

OK DINGHY INTERNATIONAL

◀ DANIEL BJÖRND AHL INTERVIEW



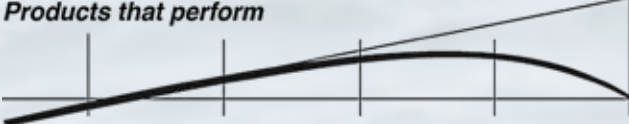
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OK DINGHY INTERNATIONAL



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The **OK Dinghy International Association (OKDIA)** is the world governing body for the OK Dinghy class. Its members consist of the National OK Dinghy Associations of Australia, Belgium, Bulgaria, Denmark, France, Germany, Great Britain, Italy, New Zealand, Norway, Poland, Spain, Sweden, Thailand, The Netherlands and USA, as well as sailors from Argentina, Canada, Brazil and Ireland

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Cover Photo: Andrew Mills on Garda (robertdeaves.uk)



President's Letter

Dear OK Dinghy Sailors and Friends

Dear OK sailors,

Looking back at 2025 I can only summarise the year as WOW! A great year with so many events in a record-breaking number of countries. I'm sure that, travel permitting, you could race almost every weekend of the year. The international event season started as customary with the Spring Cup in Medemblik and ended with the Autumn Cup in Bandol and in between we managed a Europeans and a Worlds. At the end of the year, we summarised the global ranking list with a total of 664 sailors having participated and Andy Davis from Great Britain taking over the coveted first place from Patric Mure from Sweden.

A big thanks to the German organisation under the leadership of Andreas Pich who professionally organised the Europeans in Warnemunde. Once again, we had more than a hundred participants and we had to split up in two fleets. The race organisation was superbly prepared and there was fair and competitive racing in both fleets. Unfortunately, the last day's racing was initially postponed due to high winds and heavy seas until it was cancelled. At the end of the regatta Charlie Cumbley was crowned European champion.

For a second time in the class history, we returned to Lago di Garda, this time to battle it out to crown a world champion. In 2023 we had the Europeans as a Garda warm up for this year's Worlds. Never in the history of the OK class has there been such an amazing number of devoted sailors in one single location. A massive 220 had signed up and 212 came to race at one of the most stunning locations in the world. It was a first time reaching over 200 boats and consequently we were split up in three fleets, a first for the OK class. As always it was a bustling social scene with new and old friends from all over the world meeting up for a chat and after race drink. At the end of five days of intense racing Andrew Mills from Great Britain stood as the winner with an impressive series on race wins, a total of seven wins out of nine races. Nick Craig also from Great Britain and Niklas Edler from Sweden finished second and third.

We have a new Roadmap that will guide the class over the next 10 years. We have a clear view on how to grow the class

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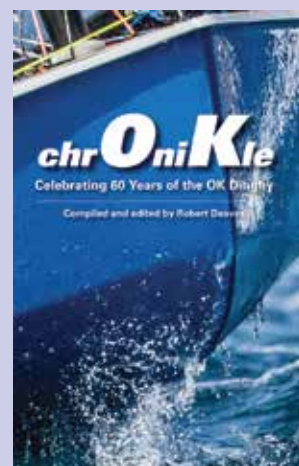
to attract many more sailors who want to be part of the world-renowned camaraderie and perhaps race a few local regattas, to attracting new sailors to compete for our coveted championships. 2025 also marks a return to a healthier financial situation. The Covid years put a big dent in the finances as we missed out of the income from at least four championships. We now have the possibilities to further develop the class and make sure that it will be a class that thrives forever.

We all look forward to an exciting 2026 and new events. The Worlds return to classic waters in Denmark which is also the birthplace of the OK Dinghy. The Danish organisation together with the Royal Danish Yacht Club is planning for a great event a few kilometres north of Copenhagen in June. In September we will have the opportunity to race for the European Championship on a venue that is new to the class in The Netherlands.

I look forward to a prosperous 2026, new exciting events and I hope to see many new and old OK sailors at all events, nationally, regionally and internationally. I would like to thank all sailors that make the events memorable and that take time off to travel near and far. I would also like to say big thank you to my fellow OKDIA committee members for all the good work.

Seglarhälsningar
Pontus Gäbel
President OKDIA

BOOKSHELF AND PHOTOS



There are two books available on the OK Dinghy.

COMPLETELY OK can be ordered through okdia.org for £20 +p&p

chrOniKLE can be ordered through Amazon for £12 +p&p

Photos from events can also be obtained here:

<https://robertdeaves.smugmug.com/OK-Dinghy>



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OKDIA HALL OF FAME NOMINATIONS

Two more inductees were added to the OKDIA Hall of Fame during the opening ceremony at the 2025 World Championship in Arco.

On the shores of Lake Garda two long standing OKDIA officers were brought into the fold. Both have been racing OK Dinghies for more than 40 years. Alistair Deaves, now from New Zealand, has sat on OKDIA committees for 28 years, has been Chairman of the Technical Committee for 17 years and has been instrumental in defining the current technical expertise in the class. He was introduced first by former Vice-President Mike Wilde.

Then, Vice-President Andreas Pich introduced Robert Deaves, long time secretary, media manager and behind the scenes operative for the current success of the class. The nominations were necessarily surrounded in secrecy, but with well over 200 people gathered for the flag parade of the opening ceremony, it was a humbling experience.



The OKDIA Hall of Fame was started in 2007 when class legend Jørgen Lindhardtzen was the first inductee. Since then, the list has included multiple world champions, such as Nick Craig, Leith Armit and Roger Blasse, along with many of those who have defined the class through the decades, including of course Paul Elvstrøm.

The full list is here: <https://okdia.org/okdia-hall-of-fame/>



REGISTERED HULL NUMBERS AND PERSONAL SAIL NUMBERS

During Equipment Inspections at recent OK Dinghy championships it has become apparent that not everyone understands the requirements of the Class Rules regarding sail numbers. This article aims to clear up some misunderstandings.

The confusion often lies in distinguishing between the sail number of the boat and number on the sail. These two numbers are often the same, but can be different.

Under Class Rule A.10, each boat should be issued with a registered sequential sail number by their certification authority. 'Sequential' means that the number is larger by 1 than the previous number issued. This Class Rule came into force in 2014. Before that time the requirement for sequential numbering was not in the rules although most countries followed this method.

The registered sail number is the sail number that should be placed into the boat under Class Rule D.2.4, either on a plaque or engraved on or near the centreline in the cockpit. Traditionally it was always on the hog or centreboard case, but now can be on the bulkhead. It is also the country code and sail number that is recorded on the certificate.

The sail number shown on the sail has to be as follows:

- The country code as recorded on the certificate and engraved in the boat.
- A number which can be either the registered number allocated by the certification authority or a personal sail number issued by a national association.

IN SUMMARY

1. The body that issues registered sail numbers, either the sailor's MNA or national association, shall issue numbers in sequential order.
2. The country code on the sail has to be the same as the country code recorded on the certificate and on the plaque/engraved in the boat.
3. A personal sail number is for the sail only and belongs to the sailor and should not be engraved in the boat.
4. If a sailor has two boats in two different countries then each boat must comply with the above rules. Further, the same personal sail number cannot be used if the two boats have measurement certificates from different countries. If the boats have measurement certificates from two countries then the country code on the sails must be the same as the certificate for the boat. A sail cannot display a country code other than that recorded in the boat and on the certificate.
5. A boat can only use a country code different from the boat when the boat is borrowed or chartered. In which case any number may be used.

Following all these rules maintains the traceability of boats and certification and makes life much easier for event equipment inspectors and organising authorities. OKDIA is aware of many misunderstandings and intend to follow up to MNA and NCA in the coming months to clean up mistakes.

The Ovington OK Dinghy

With over 250 OK's now built since the Ovington moulds came out, the OK continues to thrive as a class on an international level. We have been working hard to develop a brand-new OK mould which was brought into production at the start of 2025.



This exciting new deck mould allows us to change the hiking position between boats, featuring a shorter hiking position, being offered alongside the standard hiking position along with a longer mainsheet track.

The Ovington OK continues to prove its speed, straight out of the box, coming first, second and third at the 2025 Worlds along with the top 8 boats in the top 10. These new boats are available around the world throughout our Ovington dealer network.

We continue to offer various fit out packages for the OKs from basic fit hulls to ready to sail packages. These are offered with the best products available from Ceilidh and C-Tech masts, Allen Brothers and Art of Racing booms or North and HD sails.



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Equipment used at 2025 championships

The diversity of equipment and builders of equipment at the major championships often relates to the health of a class and if we look at the huge number of builders, mast makers and sail makers from 2025, then

it would appear the OK Dinghy class is very healthy.

While there are clearly trends and favourite manufacturers for

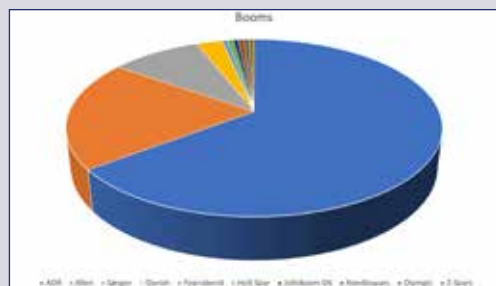
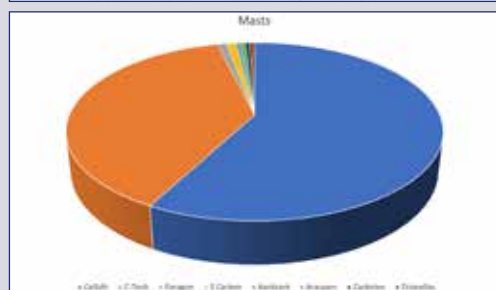
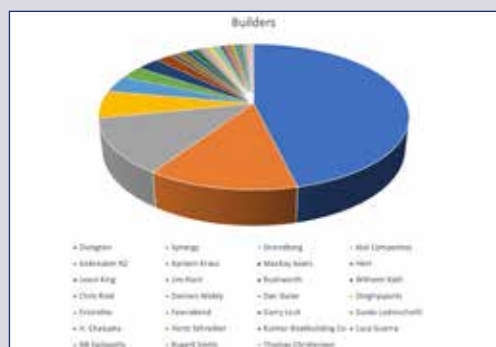
most of the equipment, there is also a plethora of one-offs, smaller builders and home builds. At the 2025 World Championship on Lake Garda, there were hulls built by 27 different builders, though the big three (Ovington, Synergy and Strandberg) accounted for 70 per cent of the fleet.

With sails, North, Turtle, Green and HD were used on 85 per cent of the fleet, but 11 other sailmakers were also seen.

Spars are more clearly defined. More than 95 per cent used either a Ceilidh of a C-Tech, with a few other, mainly older, masts being used.

The biggest market share of any manufacturer across all items of equipment though is the Art of Racing boom, which was used on 65 per cent of boats, though the Allen is gaining popularity and the Sogren is widely used.

It could be argued that given the dominance of some gear, that it's a must have to be able to perform, however that is rarely the case, and perhaps the beauty of the OK is that it's the nut in the boat, rather than the boat that makes the difference.



EQUIPMENT USED AT 2025 WORLD CHAMPIONSHIP

(graphs, left, show spread cross whole fleet)

	Boat	Hull	Mast	Sail 1	Boom
1	GBR 94	Ovington	Ceilidh	North	AoR
2	GBR 2295	Ovington	Ceilidh	HD	AoR
3	SWE 71	Ovington	C-Tech	Green	Allen
4	GBR 6	Ovington	Ceilidh	North	AoR
5	GBR 2298	Ovington	Ceilidh	North	AoR
6	CAN 26	Ovington	C-Tech	P&B	Allen
7	DEN 21	Ovington	C-Tech	UK	Sogren
8	GER 886	Strandberg	Ceilidh	HD	AoR
9	GER 19	Ovington	Ceilidh	North	AoR
10	GER 71	Ovington	C-Tech	North	AoR

EQUIPMENT USED AT 2025 EUROPEAN CHAMPIONSHIP

	Boat	Hull	Mast	Sail 1	Boom
1	GBR 6	Ovington	Ceilidh	North	AoR
2	CAN 26	Ovington	Ceilidh	P&B	Allen
3	SWE 24	Ovington	Ceilidh	UK	AoR
4	GER 71	Ovington	C-Tech	North	AoR
5	GBR 2261	Ovington	Ceilidh	HD	AoR
6	DEN 12	Strandberg	C-Tech	Green	Sogren
7	DEN 3	Strandberg	C-Tech	Green	AoR
8	GBR 11	Ovington	Ceilidh	HD	AoR
9	SWE 100	Ovington	Ceilidh	North	Allen
10	NOR 428	Ovington	Ceilidh	Green	Sogren



ITA

Andrew Mills wins largest worlds of all time

With 212 boats from 17 nations, the 2025 OK Dinghy World Championship at Circolo Vela Arco on Lake Garda, Italy, was the largest championship ever held by the class and underlined the huge growth and development over the past decade for what is once again one of the premier singlehanded dinghies.

For many in Garda it was a pilgrimage to get there, with the most countries represented at the event for generations. It became a bucket list event for most sailors. The seeds were planted back in 2017, but after the original plan for 2021 was scuppered by the pandemic, it was reorganised for 2025.

With six former world champions and many more world champions in waiting, it was going to be a monumental battle on the water with three starting groups of 70 boats, two races per day, so up to 30 starts in all. It was a huge challenge to make it all work, and it all worked perfectly with great race management, onshore facilities and fabulous hospitality.

NICK CRAIG STARTS DEFENCE

Defending world champion, Nick Craig, started with two race wins, matched only by Andrew Mills. The event began with two races in sublime conditions that left everyone with smiles from ear to ear, albeit with sore legs and tired bodies.

With three groups, every point gained or lost is the equivalent to three points. After the opening day, four sailors won at least one race and lead the rankings. In Race 1 the wins went to Ben Flower, Mills and Craig. In Race 2, the wins went to Niklas Edler, after a tight battle with Bo Petersen, Mills and Craig. While some were dominant, there were many tight battles and hard fought mark roundings. But also, there was a euphoria in the fleet that only venues like Garda can bring.



Both Mills and six-time world champion Craig won races by a significant margin, while the other wins were close fought.

Charlie Cumbley: *"Great first day to the world championship. The Ora came in, three fleets. We were in the last fleet. Turns out my legs hurt turns out when the Ora comes in. But all good. Nice first day."*

Sofie Boel was one of four women taking part: *"I think I've had one of the best days of my life. It's really amazing you know. Some super great fights."*

CRAIG HOLDS NARROWEST OF LEADS

Craig held narrowest of leads after the second day of racing after both he and Mills added another race win each and were even on three points while third placed Cumbley, won both of his group races to end the day just one point behind. The other two race wins went to Stefan Hoffmann and Edler.

With a slightly lighter forecast the wind started off further left but the right side was still favoured and increased during the first race for some exciting and close finishing.

Cumbley dominated the yellow groups to win both races and move up to third overall. In the blue fleet, Hoffmann led all the way in the first race of the day, while Edler eventually took the second.

The red fleet was probably the hardest fleet of the day. After a good deal of waiting for the third start of the first day – to keep the groups apart – there was some apprehension about changing the timing of the start, with the third group now starting as the second group rounded the top mark. However, the race committee got it spot on and all races went ahead with no recalls and no fleet overlaps. Mills made it three race wins in a row after dominating the first race. Then Petersen led the second race of the day only to lose out to Craig on the second upwind, for Craig to take his third race win.

Russell Page-Wood: *"Awesome to be here in Garda. The fleet is amazing. Sailing is perfect. Couldn't have asked for*



better conditions. Probably the best worlds we've had."

Dayne Sharp: "Another great day on the water here in Garda. We've had two really superb sailing days. Perfect sailing. Challenging. Physical. And great ashore with a lot of nice guys. So top game."

Bo Petersen: "Great day on the water. I am amazed about this place and how professional they are. I thought today would end up in chaos because they changed the starting, but it didn't happen. It was great. Really good."

ANDREW MILLS TAKES LEAD

On the last day of qualifying, Mills again won both his races on Wednesday, to take the overall lead from Craig, with Cumbley still third. Matt Howard also won both his races to move up to sixth. The other race win went to Petersen, now in eighth.

The breeze took a while to build, but by 13.00 it was clearly building for another Groundhog Day. Head to the right; keep your nose clean and tack on the layline. Some got it right, some went early and some went late. Rob McMillan was fast upwind, but

Howard sailed round and past downwind for two comfortable wins. Mills had a slightly harder time with a very close finish for the top three in the second race. Meanwhile Craig, mulling over the mistakes in Race 5 where he finished third, took off in the last race to lead all the way and win by some 400 metres.

Mills: "Another lovely day on Garda. I've been going well. It will be interesting tomorrow when we stick the gold fleet together and see what happens. The organisation has been brilliant so far. Three fleets of 70 boats starting for 2 races for all the fleets in a 4 hour window is brilliant."

Elder: "Lovely venue here. Organisation is very, very good. One general recall. That's about it. And they are working really hard on the starts. But it's tricky. Not just speed. You have to take care when you tack."



2026 WORLD CHAMPIONSHIP

SailNo	Helm	Q1	Q2	Q3	Q4	Q5	Q6	F1	F2	F3	TOT
GOLD											
1	GBR 94 Andrew Mills	1	1	1	2	1	1	1	1	(8)	9
2	GBR 2295 Nick Craig	1	1	(3)	1	3	1	2	2	3	14
3	SWE 71 Niklas Edler	2	1	6	1	2	(7)	3	4	2	21
4	GBR 6 Charlie Cumbley	2	3	1	1	4	3	(20)	6	4	24
5	GBR 2298 Matthew Howard	5	2	3	5	1	1	(13)	7	1	25
6	CAN 26 Ben Flower	1	3	7	2	3	2	6	9	(dnc)	33
7	DEN 21 Bo Petersen	5	2	3	1	7	(14)	3	40		37
8	GER 886 Stefan Hoffmann	4	6	1	7	5	2	(39)	5	11	41
9	GER 19 Ulli Kurfeld	3	6	(15)	4	2	3	5	8	52	46
10	GER 71 André Budzien	2	3	2	3	5	2	15	(ufd)	20	52
11	NED 6 Stefan De Vries	10	4	4	5	2	3	12	(45)	15	55
12	GER 18 Jan Kurfeld	6	7	10	3	7	9	8	(25)	6	56
13	SWE 24 Daniel Björndahl	4	4	4	6	4	5	(22)	17	12	56
14	DEN 12 Jens Eckardt	7	13	5	5	7	4	(17)	12	14	67
15	GER 51 S Schmidt-Kluegmann	9	8	13	8	9	6	7	(46)	7	67
16	AUS 1 Roger Blasse	7	14	4	2	6	5	24	13	(35)	75
17	AUS 2 Rob McMillan	10	12	16	10	3	4	9	11	(66)	75
18	GBR 49 James Downer	3	13	12	9	8	10	18	(36)	10	83
19	SWE 100 Thomas Hansson-Mild	6	5	6	4	11	5	(32)	24	25	86
20	LUX 6 Gabriel Königsfeld	11	9	5	10	6	14	4	27	(28)	86



MILLS EXTENDS

Two more race wins for Mills on the fourth day placed him within one race of clinching the world title. He took two more emphatic race wins in the windiest conditions so far with the Ora building to around 16-20 knots. Craig, now four points back, fought hard but was no match for Mills, who was devastatingly quick upwind and downwind. Edler was ow up to third, a further eight points back.

It was a hard day for some with some high scores alongside some high winds. But Mills and Craig were on a mission and while Mills led both gold fleet races all the way, Craig applied some pressure in the second race only to be taken wide, spat out and then left behind. He said, "there was no way he was going to let me past!"

In the silver fleet, Australia's David Meehan and Spain's Mark Branagh took the race wins, while in the bronze fleet victory went to Germany's Mathis Vorndran in both races,

Craig: "Another fabulous day on Garda. Today this is the probably the hardest OK fleet I've ever sailed in. The quality is amazing. I came away with two seconds which normally I'd be absolutely delighted with. But Millsy came away with two firsts. He's a strong lad who's quick upwind but also very good downwind. And starting well and tactically good."

On the organisation, "Absolutely spot on. We've got three fleets on outer and inner loops. Recipe for chaos but there's been none at all. Been absolutely spot on. Timing of the fleets is perfect. Courses are perfect. Length of races are races spot on. Getting it all in the 3-4 hour Ora window. Couldn't be better. And the pasta and beer is good as well."

Steve McDowell: "Another great day's sailing. Pretty tough in the gold fleet. Everyone who didn't come will be feeling they missed out. Another beautiful day forecast tomorrow. Rash top sailing, it's just brilliant."



21	NZL 624	Sean Cleary	5	21	8	7	9	6	10	21	(34)	87
22	DEN 24	Steen Christensen	10	14	3	11	9	4	23	(26)	18	92
23	GBR 11	Andy Davis	13	2	2	6	10	6	(36)	33	22	94
24	NZL 60	Gordon Sims	8	4	5	15	5	8	26	(38)	26	97
25	SWE 72	Benjamin Hammerö	7	9	7	11	11	8	35	19	(50)	107
26	AUS 26	Benjamin Sharp	15	10	(19)	14	10	13	16	16	13	107
27	SWE 73	Patric Mure	9	5	18	8	8	11	(34)	32	19	110
28	GBR 44	Chris Turner	6	9	19	7	6	9	(41)	29	30	115
29	NZL 4	Mark Perrow	9	7	6	6	16	14	44	18	(62)	120
30	SWE 386	Mikael Björndal	8	7	9	13	12	21	19	31	(42)	120
31	AUS 111	Mike Williams	15	12	8	11	12	10	(37)	23	29	120
32	AUS 10	Tim Davies	4	11	23	31	15	8	11	22	(bfd)	125
33	SWE 139	Hans Börjesson	13	10	24	12	(ufd)	11	31	20	5	126
34	FRA 8	Timothee Petetin	14	8	8	9	12	12	27	37	(51)	127
35	GBR 1	Oliver Davenport	12	(dnc)	14	8	4	9	33	15	36	131
36	NZL 11	Steve McDowell	3	11	11	4	(dnc)	dnc	21	14	16	152
37	DEN 80	Søren Ulslev	15	17	12	16	13	14	(54)	42	24	153
38	POL 14	Pawel Pawlaczuk	11	5	20	9	7	13	28	(ret)	63	156
39	NZL 15	Greg Wilcox	12	10	13	13	15	18	48	(54)	27	156
40	AUS 5	Brent Williams	27	11	14	21	18	18	(45)	28	21	158
41	GBR 2260	Ed Bradburn	17	24	32	20	14	12	(57)	39	9	167
42	NZL 592	Rod Davis	29	19	9	28	21	20	25	(30)	17	168
43	DEN 22	Ask Askholm	20	6	11	15	13	10	43	(58)	55	173
44	GER 908	Michael Nissen	13	30	16	20	19	17	30	(40)	39	184
45	DEN 61	Henrik Kofoed	14	(dnc)	23	12	14	12	29	34	54	192
46	NZL 50	Russell Page-Wood	8	15	33	10	11	(ufd)	55	10	60	202
47	AUS 791	Mark Skelton	31	13	43	22	16	17	40	(50)	23	205
48	GER 32	Fabian Rosbacher	17	20	35	14	26	15	49	(53)	33	209
49	SWE 171	Joakim Andreasson	34	15	10	19	20	26	(60)	55	31	210
50	NZL 567	Chris Fenwick	16	12	29	24	20	16	(59)	57	37	211
51	GBR 2213	Tom Bayliss	11	19	20	22	16	27	42	(59)	56	213
52	GER 5	Ralf Tietje	19	22	9	26	27	30	38	43	(61)	214
53	DEN 50	Ole Vorm	19	20	47	24	10	13	(52)	35	47	215
54	GER 9	Thorsten Schmidt	21	27	27	12	15	21	(69)	61	38	222
55	SWE 58	Tomas Franzén	24	25	28	14	20	25	(62)	41	46	223
56	DEN 42	Michael Dinesen	22	16	39	26	14	24	50	(52)	41	232
57	NZL 17	Paul Rhodes	31	44	14	32	18	7	(ufd)	56	32	234
58	SWE 2884	Lars Bergfeldt	32	8	18	25	13	27	58	(60)	59	240
59	GER 77	Sönke Behrens	28	21	31	30	21	16	46	(dnc)	48	241
60	GER 118	Andreas Gillwald	29	16	7	32	25	24	66	(dnc)	43	242
61	GER 81	Jan-Dietmar Deltas	12	46	11	18	24	20	64	48	(bfd)	243
62	GER 167	Niels Timm	27	27	27	15	19	28	56	44	(65)	243
63	GBR 33	Thomas Lonsdale	18	23	25	22	23	22	61	49	(64)	243
64	SWE 63	Jonas Langner	25	18	26	16	40	19	47	(dnc)	57	248
65	AUS 21	Scott Olsen	25	19	21	35	22	11	65	51	(dnc)	249
66	GBR 2273	Andrew Dalby	20	25	15	19	39	23	53	(62)	58	252
67	ESP 42	Stephen Butcher	16	14	45	26	22	20	(67)	65	45	253
68	NZL 628	Marc Grise	22	23	17	40	25	30	(68)	47	53	257
69	SWE 2908	Laban Sören	40	17	16	18	38	27	51	64	(dnc)	271
70	GBR 91	Ian Hopwood	14	15	10	(ufd)	29	29	63	dnc	49	281
71	GBR 2221	Jason Pyke	23	(dnc)	15	30	23	17	ufd	63	44	287

SILVER

72	AUS 81	David Meehan	21	(39)	40	38	8	23	1	3	4	137
73	GBR 69	Terry Curtis	26	(34)	34	27	17	15	11	10	5	145
74	NZL 55	Simon Probert	34	20	(39)	37	24	23	4	15	1	158
75	AUS 8	Mark Jackson	18	23	17	29	(35)	33	8	8	26	162
76	SWE 14	Håkan Söderberg	20	(41)	34	19	28	25	14	28	2	170
77	AUS 790	Jonathan Ward	28	(40)	38	21	32	29	5	11	11	175
78	SWE 436	Johan Åstradsson	28	18	21	(44)	28	31	24	30	3	183
79	DEN 33	Henrik Kimmer	34	32	23	31	23	31	3	(37)	8	185
80	SWE 42	Peter Eriksson	22	35	37	17	29	26	7	13	(42)	186
81	SWE 20	Stefan Pavia	17	36	44	18	(ufd)	21	2	4	45	187
82	DEN 1533	Dayne Sharp	35	33	18	(44)	31	24	21	9	20	191
83	NZL 6	Mike Wilde	21	(39)	19	27	34	32	16	14	29	192
84	GER 27	Michael Kluegel	29	26	(dsq)	21	28	22	9	6	52	193
85	NZL 42	Ed Crook	27	25	(37)	28	27	28	23	17	21	196
86	THA 444	Morten Jakobsen	38	22	36	16	33	16	10	27	(43)	198
87	DEN 140	Malte Pedersen	30	44	36	23	27	19	6	(55)	18	203
88	DEN 4	Thomas Jacobsen	(39)	35	33	33	25	22	25	12	19	204
89	GER 125	Axel Fischer	(45)	47	20	38	19	18	34	21	10	205
90	DEN 1448	Jesper Andersen	(50)	48	13	13	26	26	33	22	24	205
91	DEN 25	Søren Sigurdsson	42	(46)	30	23	18	35	17	19	22	206
92	GER 98	Johannes Janhsen	23	31	41	40	22	28	19	5	(bfd)	209
93	DEN 1577	Jørgen Holm	16	34	39	30	30	(44)	30	24	7	210
94	AUS 7	Glenn Williams	19	40	22	17	48	33	12	20	(53)	211
95	AUS 785	Anthony Galante	33	29	(49)	37	36	35	28	2	30	230
96	BEL 235	Steven Jamar	36	26	(50)	34	32	19	37	34	12	230
97	DEN 1644	Niels Arntoft	(45)	32	27	25	34	32	31	33	17	231
98	ESP 77	Mark Branagh	33	16	30	(dnc)	17	25	61	1	50	233

99	GBR 99	Ben Pickering	18	38	28	23	17	32	(bfd)	7	bfd	235
100	SWE 101	Pontus Gabel	36	57	17	29	29	33	15	25	(59)	241
101	ESP 101	Javier Estarellas	(54)	32	37	24	31	38	43	23	14	242
102	GER 84	Andreas Dellwig	30	18	41	20	26	44	(42)	32	33	242
103	BEL 237	Michiel Jamar	(49)	24	46	17	24	15	32	47	48	253
104	GER 7	Andreas Pich	33	34	38	(47)	30	36	39	38	25	273
105	NZL 571	Noah Hengst	32	37	49	38	36	42	35	(59)	6	275
106	AUS 808	Mark Phillips	24	38	25	28	30	37	44	54	(bfd)	280
107	AUS 735	Matt Johnson	(43)	41	42	29	37	42	38	29	23	281
108	SWE 54	Thomas Uziel	23	17	26	45	39	54	45	(53)	35	283
109	DEN 595	Thomas Meyer	37	38	47	42	51	30	18	(64)	27	290
110	NZL 575	Brett Linton	26	30	43	(ufd)	37	36	26	26	bfd	296
111	GER 78	Stefan Haage	41	45	12	31	35	34	(dnc)	52	47	297
112	AUS 754	Peter Royle	44	47	45	25	42	29	49	18	(56)	299
113	GER 12	Stefan Rassau	38	51	31	37	37	43	47	(dnc)	16	300
114	GER 8	Ronald Foest	37	44	(51)	36	38	44	20	50	32	301
115	DEN 65	Anders Gerhardt-Hansen	35	37	48	49	47	41	(53)	39	9	305
116	GER 845	Thomas Sander	47	26	48	39	44	31	(59)	44	28	307
117	GER 869	Klaus Reffemann	42	33	22	45	47	56	48	(63)	15	308
118	GER 132	Philipp Menke	43	28	(dnc)	dnc	31	38	22	36	38	308
119	GBR 2232	Adam Savage	37	33	35	32	44	35	27	65	(bfd)	308
120	SWE 2919	Martin Gründahl	26	42	33	39	46	48	(56)	42	37	313
121	DEN 26	Per Kaaber	46	(50)	28	42	43	42	41	31	41	314
122	AUS 776	Grant Wakefield	32	36	50	41	39	37	(58)	48	31	314
123	AUS 47	Brendon Green	(dnc)	41	32	27	40	36	29	43	dnc	320
124	AUS 773	David Ketteridge	39	42	47	47	41	52	(54)	41	13	322
125	GBR 77	Gavin Poullain	24	24	30	42	21	39	(bfd)	dnc	dnc	324
126	GER 75	Dirk Dame	36	48	54	33	32	38	(66)	49	40	330
127	AUS 4	Peter Robinson	50	29	40	(58)	42	46	36	56	36	335
128	GER 28	Andreas Deubel	46	59	32	39	35	34	(62)	45	49	339
129	GBR 4	Simon Cox	39	56	22	40	44	(dnc)	57	16	dnc	346
130	SWE 38	Håkan Svensson	46	40	21	36	52	50	63	46	(55)	346
131	GBR 65	Alex Ogilvie	25	49	53	52	33	59	40	35	(bfd)	346
132	GER 839	Claus Stockhardt	47	31	(58)	35	56	47	46	40	44	346
133	GER 1904	Joerg Rademacher	42	50	24	46	36	47	50	(57)	54	349
134	GER 11	Rainer Pospiech	52	28	57	49	41	43	55	(60)	39	364
135	AUS 812	Dennis Dixon	31	50	(62)	46	54	34	52	51	46	364
136	GER 22	Dirk Gericke	51	21	(67)	36	52	51	60	62	34	367
137	GER 4	Lutz Boguhn	30	28	29	54	(dnc)	dnc	13	dnc	dnc	370
138	DEN 23	Frank Holm	40	48	31	43	55	49	(64)	58	51	375
139	NZL 565	Jeff Dance	54	(61)	24	50	47	40	51	61	58	385
140	AUS 750	Blake Russell	47	49	26	51	53	37	67	(dnc)	57	387
141	ESP 114	Miguel Santa Ursula	53	27	44	62	33	56	(dnc)	dnc	dnc	419
142	GER 61	Holger Reimer	40	43	44	34	55	(dnc)	65	dnc	dnc	425
BRONZE												
143	GER 37	Mathis Vorndran	(dnc)	62	46	34	34	41	1	1	5	224
144	GER 79	Frank Strelow	41	37	(56)	52	48	40	11	7	4	240
145	AUS 694	Gary McLennan	43	39	48	55	(57)	50	7	4	1	247
146	GBR 2279	Rob Starling	48	51	42	45	38	51	6	8	15	253
147	GER 31	Peter Langer-Langmaack	35	(58)	57	43	45	41	4	13	16	254
148	SWE 999	Johan Hesslind	(dnc)	56	40	33	42	47	32	2	3	255
149	DEN 1508	Jon Møller Andersen	(59)	54	49	35	46	46	2	10	17	259
150	NZL 564	Sefton Powrie	44	35	58	51	51	(58)	17	12	13	281
151	POL 7	Marek Bernat	61	31	59	(63)	45	40	36	3	8	283
152	GER 23	Bernd Rasenack	57	42	52	55	(60)	49	10	14	11	290
153	FRA 1873	Jean-Louis Petetin	(64)	30	42	43	50	52	21	36	24	298
154	GER 80	Juliane Hofmann	52	45	46	47	(56)	56	24	31	2	303
155	DEN 55	Henrik Sørensen	52	54	(66)	55	45	60	12	17	12	307
156	AUS 818	Jim Dwyer	(60)	52	54	53	46	39	15	16	33	308
157	GBR 18	Deryck Lovegrove	41	43	41	57	(dnc)	dnc	19	20	22	315
158	GER 66	Christian Kirchner	53	53	36	61	50	(dnc)	9	15	45	322
159	SWE 77	Peter Rudblom	48	45	56	(64)	43	53	23	24	30	322
160	ESP 28	Jorge Fortez	51	43	29	54	(ufd)	45	5	25	ufd	324
161	GER 877	Joachim Evers	55	58	55	59	49	39	(ufd)	6	6	327
162	GBR 73	James Dyas	(63)	52	53	50	50	48	13	23	38	327
163	ESP 104	Rafael Bestard Bestard	48	51	43	56	40	46	(ufd)	9	35	328
164	GER 16	Heinz Ridder	(58)	47	34	44	53	50	26	22	55	331
165	THA 88	Matt Norton	44	64	55	53	59	45	8	5	(ufd)	333
166	SWE 30	Christer Looström	55	36	66	48	(62)	55	31	37	9	333
167	DEN 1336	Peter Højland	(58)	55	54	52	58	53	27	30	19	348
168	GER 715	Sven Beye	56	22	61	(dnc)	dnc	dnc	3	11	52	349
169	GER 904	Ralph Scoth	60	60	57	41	41	48	(dnc)	18	32	349
170	GER 855	Jürgen Illers	54	54	56	(61)	51	55	35	19	28	352
171	GER 828	Christian Gerstberger	49	56	60	57	60	(62)	16	28	41	367
172	GBR 2093	Edward Crichton	53	55	63	(60)	63	51	18	39	29	368
173	GER 109	Lutz Pickenhahn	(52)	55	55	48	56	54	20	32	48	368
174	AUT 40	Werner Jettmar	(dnc)	59	38	51	54	43	ufd	21	31	369
175	AUS 6	Bob Buchanan	56	(60)	50	46	57	52	25	40	51	377
176	DEN 1477	Anton Aakerlund	57	(64)	66	58	59	59	29	27	26	379
177	GBR 2239	Rupert Smith	55	63	63	61	(65)	61	37	41	10	391
178	SWE 39	Michael Olsson	58	(61)	60	58	49	57	49	33	27	391
179	NED 690	Sybrein Hornstra	59	58	63	54	(62)	60	34	46	20	393
180	AUS 761	Paul Richards	60	(62)	59	56	61	58	42	44	14	394
181	ITA 102	Guido Lodovichetti	56	(66)	53	57	61	61	44	29	37	398
182	GER 24	Karsten Kath	50	(dnc)	62	63	dnc	dnc	14	35	36	404
183	DEN 35	Sofie Boel	62	60	(68)	59	58	57	39	26	44	405
184	FRA 17	Henri Berenger	51	46	64	(62)	59	60	38	51	40	407
185	ESP 117	Juan Broetzmann	62	59	60	(65)	57	59	33	43	47	411
186	GBR 86	Mark Bew	(65)	53	35	62	55	62	45	45	54	411
187	GER 10	Christian Heinze	(dnc)	dnc	45	dnc	58	55	48	38	25	413
188	GER 850	Heiner Hirthe	61	67	61	60	52	(dns)	30	34	53	418
189	ESP 117	Juan Ignacio Bestard	62	59	60	(65)	57	59	33	43	47	420
190	AUS 11	Erik Thompson	59	49	58	56	62	49	40	(dnc)	49	422
191	AUS 16	Anthony Johnston	38	29	59	53	48	53	(dnc)	dnc	dnc	424
192	GER 809	Jessica Finke	63	60	(67)	64	65	63	54	52	7	428
193	AUS 757	Ash Gabrielson	57	63	25	41	43	57	(dnc)	dnc	dnc	430
194	USA 14	Janusz Fraczek	(dnc)	dnc	57	dnc	66	66	28	50	21	432
195	AUS 786	Andrew Rowett	67	65	(70)	65	60	61	46	58	23	445
196	AUS 748	Pam Johnston	65	68	(67)	68	64	58	41	48	34	445
197	DEN 1481	Nils Troland	49	65	51	50	49	45	(dnc)	dnc	dnc	453
198	ESP 19	Gabriel Catala	(dnc)	63	61	60	67	65	47	49	43	455
199	AUS 822	Don Williams	45	57	51	48	54	64	(dnc)	dnc	dnc	463
200	AUS 732	Tim Alewood	65	65	(68)	67	66	64	43	47	50	467
201	GBR 2123	Dave Phillips	61	61	65	66	63	65	(dnc)	dnc	18	471
202	AUS 546	Kevin Knott	(dnc)	66	64	64	68	62	51	54	42	471
203	GER 49	Axel Rohlf	63	62	65	66	69	(dnc)	52	53	56	486
204	GER 539	Uli Borchers	(dnf)	dnc	69	dnc	65	63	53	56	39	489
205	ITA 101	Luca Guerra	66	67	68	65	64	66	50	55	(dnc)	501
206	GER 783	Philipp Walther	(dnc)	66	69	66	70	67	55	57	57	507
207	GER 57	Sven Marchot	64	64	65	59	63	54	(dnc)	dnc	dnc	513
208	GER 21	Holger Krasmann	(dnc)	53	52	dnc	53	dnc	dnc	dnc	dnc	518
209	GBR 68	Rodney Tidd	(dnc)	dnc	64	49	64	64	dnc	dnc	dnc	529
210	GER 14	Wilhelm Kath	(dnc)	dnc	dnc	dnc	dnc	dnc	56	dnc	dnc	560
211	GER 13	Frederik Roentgen	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	576
212	GER 36	Jörn Richter	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	576





ANDREW MILLS WINS

Andrew Mills won the 2025 OK Dinghy world championship after only one race was possible on the final day. The result was academic to Mills, who was already discarding a second. Craig finished third in the race to take silver while Edler took second, to take bronze. The final race was won by Howard.

While early conditions on Friday looked like repeating Thursday, the southerly Ora was late and then never fully came in, only reaching 7-8 knots. With a cut off time of 15.00, and after a postponement and several recalls, it soon became clear that it was going to be a one race day, taking the pressure off Mills.

Wind pressure, however, was variable on the first upwind with Craig rounding ahead from Edler. Howard was not far behind and took the lead on the downwind to lead round and win his third race of the week. Many of the top 10 rounded deep, with Mills about 30th, but he pulled back on the second upwind to cross in eighth.

With the time limit soon expiring the fleet was sent back to the beach for more free beer and pasta. The event was over.

Mills: *"I went into today with a small lead, but it was different Garda today. Lake Garda is interesting because it is a simple place in many ways - if you can execute the start and be fast it looks very easy, but if you don't do that it can suddenly look very hard. I was confident considering the speed I had throughout the week but you still have to make that start each time, so it was not in the bag for sure."*

"It was very clear Nick was in cracking form as well. In the Gold fleet racing I got two firsts on the first day, but Nick did not really give me a break and was always there on my transom. So, it was hard to build a lead over him."

It was his first ever world championship win, *"I have obviously sailed the Finn at a high level for a long time and a few other class, but it's something different to put together a whole week with very few mistakes and actually nail that world championship, so to actually do it here with a 200 plus boat fleet is quite special and I'm super happy get that ticked off."*

"The fleet is brilliant. People come from all over the world

to be here and it's just a good group of people. The racing is full on and brutal with the wind we have had. No one gives an inch, but when you get in everyone is there to have a beer and chat and talk about the racing. A lot of people want to race hard but leave that on the water and enjoy the social side together, which is a great thing to be part of."

ILCA sailor, Gabriel Medeiros Konigsfeld was a late entry, but soon found some form to dominate the Youth Trophy, with a string of top 10 places to end up a very creditable 20th overall ahead of Noah Hengst and Dennis Dixon.

There were four women taken part with the 2017 winner, Julianne Hofmann convincingly winning the Trophy again finishing 12th in the Bronze fleet, including a second place in the final race, ahead of Denmark's Sofie Boel, Germany's Jessica Finke, and last year's winner, Pam Johnston, from Australia. It is traditional in the class that all women competitors are acknowledged on the trophy each year.

Other prizewinners were:

Veteran: Nick Craig, GBR

Master: Bo Petersen, DEN

Grand Master: Rod Davis, NZL

Paul Elvström Trophy: Nick Craig, GBR

It was an incredible week on Lake Garda. The sailors loved being at the host club, Circolo Vela Arco, with its impressive new facilities, and the club loved having the sailors. The weather was amazing, textbook Garda almost every day, getting hotter as the week progressed. The competition on the water was also hot, even with a largely one-way track, but the sailing conditions were superb.

OKDIA

AGM, finance membership



OKDIA is an open and democratic process driven by the demands of the AGM and the members countries. The powers of the Committee are limited to performing management and administration functions as well as organising the OKDIA major championships. Pretty much everything else is the domain of the members through the AGM, so when a rule change is approved, whether that is Class Rules, constitution or event rules, it is the members voting for it, not an OKDIA Committee decision. However, the committee has a responsibility to implement it and work with it through World Sailing, or whoever.

At the AGM in Garda last year – probably the liveliest AGM for some time – we addressed many proposals from the members as well as from the OKDIA Committee and the Technical Committee. Whatever is presented, it still comes down to the members to decide whether these changes are the right way forward for the class. With the checks and balances in place all members ensure the Association is heading in the right direction, and to make those big decisions at the AGM.

One of the key changes for 2026 was the amendment in membership structure, introducing individual membership of OKDIA for the first time.

Trying to cater for an increasing number of individual sailors from new countries was becoming an administrative burden, so the Committee proposed the new membership option. This was approved almost unanimously with some minor amendments. We are still seeing how it works in practice, and have the possibility to amend in the future if needed.

Financially, OKDIA was struggling early in 2025, still recovering from the pandemic years of lost events, and some high expenditure. At one point we were on the brink of bankruptcy with less than €5,000 capital remaining. To address this, the Committee proposed some revenue increases. The main issue of contention was the membership fee, rising from what would have been €14.90 in 2026 to €20, a net increase of just around €5 per member. Previously the annual increase was set at 5 per cent. This would bring in an extra €5000 per year. In addition, label fees were increased by a similar amount.

Accurate budgeting is never an exact science as much of OKDIA's income is dependent on sales of equipment labels and entries at events, so the proposals were erred on the side of safety to build funds for the future and manage rainy days. The plan was to have one year's turnover in reserve, and that has almost been achieved.

While some members present in 2025 proposed further increases to €30 or even €40, the AGM decided by 26 votes in favour to 3 votes against for the €5 increase.

One of the directives of the AGM was those attending events should bear the highest burdens rather than club

sailors and this has been addressed through an increase in the sailor levy and the label fees.

Boosted by the huge entry in Garda and the class has returned to a much more stable financial structure – both in terms of an appropriate level of income and a conscientious management of costs. The equally huge entry for Denmark, and the expected high entry for the Europeans should leave OKDIA in a comfortable position for the foreseeable future, with no more increases being considered in the short term. That said, sales of boats plaques, and mast and sail labels were down in 2025, though still healthy.



TO SUMMARISE:

• OKDIA finances have stabilised and returned to a healthy financial situation

post the COVID years.

- The fees collected form a good base to develop the class and attract many new members while protecting the integrity of the class.
- The big events are well attended and bring in additional funds for the class.
- The extra revenue allows OKDIA to fund activities such as assisting new builders, training measurers, providing enhanced media and delivering more promotion.
- For those interested, the full AGM Minutes and accounts for all years are available at <https://okdia.org/meetings/>. Here is a very general summary of where the money comes from and goes.

The finances are back in good shape and OKDIA has the funds to invest in developing the class for the years ahead, with all OK sailors in mind, from the club sailor to the championship racer.



From newcomer to podium contender

Sweden's Daniel Björndahl has quickly become one of the most recognizable faces in the OK Dinghy fleet. Despite joining the class only a few years ago, he has already secured a European podium, a top-15 at the Worlds, and a reputation for meticulous preparation and calm determination. Pontus Gäbel sat down with Daniel to talk about his journey, his brotherly rivalry, and what lies ahead for the Swedish OK community.

EARLY SAILING YEARS

When did you start sailing?

I was 7 years old and sailed an Optimist pram. My first regatta was at my local club in Ödsmål, about 50 km north of Gothenburg. I can't remember the result, but I remember racing a wooden boat my father kept in immaculate condition. It was later crushed in a starboard/port situation shortly before the Nordics — I was devastated until I got a new GRP Winner optimist and finished 7th.

Did you have any idols growing up?

Definitely my older brother Mikael. Without him as a role model I would not be sailing today.



FROM MATCH RACING TO THE OK DINGHY

What brought you into the OK class?

I was out for socialising and watching the "Race of Champions weekend in Marstrand in 2021 and heard the OK Worlds would be held there in 2022. I borrowed an OK, the following week for a try-out and loved it. After a second test weekend, I bought a used OK and started training for the Worlds.

2025 SEASON: EUROPEANS & WORLDS

Congratulations on placing third at the Europeans and 13th at the Worlds. Which result means the most to you?

The Europeans. I was on the podium, had good speed every day, and it was a well-organised event.

What were your ambitions for 2025?

The Worlds was the big goal. The Europeans was the preparation — but I didn't train enough after the Europeans to do myself a favour arriving at Garda.

How did you find your speed and groove?

I found a sail I really like — the UK Big Foot. Easy setup, clean look, and it just runs. I can sail it with the vang a bit closer to centre, which gives me more options.

What was your plan going into the Worlds?

I wanted to get into the top 10 but missed it by a few points. I had heard you have to "hang right and hit the corner" — and that was true for 8 out of 10 races.

BOATS, SAILS & SIBLING RIVALRY

What boat are you sailing?

A 2024 Ovington. I started with a used 2021 Ovington for the Worlds in Marstrand. The new boat felt fast, but judging by my results, there's probably very little difference — a sign of good build quality.

Who helps with setup?

I do a lot of speed training with my brother. We have the same hull, but he uses Green sails — a carry-over from his Europe days.

QUICK FACTS

Age: 51 (born on the 24th — hence sail number SWE 24)

Weight: 87–88 kg match weight

Occupation: Account Manager, ARIS GmbH

First boat: Optimist pram at age 7

First regatta: Local club in Ödsmå, Sweden

Other classes: Europe, Laser, H-boat, Worlds match racing tour including 2 times Swedish Match Cup wins

Off-Water Fitness: Salmon Fishing in rivers, Cross-country skiing - finishing the 90 km Vasaloppet ski marathon 29 times



How is it racing against your brother?

It's fun. If it wasn't for my brother, I probably would have quit sailing a long time ago. On the racecourse he's like any other competitor, but I still keep an eye on how he's doing.

THE OK DINGHY CLASS

What makes the OK special?

The class attracts sailors from all walks of life, including ex-Olympic sailors. The boat has a great feel, and the class is social and likeable.

How do we attract more sailors?

It's a challenge. The biggest issue is finding good, competitive used boats — they're getting expensive. Germany has boats available for recruits; we're looking into this in Sweden.

SWEDISH OK ASSOCIATION

What is your role on the board?

I'm race responsible — helping find good venues and promoting our race series.

What are the plans for 2026?

An early start is crucial. The Worlds are early in the season, so we need every opportunity to get up to speed. We're hosting training camps in Marstrand, Umeå, and Saltsjöbaden.

How many Swedes will race the Worlds in Denmark?

My guess: at least 40 Swedish sailors. Total fleet, possibly 150–180 boats.

LOOKING AHEAD TO 2027

The Europeans will be in Råå. How are preparations going?

We got the go-ahead early and have time to prepare a great event. We've secured good lodging options, and the venue is less than 20 nm from the 2026 Worlds site. I recommend visiting Råå right after the Worlds.

CLOSING REFLECTION

Daniel's journey into the OK Dinghy class is a reminder that passion, curiosity, and community can accelerate a sailor's development at any age. His story blends family influence, competitive drive, and a deep appreciation for the class's culture. As Sweden prepares for a busy 2026 and a landmark 2027 Europeans, Daniel's enthusiasm reflects the momentum building across the many OK fleets.

The Swedish OK Association looks forward to welcoming sailors from around the world back to Sweden in 2027 — and Daniel will be one of the first on the water.





TECH

Technical frenzy

Increasing technology on sailboats is coming, whether we like it or not. But we have a choice how we adopt; how extensive that adoption is and how we approach any change. We also have the option to do nothing. There are many mixed feelings about this particular 'progress'.

Employing GPS units on dinghies is relatively new, and there are several devices that are now commercially available, and with vastly varying degrees of cost and complexity, with more devices likely to appear in the coming year.

This was a major topic during the 2025 World Sailing conference and driven by the IOC demand for more accurate scheduling and is coming to the Olympic Classes by Los Angeles 2028 with further development by Brisbane 2032. The principle is that use of GPS tracking can result in fewer recalls and restarts, shorter races, better tracking, and a better broadcast experience.

GPS devices are already widely used as training tools, with many having speed analytics functionality as well as extended connectivity to get the best out of your boat and time on the water.

Current and in-development devices include Vakaros, Velocitec, Garmin, SailTeck and K-Tool. Several other companies are reportedly developing similar systems. There is some opinion that only one or two will survive unless they work in different directions, as the market is too small for such a specific device. However, that has not happened yet and going in the opposite direction.

World Sailing is moving towards adopting one system for Olympic Classes and many think that this will possibly make other systems obsolete as everyone will transition towards the adopted system. Time will tell.

The end goal is starting on time with no recalls, and no protests after racing, so the results can be instantly confirmed as the boats cross the finish line.



RACE MANAGEMENT

For using them in a race management scenario, there are several options:

- Open use of GPS devices – the sailor can choose their device, ping the start line, use for positioning and navigation, speed, etc, much the same as many yacht races.
- Closed race management systems operated by the race committee. This requires all boats to have the same device, with communication controlled by the race committee to provide timing, distance, position etc.

Closed race management systems can operate at several levels:

- The simplest would be a RC controlled timer for the start and a red/green indicator light to show whether the boat is behind or over line at the start. This only displays once the start gun has gone. This would negate the need to have general recalls. Every start would go ahead first time without other influencing factors, such as a significant wind change. Boats that are signalled red just have to return and restart.
- A more complex system could also involve functions such as position and distance to line information.

Many Olympic and other classes have already announced trials of specific devices to test both the usage and the acceptance of the devices and race management systems.

ISSUES TO CONSIDER

Costs: currently some devices are very expensive, though it is expected they will come down as volumes increase. Some systems also require additional devices to manage start lines (some are quite expensive); some are based on an annual subscription model.

Accuracy: Accuracy on current devices varies hugely. This is one of the main concerns, for example signalling a start line penalty where it did not exist. So far there is not much evidence for devices signalling 'false positives' but it does happen. Clearly trust is a key issue with any new technology for accuracy, reliability and consistency.

Complexity: Adds a new level of complexity for registration, checking, conformity, equipment checks, and data handling. The race committee needs to understand how to operate the systems or bring in extra people who can do this.

Reliability: For fairness reliability is very important. If a device goes down – and this happens quite frequently – boats may be over the line but have no signal. Reliability is a key issue for manufacturers. It seems a high level of redundancy has been built into the costing of some devices.

Changing the game: Removing the possibility of general recalls, black flags and the pressure that brings – which some thrive on – undoubtedly changes the game, but does it improve it sufficiently in other ways irrespective of the cost and extra complexity?

Monopolies: The current range of devices all use closed communication between the devices and the base stations. There have been calls from some classes and individuals that all manufacturers should use the same network and protocols for these devices so that different devices can be used within a fleet. However, that does not seem to be happening any time soon. For the foreseeable future any race management system has to be managed using a specific device, which means every boat in the fleet will have to use the same device. And to make that happen it would have to be in the Notice of Race or the Class Rules. Once a class has committed to a certain device, it would be very hard to change, and if is one using a subscription model, the class will be tied to that, and any increases in that subscription.

RULE CHANGES

Within the OK Dinghy Class Rules, these devices are currently not permitted, even if in 'class compliant mode', though there is scope to trial these devices events. C.5.1 (a) allows the Notice of Race or Sailing Instructions to require additional equipment: *"Any equipment supplied or required by the Organising Authority if stated by the Notice of Race or Sailing Instructions."*

However long term, it would be more correct to explicitly state this in the Class Rules.

Of course, the RRS and ERS will also have to include changes, with new definitions to accurately describe and control the devices and their use.

Once the devices are allowed there is also the knock on effect of rules compliance, so event equipment inspectors will need to be fully conversant with the devices used to be able to check compliance. An intermediate stage could be allowing these devices to be used in 'class compliant mode' however this brings other challenges, including compliance checks.

SUMMARY

The whole subject is very emotive. Some feel it diminishes on-the-water skills, while others are fed up with excessive general recalls

Advantages:

- No more general recalls
- More accurate OCS calls. No more hiding midline.
- Enhanced media opportunities – mark roundings, instant results, automatic race tracking
- Increased safety, especially in bad weather or visibility
- More races and less time waiting for re-starts

Disadvantages

- Increased cost (especially for those sailing only a few regattas each year)
- Increased complexity
- Different skills, or loss of starting skills



One of the key points to come out of the 2025 WS conference was that this whole process involves a fundamental shift in sailing culture, with the appropriate changes to class rules also needed.

In addition, what we have in 2026 will be nothing like what we will have in 2027 and 2028. At Olympic level, by 2032 they also expect more on the water umpiring plus drones to cut down on technical protests. The nature of the sport is changing, so we can get involved, or sit and watch.

We asked a few former world champions for an opinion.

Thomas Hansson-Mild: *"I think it's great however it's important that this doesn't add more cost on the OK class events. I can see the costs rising in for instance the Olympic Classes. The tracking is a great way of promoting the class and keeping it attractive but must be weighed against other promotion activities. From an organisation perspective it doesn't seem to have any effect on the amount of people involved but that might change over time."*

"I see how it works in the 49FX and the costs are huge and the staffing around it as well. The units break and the sailors have to make sure the units work properly or they get disqualified. The tracking is a bonus as everyone has them."

"The staffing is still as many onboard the vessel and with the people around the units demands more people on the ground serving and servicing them, so costs rise."

"More BBQs for the people might be even better!"

Nick Craig: *"I have mixed feelings about GPS race management. I like starts without it as they test the ability to find transits, whether to risk it at the end or packs, managing exposure etc. These are skills which take a long time to learn so satisfying when they work though can be frustrating when your number is on the dreaded black flag board! But that is all part of the highs and lows of the game of sailing!"*

"On the other hand, at the Endeavour trophy last year, high winds meant we had a 3 hour window to complete 4 races. Without Vakaros, that wouldn't have happened. So in an ideal world, we'd have GPS technology on our boats but only use if needed to get starts away with limited time."

Charlie Cumbley: *"For the last 2-3 years I have done the majority of my racing at events run with GPS units including several world champs, mainly across small keelboats. It allows very efficient race management pretty much removing the general recall which in large fleets would be a huge time loss over the course of a regatta. It's accurate and efficient and you can't hide! It has changed the methodology of starting which is still evolving but overall I think it's a positive step. The downside being the additional costs of the units and although I've heard of others struggling with unit failures I've never experienced that myself."*

World Championship Winning Sails

1st & 2nd World Rankings 2026

1st Worlds 2011, 2016, 2017,
2023, 2024

2nd 2025

1st Europeans 2024

2nd Europeans 2023



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SCAN FOR INFO





Rod Davis – Why OK?

Why do I sail OK dinghies? Good question, been a while now so I should know the answer. Hmm “why do I sail an OK dinghy...the short answer is it’s good for me as it’s good for my physical and mental health”.

Sailing the OK pushes me to be the best I can be, at the same time it allows for personal interaction with people from other walks of life. That interaction is what I call the ‘glue’ that makes the OK experience into something truly special.

Besides, thinking and sailing OKs keeps me firing on all cylinders both mentally and physically, and that has to be good for anyone.

I did not come from a dinghy racing background – keel boats and match racing were my thing for the first 40 years and that led to a long Olympic and America’s Cup career. All total immersion programmes, not something you dabble in with your spare time. I like that, getting stuck in there, boots and all to try and figure it out.

Being just a wee bit obsessed with figuring out new things, is part of the appeal of the OK for me, and there was a lot to learn in masts, sails and hulls. And swimming! Capsizing was something I never had to deal with much in the Star, Soling or AC boats.

So much to learn, so much fun to learn it. When you look at the other sailors, not as competitors, but as collaborators on your journey to master the skills and knowledge of OK sailing, everyone is a friend.

It’s almost like reliving previous campaigns, leaving few stones unturned to come up with a better mouse trap that is faster.

It’s the mental challenge of it all. Hull and sail shapes, mast bends, boards, rudders, bottom finish – it all has to be in harmony.

Often you will find John Cutler (Finn bronze medallist and ex AC sailor) and I pulling our boats out of the water



at Wakatere (New Zealand) as the sun is setting. Another day sailing in two boat speed development. We do laugh at ourselves, two has-beens still slaves to their curiosity about how to make boats go fast.

Yes, we could sail in some kind of mass produced boat that presents no options for sails, hulls or masts. Those boats fit one body type, a person of specific weight and height. They produce fit young sailors with great technique on the water but little knowledge of rake nor any understanding of where to put the mast to make the boat balance.

THE MOB

The OK camaraderie, what we affectionately refer to as the ‘mob’, is the envy of all the other classes. Sunday club sailing will see 20+ sailors rigging and chatting about boats, life, work, kids, with not a phone in sight. The sailors come from all walks of life...lawyers, teachers, chemists, judges, engineers, farmers, furniture makers (and the list goes on) including a couple of pros like Cutler and me. All sharing banter while rigging and un rigging their boats. That’s the glue.

The glue of all clubs and classes is the people. That glue has seen the Auckland fleet explode, with new sailors coming in pushing the sailing and the banter to a new level. More collaborators in our OK journey.

Being realistic, well somewhat, and over 70 now, I am not going to physically keep up with a few of the younger fitter sailors, but that’s not the point. Each of them pushes us all to a higher level in our own sailing.

That is the point. Besides sometimes a little trickery can work magic on the odd day.

Mental health. Shouldn’t skimp on your mental health. Best you join the mob and come sail with us in an OK Dinghy.



National News

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

FRANCE

TIM PETETIN: Laboriously, the French OK Dinghy fleet maintains its activities thanks to the faithful enthusiastic sailors who do not hesitate to cross France, from Lacanau to Bandol, to Chatellerault, and beyond towards Italy (Garda), Belgium and Palma de Mallorca

The regatta circuit for French OK Sailors makes regrouping costly in terms of time and travel. But at each event, everyone is happy to face sailing conditions that are always very different depending on the venue, competitors of an ever higher level and to meet up with many friends and share beautiful moments on the water and ashore.

The traditional meetings in France were:

The Mediterranean Championship in Bandol, a little at the bottom of the wave, in terms of participation, but always with an international touch, thanks this year, to the arrival of Stephen Butcher (ESP 42). The 11 competitors sailed in light wind conditions which still allowed Tim Petetin to maintain his leadership (seven first places out of eight races)

A new feature this year is the organisation of an OK Dinghy regatta in Chatellerault, on Lake Saint Cyr Chatellerault. Initiated by Frédéric Truchet, this first OK Dinghy event on this little lake left its mark with the quality of the organisation and the welcome which would have deserved a larger participation. Frédéric dominated the races in front of the Lacanau trio composed of Alain Renoux, Jean Yves Geoffroy and Didier Soulié.

The traditional National Championship in Lacanau was very successful with 22 competitors and wind conditions conducive to great races. In particular the fourth race run

under the storm and the squalls gave rise to a beautiful spectacle offered by the only five competitors for a 'wild boar' fight. Tim Petetin was able to courageously resist the attacks of his pursuers who believed they could take advantage of their physical assets. In the end, out of nine races Tim won ahead of Jean Michel Roux and Pierre Arrighi. In the top ten, Bob Buchanan, the most French OK Dinghy sailor of the Australians, won the Grand Master.

Traditionally, the Lacanau meeting is the opportunity to bring together the Annual General Assembly of the class. President Patrick Debaere, deprived of sailing and regattas due to a health problem, wanted to hand over the baton of the presidency. Didier Soulié succeeds him to take the helm. We have no doubt that Didier will be able to meet the challenges of this year:

- Continue to energize the class
- Develop the number of members with the objective of reaching 40
- Encourage and help clubs organising competitions
- Improve the visibility of the OK Dinghy in the multitude of series practiced in France
- Promote groupings at the national level and insert them into a ranking of runners.



The dynamism of Rémi Blandureau on the Belgo French circuit, on the famous Tour des lacs, would encourage our Belgian friends to 'go down' to the south. In the same vein, why wouldn't the dynamic fleet of Loctudy join the family of ASPRYOK members with in return a greater incentive for southerners to go alongside the beautiful Breton waters?

The 2025 season ended magnificently with an Autumn Trophy true to its reputation with Mistral, sun, waves, ambiance and beer. Eight nations were represented, and a Canadian winner, Ben Flower, ahead of the Bandolais Tim



Petetin and the British Dave Bourne, at the end of highly contested races, and not less than ten races in particularly demanding conditions.

An Autumn Trophy very much in the tradition, nice, friendly atmosphere, organisation and welcome always very appreciated.

Bravo La Société Nautique de Bandal. It was also for the 18 friends from Northern and Southern Europe, Australia and Canada, a great continuation of the grandiose Lake Garda World Championship, only two days earlier. A World Championship where the French representation was few in number, with only three enraged southerners who dared to make the trip.

We will conclude with pride in recognising the very honourable 34th place of Tim Petetin among a fleet of 212 competitors who did not come for tourism...



BULGARIA

We were delighted to receive news from Bulgaria where OK Dinghy sailing lives on. There were two major regattas in 2025, results on the back pages, but it is still hoped to see some Bulgarian sailors at a major event in the near future.



SWEDEN

PER LINDVALL: A bit early in the season, the winter was cold with a lot of snow and that of course delayed the spring start. There have been three training camps so far, one in Malmö with the help of Jorgen Hølm from Green Sails and one in Marstrand plus a Stockholm training camp in May. The first regatta for 2026 took place on the first weekend in May with 21 boats racing in very nice conditions on Saturday, quite wind but nice sailing, a bit cloudy and rainy showers on Sunday. Still good sailing conditions. Result wise we had the normal crowd in the top. Niklas Edler first, Daniel Björndal second and Joakim Andreasson third.



THAILAND

MORTEN JAKOBSEN, THA 444: First of all, It must be said that the preparation for the 2027 OK worlds is fully up and progressing per the plans, and the club is getting excited about the event.

Please see the event web page <https://2027.okworlds.org/> where a video shows a bit of the club and the waters. We have set up two events in advance of the worlds, so it is easy to get more events out of a trip to warm Asia. The web page includes an extensive FAQ page with transportation and accommodation information, to help with trip planning.

The Thai OK dinghy society and the Royal Varuna YC have also held two very successful event in January and February 2026, where the great sailing conditions at that time of the year has lead to further events being scheduled. After some serious arm twisting from the foreign participants in the two events, we have now also set up a training camp over a full week early in December 2026.

For the 2026 worlds in Skovshoved, Matt Norton and the author will again join, and will be happy to help with advise and guidance.....but repeats of questions already answered in our FAQ page will need payment in Beer.

Among the local sailors, we are now up to 5 boats with fully modern rigs and the same number of modern imported hulls with older rigs, not to mention similar numbers of Thai build OK's owned by the National Authority. It was extremely positive to see that a local built hull could win the Open Thailand Nationals in the right hands (well done Nick Craig). We are still in a situation where we can get more boats on the water, if we had more rigs. So if anybody should have alu or early/inexpensive carbon masts and booms they don't use, please consider to get them to one of the next two worlds, so we can organize onwards transportation to Thailand. We have also heard rumors of the first European sailor who look to obtain an OK in Thailand for winter sailing/practice, so there may be more news soon.

SPAIN

STEPHEN BUTCHER: 2025 was a solid year of development for the Spanish fleet. With coaching help from Luke Deegan (2024 European Champ) and Tim Goodbody, the fleet has moved on from the 'rookie stage' of 2024, into a group of



keen and competitive sailors which culminated in 12 boats attending the Worlds in Garda. Prior to Garda, the 4th BM Composites regatta was held, unfortunately the weather gods did not smile on the event and the racing was blown off on the Saturday and only half the fleet ventured out for the racing on Sunday.

Moving on from the BM Composites, there continued to be a strong turnout at the spring series with an average of 12-14 boats for the weekend events. Summer saw a Thursday evening series well attended.

The fleet continued to grow with five more boat; we now have nearly 30 boats in Palma, and two in Barcelona.

Throughout 2025, the Spanish sailors attended events across the region, with a presence at Kiel week, the Warnemunde Europeans, Danish Nationals, World Championships in Garda and the Autumn Trophy in Bandol.

Following on from the Europeans, we held our first Spanish OK Pool party, which was thoroughly enjoyed by those who can remember it.

It's tough sailing an OK in Mallorca

In November we started a Wednesday afternoon series of races, with 3-4 short races, which attracts an average of nine boats. The short courses allows us to improve our racing skills and demonstrate a mixed knowledge of the rules – we all think we are right! Sadly that isn't always the case.

As the class has developed, we have added a website esp. okdinghy.org – please visit the site.

We expect to have around 10 boats going to the world championship in Copenhagen. We look forward to seeing you all there, and we hope you will visit us in Palma during the winter of 2026 – a great place to train for the warm weather of Thailand.

AUSTRALIA

JIM DWYER: The first half of 2025 kicked off with three Australians in the World Ranking's top five - with Blasse (1), Williams (4), and Jackson (5) displacing the familiar northern hemisphere names.



While the rest of the OK community furiously scanned down the ranking list for their name, a keen bunch of Australians were instead fixated on a single date in their calendar: Monday 15th Sept, the first race of the 2025 Worlds. 35 Australians made the pilgrimage to the colosseum of sailing venues, Lake Garda. By the end of the week some grins had turned to grimaces, however the European tours and off water socialising more than made up for the on water performances.

The Australian fleet then looked forward to their next iconic venue. Hosting the first OK Nationals in Western Australia, Fremantle Sailing Club hosted a sensational week of open water sailing, with a breeze just as reliable as Garda's Ora. The WA fleet is the country's newest fleet, and is also now one of our most competitive. However, at the end of the week it was Roger Blasse who took the trophy home back east, after a sustained battle with NSW's Brett Morris and the UK's Andy Davis.

South Australia has continued to attract new sailors to the long established and quality fleet sailing out of Adelaide Sailing Club. Hosting the 2026/27 Nationals, the club will also be the staging point for the containers heading to the 2027 Worlds in Thailand.

To the east coast, where 46 boats hit the water in March to compete in our 'regional' events - they were split between the VIC and NSW State Titles, held on the same weekend. The east coast fleets continue to grow, with new sailors trying, liking, and buying boats. It could be the boat, or it could be the beer sponsorship - we aren't sure. What we do know is that our class continues to attract quality sailors to our fleets.

USA

JANUSZ FRACZEK: Some changes have been made for the OK Dinghy Association in the USA. The name has changed from USOKDRA to OKDUSA, and as follows, the new website is WWW.OKDUSA.ORG.

New goals for OKDUSA include restoring OKD's popularity in the US.

On the planning front, OKDUSA is hopeful it can gather enough boats later in 2026 to host a US Nationals regatta. We plan to hold the regatta on Lewisville Lake in Dallas. We have six boats confirmed and 3 sailors.

This will be a big step toward bringing nationals back after 50 years since the last OKD Nationals.

The US fleet is growing. Welcome to Ben Shaevitz from



Pennsylvania, Bob Pierce from California, Jeff Kauttu from Florida, and Lee Cash from Texas. They are active and are eager to see the class continue to grow.

Currently active OKDUSA members compete against local clubs using the Common Portsmouth Ratings, which helps promote OKD to more sailors. We see the interest of new sailors.

Not many OKD's exist in the USA. Boats in good sea-worthy condition are in shortage. We are trying to track all, but it's a long process. The new one is imported from NZ by Jeff Kauttu, and I plan to bring my Ovington after Worlds in DK.



BRITAIN

SIMON DAVIS: For 2025 membership of the British OK fleet remained steady with some sailors calling time on their OK sailing but with new faces joining the fleet. Membership renewals for 2026 have unfortunately been well down but encouragingly we have had a healthy influx of new members buying good quality secondhand boats. The 2027 Worlds in Thailand is also potentially bringing new sailors into the British OK fleet with rumours of OKs being purchased for the purpose. Club fleets in traditional OK sailing clubs are holding up with new fleets growing places on the south coast, including the Isle of Wight. The OK is undoubtable a boat proving attractive to UK sailors and secondhand boats are being snapped up very quickly in 2026.

The 2025 season opened in March with 30 OK dinghies at the Ovington Inland Champion-ships at Grafham Water. It was won by Andy Davis from Ed Bradburn and Oliver Davenport. This was followed by the popular 1-day/8-race Burghfield Sprint event again won by Andy Davis with Oliver Davenport second and Sam Thompson third.

The next Grand Slam event took the fleet to Scotland and East Lothian Yacht Club in early June. The winner of the Scottish Championship was Chris Turner counting a perfect score, second Richard Burton and third Ian Hopwood.

For the British National Championships, we returned to Dabchicks SC on the English East Coast in early July. Well organised with great race management all eight races were sailed albeit the final race in gusts over 25 knots. Oliver Davenport was the overall winner with Ben Flower second and Burt third. Veteran Trophy winner was Dave Bourne (6th), Master Andrew Rushworth (6th) and Grand Master (21st) Steve Cooke. Jack Hodgkins took the Junior Trophy.

In early October the OKs visited Poole YC for the first time for the final Grand Slam event with two days of great racing. The event was won by Ben Flower from Chris Turner with Anthony Osman third. We look forward to returning in 2026.

Between our main Grand Slam events there are a number of smaller regattas at traditional OK venues where the class continues to support our long-standing OK club fleets. The sea-season overall was notable for having good weather and wind at all events, something that has unfortunately not been the case so far in 2026.

The 2025 season closed out with our P&B End of Season Championships at Northampton SC attended by over 30 OKs. After two days close racing in generally breezy conditions, it



was won by Nick Craig from local Oliver Davenport with Ed Bradburn third. On the Saturday evening the fleet enjoyed the annual OK Dinner and Prizegiving.

Thank you to our sponsors in 2025; Pinnell & Bax, Ovington Boats, North Sails, HD Sails, Synergy and Noble Marine.

2025 saw the full introduction of the UK National OK Ranking system, taking results from the UK's six Grand Slam events with bonus points for both attendance and travel away from a sailor's home area. With 68 sailors taking part it was won by the ever-present legend Andy 'Rover' Rushworth. The top ten are listed below:

Rank	Points	Name	Club	Events
1.	658	Andrew Rushworth	Christchurch	5
2.	655	Oliver Davenport	Northampton	4
3.	611	Richard Burton	South Cerney	4
4.	511	Simon Davis	Waldringfield	4
5.	461	Tom Lonsdale	Northampton	4
6.	456	Jim Downer	Gurnard	4
7.	446	Chris Turner	Lyme Regis	3
8.	437	Bernard Clark	Overy Staithe	4
9.	408	Jason Pyke	Burghfield	3
10.	404	Olivier Clair-Vidal	Ranelagh	3

Internationally GBR boats enjoyed great success in 2025. In early July Charlie Cumbley won the European Championship in Warnemunde, Germany, from UK based Canadian Ben Flower. This was Charlie's second European title.

In September over 25 brits made the journey to Lake Garda for the largest ever OK World Championships. It was won in dominant style by Andrew Mills, with Nick Craig second and Charlie Cumbley fourth. A fourth World championships in a row for the Brits.

Andy Davis rounded out the year taking the top spot in the International OK Ranking List with Nick Craig second.

While 2026 has seen good attendances with several new faces sailing OKs the wind has been in short supply. Medemblik, attended by nearly 20 Brits, kicked the trend with some great racing. Let us hope this has set the tone for the rest of the season.



Event updates

A preview of some upcoming events

The success of the class in recent years has meant it is not short of some fantastic venues for its major championships. There are venues selected for most events up to 2029, some new and some traditional, but all iconic and very attractive for sailing and great socials.

BRUINISSE 2026

The 2026 Europeans will be at Bruinisse from 8-13 September. This will be the first major championship in The Netherlands since the 2010 Europeans in Medemblik.

Even though it is non-tidal, Grevelingen Lake is the largest saltwater lake in Western Europe, famous for watersports and windsurfing due to its good wind conditions. The region is also famous for gastronomy and is one of the top destinations in The Netherlands. Bruinisse is a historic fishing town with a large marina. The club is experienced in running big events, so a large entry is expected. The Notice of Race has been published on Manage2Sail and entry has opened at 2026.okeuropeans.org



PATTAYA 2027

With 128 sailors already expressing an interest in taking part in the 2027 World Championship in Pattaya, Thailand, this is looking like being a very large event. It will be the class's third world championship in Asia after Goa, India in 2003 and Pattaya in 2013.

The Royal Varuna Yacht Club occupies a spectacular west facing location overlooking the Gulf of Thailand. The huge club with lawns down to the water contains accommodation, a great restaurant, and bars and swimming pool and ample space for containers and boats.

The dates have been set as 19-26 February, ensuring boats are back in Europe for the start of the season. A Notice of Race will be published around mid-2026 at 2027.okworlds.org.



RÅÅ 2027

The 2027 European Championship will be in Råå, Sweden, from 18-22 August.

Råå Jolleklubb (RJK) has successfully hosted many European and World Championships and has a long tradition of dinghy sailing and a strong reputation for delivering high-quality regattas and has received the Swedish Sailing Association's 'Organiser of the Year' award twice in the last ten years.

It is situated in Helsingborg, on Sweden's west coast, directly on the Oresund strait, only 45 minutes from Copenhagen.

The race area located is just minutes from Råå harbour, making logistics simple. The club has a spacious boat park



adjacent to the launching ramps with parking for mobile homes in the harbour. There are ample toilets, showers, and rigging areas.

The Oresund region offers sailors and families unique cultural and holiday opportunities, so come and experience some Swedish hospitality and some great racing. It is planned to publish the Notice of Race by the end of 2026.



BANDOL 2028

While still to be finally confirmed, the 2026 AGM voted for the 2028 World Championship to be in Bandol, France. Bandol needs no introduction but is simply one of the best places in Europe to go sailing. The club is a family run, OK Dinghy club which has hosted two European Championships in recent years, as well as the annual Autumn Trophy.

NAPIER 2029

The 2029 World Championship will return to Napier, New Zealand for the third time. The last two events there – in 1994

and 2002 – were epic events on and off the water and we expect the same in 2029. Napier Sailing Club is home to one of the largest fleets in New Zealand. The dates are expected to be late February to early March.

GLÜCKSBURG 2029

To be confirmed at the 2026 AGM, this is the only bid pending for the 2029 European Championship. The Flensburger Segel-Club (FSC) is one of the oldest and most traditional yacht clubs in Germany with a long tradition in racing and cruising, and has gained a remarkable reputation as organiser of regional and international regattas for all kinds of classes from OKs up to 12 Metres. The club is situated in Glücksburg/Ostsee a seaside resort 12 km east of Flensburg.



The OKDIA Committee is actively looking for venues for the 2028 European Championship and for both European and world championships from 2030 onwards.



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Second European title for Charlie Cumbley

The OK Dinghy Europeans returned to the ever-popular Warnemünde, Germany, in 2025. The 110-boat fleet from 14 nations sailed in two groups, with two days of qualification races and two days of finals racing scheduled, however the last day was lost due to strong winds.

THE EVENT OPENED on Sunday 6 June with generally light conditions light with winds from 8-12 knots, broken cloud and very shifty with occasional sunshine brightening the day.

In the talent packed yellow fleet, Charlie Cumbley and Daniel Björndahl made the best of the day with a first and a third each. Jens Eckardt was the early leader with Cumbley around sixth at the top, but he built a nice lead by the second top mark and held it to the finish. In the second race Olle Albrektsson led into the top from the left and held it until the second upwind, when Björndahl came through to take the win.

In the blue fleet, Mark Branagh rounded first with Steen Christensen in second. Christensen gybed and found better pressure to take a nice lead. Ben Flower had the early lead in the second race and led until the final mark, when Andy Davis produced some better speed in the very light winds and rather large chop to win by less than a boatlength.



Christensen: *"It was a tricky day with many wind shifts. They promised the wind would go right, but it didn't, so many people took the wrong decision, but we also had some current, and the wind was up and down, but overall, I think we had a good day of racing. It's a nice water to sail on, and I'm happy to win the first race. I must say the competition is very strong and if you make a mistake, you will be punished right away, we have many strong guys here."*

Davis: *"I had a good day today. Tricky with an offshore breeze, very shifty and up and down and I think it was a case of playing the big shifts rather than tacking on all the small shifts and staying away from the middle."*

"The second race was quite good for me. I managed to pull up to Ben [Flower], and kept getting little increments to get to him and then by the leeward mark the wind went a bit light and I just managed to get through him just at the finish. Tricky day, but the sun was out, it's warm so all good."

After the first day of qualification, Björndahl led from Davis and Cumbley.

CUMBLEY TOOK THE lead on the second day, winning both his group races while Andre Budzien and Flower won the races in the other group. Flower moved up to second with Björndahl in third.

The breeze had turned right, so was more onshore and was a solid 12-15 knots with a moderate confused sea state. As the boats left the harbour in sunny conditions. However as per forecast it dropped during the day. The yellow group got the best of the day in their first race and were on the final leg





before the blue fleet got underway after multiple recalls.

Budzien led from start to finish in the first yellow group race, chased hard by Björndahl, with Flower never far behind. Then in the second race Flower found the front to take his first win of the week. Cumbley won both races in blue group, the first after a long battle with Davis as both extended from the fleet. In the second race Soren Christensen led round the top, but Cumbley was soon in the lead, and even though he lost it again on the second upwind, he moved back in front on the final run as the wind dropped and became very patchy.

Björndahl: *"It was a fantastic day on the water. I managed to get two second places, starting at the pin in both races. It was quite tricky conditions with choppy waves and wind shifts, but I managed to sail quite well. I had good boat speed and good reaches and downwind when I passed some other boats, so I am really satisfied with the day. It is very tough. There are many skilled sailors, though some have not really succeeded yet. But it is definitely a tough and competitive fleet."*

Cumbley: *"We had a bit of waiting around while the other groups had some generals, and then we got a few generals in and all the time the breeze was slowly dropping. In the first race we were still hiking, so quite nice and it was quite bumpy and then it got tricky downwind as there wasn't quite enough wind to get you on the waves. The second race was very patchy, getting lighter and lighter and just trying to keep in*



some pressure. The upwinds were pretty grim because of the left-over sea state and you bounced around going downwind, but pretty pleased to win that one after losing my way up the second beat. So great day; two bullets."

With the qualification series now concluded, four more races were scheduled in gold/silver fleets from Tuesday.

WITH THE FLEET split into gold and silver on the third day, the racing at the front just got tougher. World champion Nick Craig won the day with a 2,1, and moved up to fifth overall, but the battle for the European title, could not be closer with Cumbley and Flower both on nine points, with Budzien in third, eight points back.

The westerly winds of 14-16 knots had built a huge sea overnight, which is why the class loves to return to Warnemunde. Big surfs downwind and huge lumps of water upwind made for a challenging but fun day. It was a great sailing day with sunshine early on and only a brief shower as the fleet headed home. Today there were no recalls, but there were still some significant starting penalties in the final race, including three in the top 10.

In Race 5, Budzien led Craig at the top mark but after a challenging downwind, Flower passed Budzien and rounded the opposite gate to Craig. At the next top mark, Flower was



2025 EUROPEAN CHAMPIONSHIP IN WARNEMÜNDE



in the lead and went on win his second race from Craig and Bo Petersen. Craig then dominated Race 6, leading off the line and never in danger. Flower rounded around fifth, moved up to second and then dropped back on the last legs. Budzien ended up second with Cumbley third after both Petersen and Eckardt were scored UFD.

In the silver fleet, the first race was dominated by Michael Nissen, while in the second race after several leaders, Ralf Tietje led down the final run to take the win, and now led the silver fleet.

Craig: "A fantastic day's sailing in Warnemunde and this is why we keep coming back. It was force 3-4, sunny and just huge waves. The waves were way bigger than the wind strength and downwind rides were fantastic.

"It was a good day for me. I have been sailing the Finn for the last year or so and just got back in the OK and it's taking me a little while to find the gears, find the groove. I kind of know what I am meant to be doing but it's not easy to get that feel back. Today was much better, so very pleased. A fantastic day's racing."



AND THAT WAS it, after all racing was cancelled on the last day with strong winds and passing storms.

Charlie Cumbley won his second OK Dinghy European Championship without sailing another race, with Ben Flower in second and Daniel Björndahl third.

Other prizewinners were: Veteran: Charlie Cumbley (1st); Master: Andre Budzien (4th); Grand Master: Jørgen Holm (39th) and Woman's Trophy: Juliane Hofmann (84th).

2025 EUROPEAN CHAMPIONSHIP - GOLD

1	GBR 6	Charlie Cumbley	1	3	1	1	(8)	3	9
2	CAN 26	Ben Flower	2	2	3	1	1	(4)	9
3	SWE 24	Daniel Björndahl	3	1	2	2	(13)	9	17
4	GER 71	André Budzien	(9)	5	1	4	5	2	17
5	GBR 2261	Nick Craig	4	(11)	4	8.5	2	1	19.5
6	DEN 12	Jens Eckardt	6	2	3	7	4	(ufd)	22
7	DEN 3	Jørgen Svendsen	2	(8)	7	3	7	7	26
8	GBR 11	Andy Davis	4	1	2	6	(20)	15	28
9	SWE 100	Thomas Hansson-Mild	3	10	5	(12)	9	5	32
10	NOR 428	Lars Johan Brodtkorb	9	3	6	10	6	(ufd)	34
11	DEN 21	Bo Petersen	15	6	8	3	3	(ufd)	35
12	DEN 24	Steen Christensen	1	8	(bfd)	7	10	12	38
13	GER 51	S. Schmidt-Klügmann	14	4	5	(bfd)	11	11	45
14	GER 19	Ulli Kurfeld	7	(44)	7	6	17	13	50
15	SWE 73	Patric Mure	19	(20)	9	8.5	12	6	54.5
16	DEN 10	Jens Lauge	11	11	11	5	(31)	17	55
17	SWE 72	Benjamin Hammerö	11	(31)	10	5	25	10	61
18	SWE 386	Mikael Björndal	5	4	6	(bfd)	27	20	62
19	SWE 139	Hans Börjesson	10	9	(bfd)	12	26	8	65
20	DEN 61	Henrik Kofoed	6	7	(bfd)	13	19	28	73
21	DEN 1604	Claus Mortensen	7	12	16	18	(39.5)	23	76
22	GER 77	Sönke Behrens	12	13	16	19	16	(21)	76
23	GER 20	Sebastian Kaule	15	32	4	(bfd)	15	14	80
24	SWE 58	Tomas Franzen	18	17	10	16	(22)	22	83
25	AUS 81	David Meehan	21	18	13	18	14	(27)	84
26	DEN 22	Ask Askholm	20	(35)	13	16	18	18	85
27	DEN 44	Carsten Bech	17	21	12	15	(38)	25	90
28	SWE 61	Olle Albretsson	13	6	11	34	30	(37)	94
29	NOR 6	Halvor Schøyen	12	23	12	8	(41)	39	94
30	POL 777	Michal Strumnik	8	7	(bfd)	2	21	dnf	95
31	DEN 4	Thomas Jacobsen	22	9	23	11	(49)	34	99
32	SWE 2884	Lars Bergfeldt	16	24	14	24	(36)	26	104
33	POL 14	Pawel Pawlaczyk	23	16	8	(bfd)	42	16	105
34	GER 7	Andreas Pich	17	19	21	20	28	(47)	105
35	DEN 140	Malte Pedersen	29	(42)	17	9	32	19	106
36	GBR 91	Ian Hopwood	14	16	25	26	35	(dnc)	116
37	GER 903	Jens Raben	31	20	22	17	29	(36)	119
38	DEN 71	Søren Christensen	21	18	20	4	(dnf)	dnc	120
39	DEN 157 7	Jørgen Holm	30	13	32	14	(33)	33	122
40	SWE 63	Jonas Langner	13	(42)	26	35	24	24	122
41	DEN 42	Michael Dinesen	31	36	15	11	(45)	32	125
42	GER 803	Martin v Zimmermann	28	(bfd)	24	21	23	31	127
43	GER 29	Matthias Leidl	16	25	28	19	(52)	42	130
44	ESP 77	Mark Branagh	8	(dnc)	14	29	39.5	41	131.5
45	THA 444	Morten Jakobsen	20	39	15	29	(ret)	29	132
46	SWE 2908	Laban Soren	10	28	9	(bfd)	46	40	133
47	GER 98	Johannes Janhsen	(37)	29	19	27	34	30	139
48	ESP 42	Stephen Butcher	33	30	20	22	(37)	35	140
49	SWE 2897	Jens Christian Schaarp	37	30	17	13	(47)	44	141
50	GER 872	Wolfgang Bork	35	22	32	10	(54)	43	142
51	DEN 65	Anders Gerhardt-Hansen	24	25	35	20	(48)	38	142
52	SWE 436	Johan Åstradsson	24	-54	19	17	44	48	152
53	DEN 1621	Thomas Teisner	29	17	21	(bfd)	43	45	155
54	GER 838	Falk Hagemann	42	14	30	26	(51)	46	158
55	GER 125	Axel Fischer	28	40	18	23	50	(dns)	159
56	GER 877	Joachim Evers	35	14	40	24	53	(dnc)	166



SILVER

57	GER 5	Ralf Tietje	(dbf)	38	27	14	6	1	86
58	GER 33	Fabian Rossbacher		38	24	18 (bfd)	2	7	89
59	GER 908	Michael Nissen		18	15 (dnc)	dnc	1	2	92
60	DEN 80	Søren Ulslev		23	5 (bfd)	bfd	3	6	94
61	SWE 171	Joakim Andreasson		33	10	34 (bfd)	4	13	94
62	GBR 15	Matthew Webb		30	27	26 (bfd)	20	4.5	107.5
63	GER 167	Niels Timm		26 (37)	37	31	5	9	108
64	GER 78	Stefan Haage	(45)	31	29	21	14	14	109
65	DEN 1642	Peter Witt		26 (29)	22	27	19	16	110
66	GER 81	Jan-Dietmar Dellas		32	21	36 (39)	11	11	111
67	DEN 25	Søren Sigurdsson		36 (38)	28	32	8	8	112
68	GER 11	Rainer Pospiech	(42)	34	33	28	9	15	119
69	GER 132	Philipp Menke		27 (41)	23	30	18	21	119
70	DEN 26	Per Kaaber		25	33 (41)	30	16	18	122
71	DEN 33	Henrik Kimmer	(36)	26	24	25	24	24	123
72	SWE 28	Per Jonsson		32	37	31 (44)	7	20	127
73	GER 28	Andreas Deubel		22 (53)	29	41	13	23	128
74	POL 7	Marek Bernat		40	12 (44)	28	22	30	132
75	SWE 99	Hans Elkjaer		25	36 (bfd)	bfd	12	4.5	134.5
76	GER 27	Michael Kluegel	(41)	41	33	33	27	3	137
77	GER 79	Frank Strelow		27	32	27	25	26 (dnc)	137
78	DEN 1595	Thomas Meyer	(44)	22	42	38	23	19	144
79	GER 618	Peter Scheuerl	(43)	28	39	23	28	26	144
80	DEN 28	Jesper Arentoft		34	27 (37)	36	21	28	146
81	GER 22	Dirk Gericke		43 (47)	34	15	31	31	154
82	GER 839	Claus Stockhardt		39	35 (bfd)	bfd	17	12	159
83	GER 8	Ronald Foest	(46)	39	30	32	41	25	167
84	GER 80	Juliane Hofmann		45	34	31 (bfd)	30	27	167
85	THA 88	Matt Norton		40	(48)	25	35	39	168
86	GER 9	Thorsten Schmidt		51	43	41	22 (dsq)	17	174
87	SWE 2919	Martin Gröndahl	(47)	46	44	37	25	22	174
88	GER 37	Mathis Vorndran		46	45	35	40	15 (ufd)	181
89	GBR 2298	Matthew Howard		5	15 (dnc)	dnc	dnc	dnc	189
90	SWE 42	Peter Eriksson	dnc	dnc	(bfd)	bfd	10	10	189
91	GER 870	Knut Ramin	(48)	33	40	43	38	37	191
92	NED 690	Syben Hornstra		47 (50)	38	39	37	32	193
93	GER 749	Peter Valentin Petersen	(49)	46	43	34	40	33	196
94	GER 16	Heinz Ridder		38 (44)	43	42	36	38	197
95	SWE 101	Pontus Gabel		19	23	45 (bfd)	dnc	dnc	199
96	DEN 1487	Claus Møller Christensen	34	47	36	31 (dnc)	dnc		204
97	DEN 1477	Anton Aakerlund	54 (55)	39	45	35	35		208
98	GER 66	Christian Kirchner		50	52	42	36	29 (dnc)	209
99	DEN 99	Gabriel Fernandes	(52)	51	46	46	32	36	211
100	DEN 55	Henrik Søren		44	40	38	33 (dnc)	dnc	211
101	POL 77	Adam Jankowski		52	49	46 (bfd)	34	34	215
102	GER 4	Lutz Boguhn		39	19 (dnc)	dnc	dnc	dnc	226
103	GBR 18	Deryck Lovegrove		49	50	45 (bfd)	33	dnc	233
104	GER 850	Heiner Hirthe		53	48	48	37 (dnc)	dnc	242
105	GER 904	Ralph-Matthias Schoth	55	49	47	38 (dnc)	dnc		245
106	GER 783	Philipp Walther		51	51	48	40 (dnc)	dnc	246
107	GER 38	Cord Prignitz	(dnf)	26	dnc	dnc	dnc	dnc	250
108	NED 691	Gabor Helmhout		41	43 (dnc)	dnc	dnc	dnc	252
109	GER 40	Bernd Schulz Stücher		50	52	47	47 (dnc)	dnc	252
110	GER 24	Karsten Kalz		48	45 (dnc)	dnc	dnc	dnc	261
111	DEN 15	Jesper Hvidtved	dnc	dnc	(dnc)	dnc	dnc	dnc	281



The weather forecasts all week had not been entirely reliable and everything pointed towards a showdown between Cumbley and Flower. However, a glance at the sea state in the morning told a different story and while some forecasts predicted the wind dropping, many also predicted an increase with considerable rainfall and passing storms. After an early three-hour postponement was made, the decision to cancel was made mid-morning with many sailors already packing up. By early afternoon it was gusting 30 knots on shore with a huge sea state, as everyone took shelter in the Lokschuppen for the prizegiving.

Cumbley was both pleased and surprised to win his second European title in the class, after first winning two years ago on Garda.

"Super pleased. I came into this event having not sailed since the last Europeans, so I thought I'd come here to put a line in the sand ahead of the worlds, keen to do well. I thought if I could get top six, I would be pleased with the week so to win, I am a bit surprised but super happy."

On his speed and performance, *"Most of the week was light to medium and I was really happy with my speed in that but just need to sort my starting really; the whole combination and remembering to sheet and steer and look where you are going at the same time. So, I will try and improve on that for Garda. But great racing as usual and great to sail in Warnemünde with some awesome waves."*





Results



AUSTRALIAN NATIONALS 2025

4-7 January • Black Rock YC, Melbourne

1	AUS 1	Roger Blasse	9
2	AUS 8	Mark Jackson	18
3	AUS779	Brett Morris	23
4	AUS 5	Brent Williams	24
5	AUS 825	Mike Williams	25
6	AUS 15	David Clark	27
7	AUS10	Tim Davies	27
8	AUS 790	Jon Ward	46
9	NZL 55	Simon Probert	50
10	AUS765	Ben Sharp	51

UK INLAND CHAMPIONSHIPS 2025

15-16 March • Grafham Water

1	GBR 11	Andy Davis	6
2	GBR 2260	Ed Bradburn	17
3	GBR 97	Oliver Davenport	23
4	GBR 8	Richard Burton	31
5	GBR 33	Tom Lonsdale	32
6	GBR 28	Anthony Osman	38
7	GBR 223	Jason Pyke	41
8	GBR 13	Alex Scoles	50
9	GBR 21	Andrew Rushworth	59
10	GBR 17	David Bourne	69

INTERNATIONAL SAILING REGATTA 'BREEZE' 2025

4-6 April • Lake Varna, BUL

1	UKR	Georgii Paches	4
2	BUL	Stefan Raev	7
3	BUL	Radoslav Raev	7
4	BUL	Aleksandar Tsenov	14
5	BUL	Yasen Kachinski	17
6	BUL	Stanislav Popchev	18
7	BUL	Simeon Grabchev	20

SPRING CUP 2025

16-18 May • Medemblik, NED

1	GER 886	Stefan Hoffmann	20
2	SWE 100	Thomas Hansson-Mild	29
3	NED 6	Stefan De Vries	37
4	GBR 97	Oliver Davenport	39
5	DEN 21	Bo Petersen	42
6	DEN 24	Steen Christensen	46
7	GBR 11	Andy Davis	46
8	GBR 49	James Downer	50
9	SWE 73	Patric Mure	52
10	GBR 8	Richard Burton	64

KIELER WOCHE 2025

26-29 June • Kiel, GER

1	SWE 71	Niklas Edler	15
2	GER 71	André Budzien	19
3	CAN 26	Ben Flower	21
4	NED 6	Stefan De Vries	32
5	DEN 21	Bo Petersen	34
6	SWE 72	Benjamin Hammerö	47
7	DEN 700	Jesper Bendix	57
8	GER 51	S. Schmidt-Klügmann	58
9	POL 777	Michał Strumnik	59
10	DEN 61	Henrik Kofoed	70

BRITISH NATIONAL CHAMPIONSHIP 2025

12-15 July • West Mersea, GBR

1	GBR 97	Oliver Davenport	14
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2	CAN 26	Ben Flower	18
3	GBR 8	Richard Burton	19
4	GBR 17	Dave Bourne	38
5	GBR 69	Terry Curtis	39
6	GBR 67	Andrew Rushworth	39
7	GBR 49	James Downer	50
8	GBR 100	Olivier St Clair Vidal	62
9	GBR 55	Neil Goodhead	64
10	GBR 2276	Keith Byers	77

SWEDISH CHAMPIONSHIP 2025

22-24 August • Nynashamn, SWE

1	SWE 100	Thomas Hansson-Mild	14
2	SWE 71	Niklas Edler	15
3	SWE 386	Mikael Björndal	25
4	SWE 24	Daniel Björndahl	27
5	SWE 171	Joakim Andreasson	43
6	SWE 139	Hans Börjesson	48
7	SWE 6	Halvor Schøyen	54
8	SWE 58	Tomas Franzen	62
9	SWE 73	Patric Mure	67
10	SWE 2908	Laban Sörén	71

DANISH NATIONALS 2025

22-24 August • Juelsminde, DEN

1	DEN 24	Steen Christensen	4
2	DEN 21	Bo Petersen	7
3	DEN 12	Jens Eckardt	11
4	DEN 61	Henrik Kofoed	18
5	DEN 44	Carsten Bech	24
6	DEN 16	Jonas Ullmann	29
7	GER 2	Gunter Arndt	37
8	DEN 1580	Troels Trabjerg	37
9	DEN 1554	Mads Hansen	39
10	DEN 80	Søren Ulslev	40

POLISH CHAMPIONSHIP 2025

28-31 August • Puck, POL

1	POL 777	Michał Strumnik	7
2	POL 7	Marek Bernat	14
3	POL 14	Paweł Pawlaczyk	14
4	POL 4	Radosław Drożdżik	21
5	POL 735	Jarosław Soltys	31
6	POL 10	Filip Wiatr	36
7	POL 21	Waldemar Czyż	40
8	POL 1	Robert Glowacki	40
9	POL 750	Piotr Ludwiczak	52
10	POL 77	Adam Jankowski	63

FRENCH CHAMPIONSHIP 2025

28-30 August • Lacanau, FRA

1	FRA 8	Timothé Petetin	7
2	FRA 4	Jean Michel Roux	21
3	FRA 150	Pierre Arrighi	26
4	FRA 86	Laurent Petetin	28



5	FRA 794	Didier Soulie	34
6	FRA 1873	Jean-Louis Petetin	36
7	FRA 55	Frederic Truchet	38
8	FRA 1824	Alain Renoux	44
9	AUS 6	Robert Buchanan	50
10	FRA 17	Henri Berenger	55

OPEN DUTCH CHAMPIONSHIP 2025

30-31 August • Zuidlaardermeer, NED

1	NED 6	Stefan de Vries	7
2	GER 38	Cord Prignitz	26
3	GER 81	Jan-Dietmar Dellas	28
4	NED 8	Gabriel Koningsfeld	29
5	GER 9	Thorsten Schmidt	40
6	GER 32	Fabian Roszbacher	40
7	NED 691	Gabor Helmhout	42
8	NED 27	Stephan Veldman	43
9	BEL 235	Steven Jamar	63
10	GER 79	Frank Strelow	75

NORDIC CHAMPIONSHIP 2025

5-7 September • Middlefart, DEN

1	DEN 24	Steen Christensen	13
2	DEN 8	Stefan Myralf	22
3	DEN 80	Søren Ulslev	27
4	DEN 44	Carsten Bech	32
5	DEN 1604	Claus Mortensen	34
6	DEN 17	Thomas Gabs	37
7	DEN 17	Anders Buhl	37
8	DEN 1	Bo Reker Andersen	40
9	DEN 42	Michael Dinesen	43
10	DEN 1580	Troels Trabjerg	43

AUTUMN TROPHY 2025

22-25 September • Bandol, FRA

1	CAN 26	Ben Flower	13
2	FRA 8	Timothé Petetin	19
3	GBR 17	David Bourne	24
4	GBR 33	Tom Lonsdale	51
5	GBR 69	Terry Curtis	53
6	DEN 140	Mette Pedersen	63
7	ESP 42	Stephen Butcher	75
8	SWE 14	Hakan Soderberg	81.26
9	SWE 2884	Lars Bergfeldt	82
10	ESP 101	Javier Estarellas	82

TRADITIONAL AUTUMN REGATTA,

Autumn 2025 • Lake Iskar, BUL

1	BUL	Radoslav Raev	13
2	BUL	Simeon Grabchev	24
3	BUL	Stanislav Popchev	26
4	UKR	Georgii Paches	26
5	BUL	Nikola Georgiev	28
6	BUL	Aleksandar Tsenov	39

GERMAN CHAMPIONSHIP 2025

2-5 October • Bitterfeld

1	GER 71	André Budzien	8
2	GER 19	Ulli Kurfeld	24
3	GER 77	Sönke Behrens	43
4	GER 7	Andreas Pich	45
5	GER 125	Axel Fischer	49
6	NZL 15	Greg Wilcox	54
7	GER 72	Oliver Gronholz	55
8	GER 38	Cord Prignitz	56

WORLD RANKING LIST - APRIL 2026 (TOP 130 FROM 677)

[illegible]

9	GER 826	Bernhard Krüger	63
10	GER 167	Niels Timm	69

BELGIAN CHAMPIONSHIP 2025

25-26 October • Lac de l'Eau d'Heure.

1	BEL 237	Michiel Jamar	7
2	BEL 235	Steven Jamar	9
3	BEL 236	Frédéric Geboers	18
4	LUX 1	Michel Lesure	22
5	BEL 18	Michel Majun	24
6	NED 690	Sybren Hornstra	30
7	BEL 227	Francois Podevyn	41
8	FRA 2306	Remi Blandureau	50
9	BEL 163	Hans Orient	53
10	BEL 5	Matteo de Loof	64

AUSTRALIAN NATIONALS 2026

17-23 January • Perth, AUS

1	AUS 1	Roger Blasse	8.0
2	AUS 88	Brett Morris	13.0
3	GBR11	Andy Davis	13.0
4	AUS 5	Brent Williams	18.0
5	AUS 111	Mike Williams	22.0
6	AUS 15	David Clark	25.0
7	AUS 10	Tim Davies	35.0
8	AUS 811	David Meehan	43.0
9	AUS 791	Mark Skelton	44.0
10	NZL 4	Mark Perrow	57.0



NEW ZEALAND NATIONALS 2026

5-8 February • Wakatere BC, NZL

1	NZL 11	Steve McDowell	23
2	NZL 607	Dave Ridley	26
3	NZL 80	Ben Morrison	33
4	NZL 624	Sean Cleary	38
5	NZL 4	Mark Perrow	42
6	NZL 60	Gordon Sims	52
7	NZL 583	Eric Rone	56
8	NZL 632	John Cutler	57
9	NZL 592	Rod Davis	68
10	NZL 50	Russell Page-Wood	70

THAILAND OPEN NATIONALS 2026

6-8 February • Pattaya, THA

1	GBR 2261	Nick Craig	18
2	THA 444	Morten Jakobsen	20
3	THA 218	Chris Caldecoat	37
4	THA	Lucas Collin	44
5	THA 226	Neil Semple	50
6	AUS 785	Anthony Galante	60
7	IND 131	Gautama Dutta	67
8	THA 88	Matt Norton	84
9	SWE 29	Greg Florkow	89
10	THA 1315	Apple Asawawatanaporn	92

BM COMPOSITES TROPHY 2026

14-15 March • Palma, ESP

1	ESP 777	Nick Craig	3
2	ESP 11	Andy Davis	3
3	DEN 1540	Gavin Poulloin	8
4	SWE 58	Tomas Franzen	12
5	BRA 102	Mario Trindade	17
6	GER 32	Fabian Roszbacher	19
7	GBR 2213	Tom Baylis	19
8	ESP 22	Jorge Forteza	19
9	ESP 101	Javier Estarellas	20
10	DEN 140	Malte Pedersen	21

TURANGI INTERNATIONAL REGATTA 2026

21-22 March • Turangi, NZL

1	NZL 607	Dave Ridley	10
2	NZL 11	Steve McDowell	22
3	NZL 573	Luke Gower	24
4	NZL 632	John Cutler	39
5	NZL 624	Sean Cleary	39
6	NZL 625	David Hoogenboom	44
7	NZL 580	Ben Morrison	44
8	NZL 60	Gordon Sims	51
9	NZL 567	Luke O'Connell	55
10	NZL 53	Kagan Weeks	55

SPRING CUP 2026

1-3 May • Medemblik, NED

1	GBR 2261	Nick Craig	9
2	GBR 11	Andy Davis	23
3	GER 886	Stefan Hoffmann	47
4	DEN 1629	Jonas Ullmann	47
5	DEN 24	Steen Christensen	52
6	SWE 73	Patric Mure	58
7	GBR 1	Oliver Davenport	60
8	GBR 44	Chris Turner	70
9	NZL 15	Greg Wilcox	73
10	100 GBR	Olivier Vidal	75





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