailor all round now. Would I do it again? Absolutely and I encourage anyone thinking about going on an OK tour in Europe to just get on and do it. This was a huge bucket list item for both Glenn and I and we have no regrets. None at all.

So what's next? Well we have the Australian and World Championships in Brisbane in February/March 2024 which looks like being another great set of major regattas with over 100 entries at this stage. This will make it three summers in a row of OK sailing for us and maybe we'll have a bit of a break over our winter, but then we are looking to travel to Europe again for the Bandol and European Championship regattas. Not a Grand Tour but its hard to go past the chance to go to two fantastic Mediterranean locations for more OK sailing and we hope to catch up with many of our OK friends again there.





Cumbley wins huge Garda Europeans

For the first ever OK Dinghy championship in Italy, the fleet headed to Circolo Vela Arco on Lake Garda

After a long wait, the 2023 OK Dinghy European Championship was held at Circolo Vela Arco with a star-studded line up of 112 sailors from 15 nations. The 2021 World Championship at CVA was cancelled because of the pandemic, and because of other scheduled events could not be rescheduled until 2025, so to fill the gap the club agreed to hold a European Championship.

It was the first ever championship in Italy, and was the largest European Championship ever held for the class. It was also the first time that the class has gathered more than 100 boats at both its world and European championships in the same year.

The championship was held over four days with the opening series of five races followed five more races on the final two days in gold and silver fleets. Each day was a wait for the southerly Ora wind and then a fight to the right side of the course.

On the first day the race wins went to Jens Eckardt and Matt Howard in the yellow group, while Charlie Cumbley and Jan Kurfeld won the blue fleet group races. It was an awesome day of sailing with 12-15 knots of wind. It was also a momentous day for the class with more than 100 OK Dinghies sailing on Lake Garda for the first ever – it was a sight to behold.

Kurfeld took the lead after the second day with two more race wins, with Andre Budzien second and Cumbley third. The first two races were held in a great breeze, while the last race was trickier with a dying wind.

For many on Garda, this event represented a first trip to Garda, a bucket list venue for the class for many years, and the dream



met with reality with great sailing conditions, superb hospitality, and fantastic weather. There were smiles from all corners of the dinghy park and from the top to bottom of the results list. It was a very special event in many ways and for many reasons.

Christian Kirchner from Germany summed up the feelings of many when he said, *“This is the best OK race I ever attended. It’s absolutely fantastic here. The weather, the landscape, you feel relaxed, it’s fantastic.”*

Andy Davis, *“We’ve had champagne conditions once again. Good 15 knots, sunshine, and three cracking races and we’ve had an excellent turnaround by the race committee. The sun’s been shining all day and can’t complain. The club has been putting on a good do with free beer and pasta. What more could you want?”*

Nick Craig took the lead on the third day with Cumbley up to second and Kurfeld down to third. The third day started with light rain, cloud cover and little hope of racing, but by 10.00 conditions had improved and in the end, it was the best day of racing so far with three more fantastic races in 10-18 knots, sunshine and beautiful conditions.

While many of the leaders struggled in the first race after a big right shift, Craig took the next two race wins in the gold group to lead into the final day by three points.

In the silver fleet the race wins went to Simon Cox, Niels Timm and Thomas Uziel.

Bo Petersen, *“It’s always special here. The wind comes after lunch and then we go sailing. It’s nice to have a regatta when you*



have the morning and take it calm and be ready. Garda is a nice place for sailing.”

Craig, “I’ve been looking forward to this for a long time. It’s great to sail in a huge fleet and great to sail in the OK against a really high standard fleet.”

Tim Goodbody, “It’s always amazing here. I didn’t think the wind would be that good, but it just came out of nowhere, but it was perfect Garda conditions.”

The fourth and final day brought the lightest winds of the week with some new faces pushing the front. The forecast again promised rain and thunderstorms but these never materialised, though a lot of low cloud did limit the Ora during the day.

Cumbley led the first race all the way to win from Michal Strumnik and Andy Davis. The final race was then led all the way by Petersen, from Budzien and Eckhardt.

With Craig in eighth in the first race, Cumbley had the overall lead and the two battled round the course in the final race, crossing the line in a pack of boats. Though Craig tried to push him back, Cumbley had done enough to take the title by two points and add the European title to the world title he won in 2022.

Cumbley led a British clean sweep with Craig in second and Matt Howard in third. Cumbley also took the Veteran prize, Eckardt was first Master, Jørgen Holm first Grand Master and Jessica Finke, first lady.

Cumbley, “A lot lighter Ora today and all to play for with the points really close. Nick was leading with four points and then there was a group of boats all piled up behind us so we had to wait to see how the first race went to see what would happen in the second race.

“And I got away with a great start in the first race and led all the way round which then put the pressure on Nick and just meant I

			Q1	Q2	Q3	Q4	Q5	F1	F2	F3	F4	F5	Total
Gold Fleet													
1	GBR 6	Charlie Cumbley	1	4	3	2	2	3	9	4	1	(10)	29
2	GBR 2261	Nick Craig	3	5	3	2	1	(40)	1	1	8	7	31
3	GBR 2279	Matthew Howard	2	1	(ret)	3	3	5	8	6	9	6	43
4	DEN 12	Jens Eckardt	1	4	6	6	(17)	1	5	13	5	3	44
5	GER 18	Jan Kurfeld	5	1	1	1	(32)	2	6	8	7	15	46
6	ESP 111	Tim Goodbody	4	6	4	3	4	(27)	3	2	11	9	46
7	GER 71	André Budzien	(ufd)	2	1	4	1	18	17	3	4	2	52
8	DEN 21	Bo Petersen	2	3	2	13	5	(17)	4	16	10	1	56
9	GBR 11	Andy Davis	10	12	7	10	3	(14)	10	12	3	4	71
10	SWE 73	Patric Mure	7	10	10	9	4	11	(14)	5	13	8	77
11	FRA 11	Valerian Lebrun	6	2	5	5	26	(48)	2	22	6	14	88
12	SWE 100	Thomas Hansson Mild	4	3	2	1	14	(24)	19	7	17	22	89
13	GER 20	Sebastian Kaule	5	6	6	10	5	(38)	23	11	14	16	96
14	DEN 24	Steen Christensen	11	9	8	4	2	4	25	15	19	(54)	97
15	GER 19	Ulli Kurfeld	8	11	4	6	10	12	(ufd)	14	42	5	112
16	POL 14	Pawel Pawlaczyk	15	7	12	12	15	21	11	9	(32)	18	120
17	GBR 69	Terry Curtis	9	15	12	7	6	(26)	13	20	25	17	124
18	DEN 61	Henrik Kofoed	7	9	19	16	9	23	7	(32)	23	13	126
19	POL 777	Michal Strumnik	3	5	16	8	6	39	24	(42)	2	28	131
20	GBR 49	James Downer	14	15	5	11	7	20	(30)	26	12	24	134
21	SWE 72	Benjamin Hammerö	9	17	9	5	8	6	34	10	44	(45)	142
22	DEN 22	Ask Askholm	21	7	11	12	13	7	(38)	23	37	12	143
23	NZL 15	Greg Wilcox	13	11	8	17	11	(46)	29	17	38	25	169
24	FRA 8	Timothée Petetin	19	32	17	18	13	(52)	16	35	18	11	179
25	AUS 55	David Meehan	8	21	14	9	11	41	26	(55)	24	26	180
26	AUS 5	Brent Williams	13	8	15	7	9	33	22	34	(49)	40	181
27	NOR 6	Halvor Schoyen	16	20	14	29	25	22	18	19	(43)	19	182
28	DEN 76	Thomas Gabs	23	22	10	27	7	13	(48)	36	16	31	185
29	SWE 2884	Lars Bergfeldt	10	12	9	36	14	32	15	30	36	(42)	194
30	SWE 139	Hans Borjesson	6	14	18	24	39	35	33	(49)	21	20	210
31	DEN 1577	Jorgen Holm	30	18	33	14	24	9	(41)	31	26	30	215
32	DEN 4	Thomas Jacobsen	26	28	21	22	21	19	39	(48)	22	27	225
33	AUS 7	Glenn Williams	20	37	11	15	23	34	12	28	(52)	50	230
34	GER 5	Ralf Tietje	25	19	20	25	17	36	36	(43)	33	21	232
35	ESP 77	Mark Branagh	24	18	13	8	8	50	31	27	54	(ret)	233
36	SWE 14	Håkan Soderberg	(dnf)	21	13	32	18	8	35	53	28	29	237
37	GER 77	Soenke Behrens	(dnc)	13	7	16	27	54	20	25	29	46.5	237.5
38	GER 98	Johannes Janhsen	11	19	28	21	20	(55)	40	51	15	36	241
39	GER 32	Fabian Rossbacher	(dsq)	28	18	15	20	15	28	18	53	51	246
40	SWE 20	Stefan Pavia	18	26	21	14	44	42	21	29	(47)	32	247
41	GER 73	Thomas Glas	36	25	22	11	19	25	(ret)	dnc	30	23	248
42	DEN 50	Ole Vorm	27	24	19	20	12	28	32	40	(55)	49	251
43	GER 852	Michael Nissen	22	10	32	30	38	10	(ufd)	33	39	46.5	260.5
44	THA 444	Morten Jakobsen	34	22	24	26	19	(56)	27	24	46	39	261
45	GER 81	Jan-Dietmar Dellas	32	8	24	25	27	47	45	21	(56)	35	264
46	GER 844	Andreas Dellwig	28	27	25	24	10	31	(52)	45	40	34	264
47	GER 7	Andreas Pich	18	25	23	28	26	45	(49)	46	20	33	264
48	BEL 235	Steven Jamar	24	14	28	23	16	(51)	47	37	41	37	267
49	SWE 101	Pontus Gäbel	12	16	16	20	40	44	37	39	45	(48)	269
50	DEN 33	Henrik Kimmer Petersen	14	26	29	17	29	(49)	42	44	31	38	270
51	DEN 1497	Michael Dinesen	17	23	23	29	12	(53)	44	52	27	44	271
52	GBR 2221	Andy Dalby	38	17	26	19	29	16	(53)	41	34	52	272
53	GER 4	Lutz Boguhn	25	27	17	34	31	29	43	(50)	48	43	297
54	DEN 1407	Malte Pedersen	41	23	30	19	30	30	50	47	35	(55)	305
55	GER 9	Thorsten Schmidt	12	29	20	39	35	43	46	38	51	(53)	313
56	DEN 1448	Jesper Andersen	16	45	26	32	25	37	51	(54)	50	41	323





Silver Fleet

57	POL 17	Jaroslaw Radzki	17	16	15	(ret)	dnc	12	5	3	3	2	130
58	GER 167	Niels Timm	(33)	30	30	27	28	2	1	11	10	4	143
59	DEN 65	Anders Gerhardt- Hansen	20	(44)	40	28	21	5	14	2	1	14	145
60	GBR 4	Simon Cox	29	(dnf)	37	38	34	1	2	9	9	5	164
61	ESP 101	Javier Estarellas Coll	(54)	32	36	21	18	36	12	8	2	9	174
62	SWE 54	Thomas Uziel	(43)	39	38	26	39	6	20	1	6	6	181
63	DEN 1454	Fritz Banner	32	36	(38)	33	22	4	15	13	11	16	182
64	GBR 2185	Thomas Southwell	15	34	25	(44)	32	24	6	15	17	21	189
65	GER 132	Philipp Menke	37	31	32	(41)	15	22	3	36	12	3	191
66	GER 28	Andreas Deubel	27	24	(41)	36	30	7	23	16	21	20	204
67	FRA 150	Pierre Arrighi	23	34	34	22	(47)	3	40	5	18	26	205
68	POL 13	Tomasz Flisiak	(dsq)	dsq	27	31	46	18	4	4	22	1	210
69	GER 79	Frank Strelow	19	(40)	27	33	24	27	32	19	24	8	213
70	BEL 237	Michiel Jamar	35	31	(46)	35	38	33	10	20	13	22	237
71	GER 66	Christian Kirchner	21	40	31	(47)	28	16	17	23	47	15	238
72	GER 11	Rainer Pospiech	31	(36)	35	34	33	34	7	14	27	24	239
73	GER 46	Henry Kopplin	43	38	37	(50)	16	8	21	30	7	43	243
74	GBR 999	Simon Davis	35	38	22	38	34	23	(dnc)	25	16	13	244
75	DEN 25	Soren Sigurdsson	30	(48)	34	13	43	14	19	6	44	44	247
76	DEN 77	Jesper Strandberg	28	35	31	(ret)	52	15	11	12	30	34	248
77	POL 333	Pawel Jachimowski	40	13	29	23	44	28	(dnc)	22	25	25	249
78	GER 838	Falk Hagemann	(44)	30	36	42	31	21	26	28	4	32	250
79	GER 826	Jorg Sylvester	34	(46)	42	31	23	29	22	26	14	30	251
80	AUS 6	Bob Buchanan	22	39	39	35	48	10	27	18	20	(ret)	258
81	GER 845	Thomas Sander	31	29	35	42	49	(dsq)	28	27	8	10	259
82	GBR 18	Deryck Lovegrove	(46)	42	43	41	45	11	13	41	15	23	274
83	GER 8	Ronald Foest	33	35	(48)	48	41	32	16	17	38	17	277
84	NED 689	Gabor Helmhout	26	41	(ret)	dnf	dnf	20	8	7	34	33	283
85	DEN 55	Henrik Sogren	39	41	41	37	(46)	17	9	40	31	29	284
86	GER 22	Dirk Gericke	(53)	20	33	18	45	41	43	29	28	41	298
87	FRA 86	Patrick Debaere	49	(56)	51	46	22	26	25	10	23	49	301
88	AUT 40	Werner Jettmar	37	33	43	30	41	31	24	31	(45)	31	301
89	GER 78	Stefan Haage	46	37	47	45	37	(dsq)	18	21	dnc	7	315
90	BEL 210	Frederic Vandenberghe	39	(51)	47	45	47	19	31	32	19	38	317
91	GER 16	Heinz Ridder	36	33	44	46	40	40	30	24	(48)	27	320
92	GER 88	Lutz Pickenhahn	45	50	50	37	50	9	(dnf)	37	33	12	323
93	DEN 23	Frank Holm	29	49	39	43	42	13	(dnf)	dnf	39	19	330
94	SWE 28	Per Jonsson	(dnf)	47	40	40	37	30	36	33	32	39	334
95	GER 40	Bernd Schulz Stücher	45	43	(48)	44	33	38	34	35	37	40	349
96	FRA 17	Henri Berenger	48	(52)	46	49	36	35	33	34	36	35	352
97	FRA 1823	Jean-Louis Petetin	(dnf)	49	45	39	42	25	ufd	38	40	18	353
98	NED 690	Sybren Hornstra	(dnf)	44	42	43	35	42	29	dnc	35	28	355
99	ESP 104	Rafael Bestard Summers	38	(48)	44	40	36	37	37	43	42	42	359
100	GER 809	Jessica Finke	(dnf)	45	49	49	48	47	41	39	5	37	360
101	POL 77	Adam Jankowski	42	54	50	48	43	44	35	(ret)	26	36	378
102	GER 10	Christian Heinze	51	47	45	(ret)	dnf	39	dnc	dnc	29	11	393
103	FRA 1835	Xavier Beckius	40	(50)	49	47	49	43	39	44	41	45	397
104	POL 511	Dariusz Witosowski	42	46	(52)	51	51	49	38	42	49	47	415
105	POL 12	Waldemar Wloczkowski	52	55	(ret)	51	51	46	44	46	46	46	437
106	ITA 101	Luca Guerra	(dsq)	51	53	50	50	48	42	45	dnc	dnc	453
107	GER 731	Ina Kabemodel	41	(dnf)	55	dns	dnf	45	dnc	dnc	43	48	460
108	ITA 102	Guido Lodovichetti	44	42	51	(dnf)	dnf	dns	dns	dns	dnc	dnc	479
109	BEL 214	Paul Verrijdt	47	43	(ret)	dnf	dnf	dnc	dnc	dnc	dnc	dnc	489
110	FRA 59	Hervé Salomon	50	53	54	(ret)	dnf	dnc	dnc	dnc	dnc	dnc	499
111	DEN 1582	Jan Pedersen	(dnf)	dnf	dnf	dnf	dnf	dnc	dnc	dnc	dnc	dnc	513
112	FRA 4	Jean-Michel Roux	(dnf)	dnf	dnf	dnf	dnf	dnc	dnc	dnc	dnc	dnc	513

couldn't lose second. So, the pressure was off in a way but it meant I just had to keep tabs on Nick, which is easier said than done. He's quite slippery.

"So, in the end I am over the moon to win here in Garda after coming second a couple of times, and just before the worlds here in 2025."

As the event closed, thoughts turned to 2025, when the World Championship will also be hosted by Circolo Vela Arco, with perhaps 200 boats expected.

Craig commented on the venue. "I think this is one of the best places to sail in the world, and then the shoreside is amazing as

well, the restaurants, the bars, it's a fantastic holiday as well. We wouldn't be surprised if we get 200+ boats for the worlds in 2025."

All in all, the championship was a fantastic event, with free beer, after race pasta, awesome sailing, great hospitality from Circolo Vela Arco, and some of the slickest race management on the planet. 200 boats in 2025 is no idle boast. The class is growing at an unprecedented rate and its event management is constantly evolving to cope with demand.



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Results



NATIONAL SPORTS DAY 2022

16-18 December • Sattahip, THA

1	THA 444	Morten Jakobsen	14
2	DEN 1428	Thanakan Korkerd	14
3	GBR 2195	CPO3 S Pongwichead	26
4	DEN1502	Nichapa Waiwai	34
5	GBR 198	VADM B Netkrachang	36
6	SWE 73	Dylan Whitcraft	40
7	THA 17	Christopher/Biscomb	66
8	1428	R. Asawwatanaporn	69
9	THA 258	CDR Nitasana Rodnour	75
10	THA 257	Admiral Tanin Likitawong	76

INTERDOMINION CHAMPIONSHIP 2023

16-21 January • Brisbane, AUS

1	AUS 2	Rob McMillan	20
2	AUS 749	Roger Blasse	28
3	NZL 612	Mark Perrow	35
4	AUS 8	Mark Jackson	42
5	AUS 791	Tim Davies	48
6	AUS 775	Brent Williams	49
7	AUS 15	David Clark	63
8	AUS 730	Mike Williams	73
9	NZL 602	Gordon Sims	74
10	AUS 735	Matt Johnson	97

TROFEO PRO RIGGING 2023

11-12 February • Palma, ESP

1	FRA1859	Tim Goodbody	3
2	ESP77	Mark Branagh	7
3	ESP101	Ralph Hennig	9
4	ESP2847	Luis Portella Twyford	10
5	POL777	Javier Estaretlas Coll	11
6	FRA1835	Russell Brown	15
7	DEN77	Jl Bestard Summers	21
8	GER32	Alistair Campbel	21
9	GBR91	Trevor Draper	26

TROFEO BMCOMPOSITES 2023

25-26 March • Palma, ESP

1	FRA 1859	Tim Goodbody	6
2	IRL 69	James Waugh	21
3	GER 32	Fabnian Rossbacher	21
4	DEN 1407	Malte Pedersen	27
5	ESP 77	Mark Branagh	33
6	DEN 20	Jespter Højer	34
7	DEN 1565	Mogens Johansen	35
8	ESP 101	Javier Estaretlas Coll	36
9	ESP2847	Luis Portella Twyford	49
10	AUS 44	Cameron Seagreen	50

NEW ZEALAND NATIONALS 2023

31 March - 2 April • New Plymouth YC

1	NZL 579	Steve McDowell	16
2	NZL 584	Greg Salthouse	27
3	NZL 592	Rod Davis	38
4	AUS 708	Kelvin Holdt	39
5	NZL 613	Mark Perrow	42
6	NZL 601	Sean Cleary	44
7	NZL 588	Adrian Coulthard	52
8	NZL 577	Paul Rhodes	65
9	NZL 542	Alistair Deaves	69
10	NZL 602	Gordon Sims	74

MED CUP 2023

7-9 April • Bandol, FRA

1	FRA 8	Timothe Petetin	7
2	DEN 1407	Malte Pedersen	23
3	DEN 20	Jesper Højer	34
4	FRA 1838	Gilles Berenger	41
5	FRA 86	Patrick Debaere	41
6	FRA 1829	Pierre Arrighi	42
7	FRA 1823	Jean Louis Petetin	42
8	FRA 1842	Laurent Petetin	62
9	FRA 4	Jean Michel Roux	63
10	FRA 1824	Alain Renoux	63

SPRING CUP 2023

12-14 May • Medemblik, NED

1	GBR 11	Andy Davis	11
2	SWE 100	Thomas Hansson-Mild	16
3	SWE 73	Patric Mure	25
4	GBR 8	Richard Burton	35
5	GBR 2260	Ed Bradburn	39
6	GBR 49	James Downer	50
7	GER 32	Fabian Rossbacher	57
8	NZL 599	Greg Wilcox	74
9	GBR 33	Tom Lonsdale	75
10	GER 852	Michael Nissen	76

BRITISH NATIONALS 2023

10-11 June • Royal Torbay YC

1	GBR 11	Andy Davis	6
2	GBR 6	Charlie Cumbley	7
3	GBR 2261	Nick Craig	8
4	GBR 28	Anthony Osman	14
5	GBR 2260	Ed Bradburn	19
6	GBR 2264	Jim Hunt	24
7	GBR 49	James Downer	26
8	GBR 1	Russ Clark	28
9	GBR 20	Roger Tushingham	30
10	GBR 87	Paul Childs	33

KIELER WOCH 2023

17-20 June • Kiel, GER

1	POL 777	Michal Strumnik	17
2	DEN 76	Thomas Gabs	25
3	GER 77	Sönke Behrens	37
4	SWE 2908	Laban Soren	38
5	NZL 15	Greg Wilcox	39

6	SWE 2884	Lars Bergfeldt	41
7	GER 72	Oliver Gronholz	44
8	SWE 14	Håkan Söderberg	44
9	DEN 1554	Mads Hansen	47
10	DEN 1577	Jørgen Holm	47

DANISH NATIONALS 2023

11-13, August • Svendborg

1	DEN 12	Jens Eckardt	7
2	DEN 21	Bo Petersen	9
3	DEN 61	Henrik Kofoed	26
4	GER 18	Jan Kurfeld	33
5	DEN 24	Steen Christensen	45
6	DEN 1604	Claus Mortensen	46
7	POL 17	Jaroslav Radzki	56
8	SWE 2884	Lars Bergfeldt	61
9	DEN 76	Thomas Gabs	63
10	DEN 100	Jesper Bendix	69

BULGARIAN OPEN

1	DEN 1354	Stefan Raev	
2	POL 201	Ivan Georgiev	
3	BUL 1	Simeon Grubchev	
4	POL 741	Aleksandar Tsenov	
5	GBR 2018	Georgi Shopov	
6	GBR 2065	Yasen Kachinski	
7	BUL 2	Deyan Aleksiev	
8	BUL 111	Yasen Metalkov	

FRENCH NATIONALS 2023

24-26 August • Lacanau

1	FRA 8	Timothe Petetin	10
2	FRA 86	Patrick Debaere	31
3	FRA 4	Jean Michel Roux	32
4	FRA 1824	Alain Renoux	43
5	FRA 1842	Laurent Petetin	48
6	FRA 794	Didier Soulie	59
7	FRA 1843	Jean Yves Geoffroy	65
8	FRA 1823	Jean Louis Petetin	69
9	FRA 1709	Patrice RovereE	75
10	FRA 2133	Frederic Lamarque	89

POLISH NATIONALS 2023

25-27 August

1	POL 777	Michal Strumnik	5
2	POL 17	Jaroslav Radzki	7



WORLD RANKING LIST - DECEMBER 2023 (TOP 100 FROM 666)

1	SWE100	Thomas Hansson-Mild	1004.39	35	AUS 749	Roger Blassé	652.66	69	DEN 1497	Michael Dinesen	433.35
2	GER 71	André Budzien	968.41	36	GER 4	Lutz Boguhn	640.41	70	NED 27	Stephan Veldman	430.28
3	DEN 12	Jens Eckardt	958.70	37	DEN 7	Malte Pedersen	616.43	71	GER 22	Dirk Gericke	428.47
4	SWE 73	Patric Mure	927.56	38	POL 14	Pawel Pawlaczyk	610.53	72	GER 71	Sebastian Kaule	427.83
5	GBR 2261	Nick Craig	921.97	39	SWE 2884	Lars Bergfeldt	604.38	73	GER 72	Oliver Gronholz	425.96
6	DEN 21	Bo Petersen	919.29	40	NZL 55	Simon Probert	602.93	74	GBR 8	Richard Burton	423.77
7	NZL 15	Greg Wilcox	918.12	41	GBR 91	Russell Clark	599.53	75	SWE 436	Johan Astradsson	420.71
8	AUS 5	Brent Williams	890.10	42	BEL 235	Steven Jamar	598.69	76	IRL 10	Tim Goodbody	409.68
9	GBR 6	Charlie Cumbley	885.15	43	DEN 65	Anders Gerhardt-Hansen	597.72	77	AUS 773	Dave Ketteridge	408.70
10	DEN 61	Henrik Kofoed Larsen	877.05	44	DEN 24	Steen Christensen	594.31	78	DEN 25	Soren Sigurdsson	405.59
11	GBR 11	Andy Davis	856.39	45	FRA 8	Timothee Petetin	590.37	79	SWE 99	Hans Elkjaer	405.11
12	GER 77	Sönke Behrens	838.21	46	SWE 139	Hans Börjesson	588.86	80	AUS 694	Gary McLennan	404.56
13	DEN 22	Ask Askholm	822.29	47	SWE 386	Mikael Björndal	577.22	81	DEN 1598	Lars Espersen	401.00
14	SWE71	Niklas Edler	808.12	48	SWE 72	Benjamin Hammerö	569.08	82	AUS 811	David Meehan	398.61
15	GER 19	Ulli Kurfeld	784.86	49	DEN 1577	Jørgen Holm	559.15	83	POL 7	Marek Bernat	396.98
16	FRA 11	Valerian Lebrun	769.12	50	AUS 729	André Blassé	551.19	84	ESP 77	Mark Branagh	396.42
17	AUS 8	Mark Jackson	767.15	51	GBR 17	David Bourne	550.98	85	GER 98	Johannes Janhsen	392.83
18	NZL 60	Gordon Sims	760.13	52	SWE 722	Stefan Jaenson	543.50	86	GBR 44	Chris Turner	392.48
19	THA 444	Morton Jakaobsen	758.33	53	GER 11	Rainer Pospiech	540.48	87	GBR 2221	Andy Dalby	389.39
20	NOR 6	Halvor Schøyen	756.21	54	SWE 14	Håken Soderberg	525.64	88	GBR 8	Tom Lonsdale	389.22
21	NZL 4	Mark Perrow	742.03	55	POL 17	Jaroslaw Radzki	516.16	89	GBR 13	Alex Scoles	387.90
22	GER 5	Ralf Tietje	732.76	56	GER 852	Michael Nissen	505.98	90	SWE 101	Pontus Gabel	386.10
23	GER 32	Fabian Rossbacher	719.28	57	GBR 2279	Matthew Howard	494.25	91	GBR 2104	Charlie Maunder	383.61
24	DEN 20	Jesper Hojer	716.54	58	GER 81	Jan-Dietmar Dellas	473.75	92	GER 73	Thomas Glas	382.41
25	SWE 20	Stefan Pavia	709.57	59	GER 18	Jan Kurfeld	466.77	93	GER 79	Frank Strelow	381.28
26	GER 7	Andreas Pich	706.70	60	GBR 2185	Thomas Southwell	465.86	94	GBR 28	Anthony Osman	379.84
27	GBR 49	James Downer	688.88	61	GBR 2264	Jim Hunt	461.58	95	GER 66	Christian Kirchner	376.41
28	NOR 428	Lars Johan Brodtkorb	687.41	62	SWE 2908	Laban Sorén	456.80	96	GBR 2245	Henry Wetherall	375.00
29	POL 777	Michal Strumnik	677.39	63	AUS 4	Peter Robinson	446.50	97	GBR 92	Sam Thomson	372.31
30	NZL 11	Steve McDowell	675.48	64	GBR 999	Simon Davis	444.68	98	BEL 236	Frédéric Geboers	366.25
31	GBR 69	Terry Curtis	672.11	65	FRA 86	Patrick Debaere	440.96	99	POL 13	Tomasz Flisiak	365.18
32	SWE 24	Daniel Björndahl	669.01	66	GBR 2252	Tony Woods	440.71	100	GBR 2261	Andrew Mills	364.86
33	GBR 2260	Ed Bradburn	663.57	67	GER 78	Stefan Haage	439.27				
34	AUS 7	Glenn Williams	660.39	68	DEN 76	Thomas Gabs	435.59				



3	POL 14	Pawel Pawlaczyk	7
4	POL 555	Tomasz Flisak	11
5	POL 19	Grzegorz Salamon	11
6	POL 511	Jeremi Zimny	14
7	POL 77	Adam Jankowski	17
8	POL 21	Waldemar Czyż	21
9	POL 12	Waldemar Wloczkowski	24
10	POL 27	Maciej Karnacewicz	25

SWEDISH NATIONALS

25-27 August • Karlstad			
1	SWE 71	Niklas Edler	14
2	SWE 386	Mikael Björndal	18
3	SWE 100	Thomas Hansson-Mild	29
4	SWE 722	Stefan Jaenson	29
5	SWE 24	Daniel Tjuvkika	36
6	SWE 139	Hans Borjesson	52
7	AUS 5	Brent Williams	70
8	SWE 61	Olle Albrektsson	72
9	SWE 20	Stefan Pavia	82
10	SWE 99	Hans Elkjaer	86

DUTCH NATIONALS 2023

26-27 August • Randmeren			
1	GER 32	Fabian Rossbacher	9
2	GER 7	Andreas Pich	11
3	GER 595	Daniel Groschl	28
4	NED 27	Stephan Veldman	29
5	GER 59	Jorg Janhsen	30
6	GER 773	Ralf Mackmann	32
7	GER 79	Frank Strelow	39
8	NED 12	Peter van der Schaaf	54
9	GER 10	Christian Heinze	54
10	GER 845	Thomas Sander	55

NORDICS 2023

2-3 Sept • Hellerup, DEN			
1	SWE 100	Thomas Hansson-Mild	19
2	DEN 21	Bo Petersen	21
3	SWE 386	Mikael Björndal	21
4	SWE 73	Patric Mure	27
5	SWE 722	Stefan Jaenson	32
6	DEN 61	Henrik Kofoed	33
7	DEN 10	Jens Lauge	36
8	AUS 5	Brent Williams	38
9	DEN 20	Jesper Hojer	40
10	DEN 1604	Claus Mortensen	54

AUTUMN TROPHY 2023

16-19 September • Bandol, FRA			
1	GBR 2261	Nick Craig	7
2	GBR 17	Dave Bourne	19
3	NZL 15	Greg Wilcox	21
4	AUS 5	Brent Williams	27
5	GBR 69	Terry Curtis	41
6	FRA 8	Timothee Petetin	46
7	THA 444	Morten Jackobsen	47
8	AUS 7	Glenn Williams	54
9	GER 81	Jan Dietmar Dellas	57
10	DEN 65	Anders Gerhardt-Hansen	72

BELGIAN NATIONALS 2023

23-24 September • Antwerp			
1	GBR 11	Andy Davis	3
2	BEL 900	Pieter Van Laer	5
3	NED 27	Stephan Veldman	10
4	BEL 235	Steven Jamar	11
5	BEL 212	Frank Vanroy	11
6	BEL 236	Frédéric Geboers	13
7	BEL 90	Marc Vandeghinste	20
8	BEL 237	Michiel Jamar	21
9	BEL 248	Phil Cowez	26
10	BEL 228	Joris Van Baarle	27

GERMAN NATIONALS 2023

27-29 September • Wunstorf			
1	GER 71	André Budzien	11
2	GER 18	Jan Kurfeld	12
3	DEN 21	Bo Petersen	39
4	POL 777	Michal Strumnik	50
5	POL 17	Jaroslaw Radzki	53
6	GER 20	Sebastian Kaule	54

7	DEN 1434	Jonas Ullmann	56
8	NZL 599	Greg Wilcox	57
9	GER 32	Fabian Rossbacher	60
10	DEN 61	Henrik Kofoed	66

UK INLAND CHAMPIONSHIP 2023

4-5 November • Burton SC			
1	GBR 2261	Nick Craig	6
2	GBR 11	Andy Davis	8
3	GBR 2260	Ed Bradburn	15
4	GBR 33	Tom Lonsdale	20
5	GBR 2128	Oliver Goodhead	32
6	GBR 2276	Keith Byers	35
7	GBR 55	Neil Goodhead	37
8	GBR 2129	Paul Craig	40
9	GBR 18	Deryck Iovogrove	45
10	GBR 2036	Gavin Poulloin	50

RUM BUCKET 2023

4-5 November • Wakatere BC, NZL			
1	NZL 11	Steve McDowell	13
2	NZL 592	Rod Davis	14
3	NZL 609	John Cutler	16
4	NZL 55	Simon Probert	18
5	NZL 4	Mark Perrow	20
6	NZL 601	Sean Cleary	22
7	NZL 60	Gordon Sims	30
8	NZL 526	Dylan Forsyth	37
9	NZL 589	Marc Grise	39
10	NZL 568	Dean Coleman	39

NEW ZEALAND NATIONALS 2024

24-26 November • Napier			
1	NZL 579	Steve McDowell	16
2	NZL 584	Greg Salthouse	27
3	NZL 592	Rod Davies	38
4	NZL 708	Kelvin Holdt	39
5	NZL 613	Mark Perrow	42
6	NZL 601	Sean Cleary	44
7	NZL 588	Adrian Coulthard	52
8	NZL 577	Paul Rhodes	65
9	NZL 542	Alistair Deaves	69
10	NZL 602	Gordon Sims	74





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