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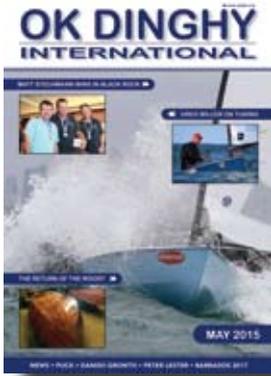
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The **OK Dinghy International Association (OKDIA)** is the world governing body for the OK Dinghy class. Its members consist of the National OK Dinghy Associations in Australia, Belgium, Canada, Denmark, France, Germany, Great Britain, New Zealand,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

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PRESIDENT'S LETTER



FOR THE EUROPEAN part of our class a new season is just starting and for the Southern Hemisphere part of our class a great season has come to an end.

Personally I am especially looking forward to the World Championship in Poland this summer and I hope as many of you as possible are planning to go. At the AGM in Melbourne it was decided to open up the Worlds, so that we are no longer restricted to the 80-90 boats.

We share great friendship in the class on the water and on land, and this we should share with as many as possible. By making the worlds event open it is my hope that people can plan better for these events. We all have jobs, families, wives, husbands, occasional escorts and registered partners that we also want to plan for.

The best promotion we can do for the class is actually by participating in the different events.

Many of us have more than one boat, use it to get new sailors into the class. Lend your second boat out to a friend so that we get new people on the water as quickly as possible. Most of the new people I see in the class are people from existing sailing networks. Get them out and let them find out how easy it is to have fun in an OK. This is just one idea, I am sure plenty of sailors out there have other ideas and ways to attract new people – we are all the best ambassadors for the class.

*Bo Teglers
President OKDIA*



CHARLIE CUMBLEY WON THE 2015 SPRING CUP in Medemblik and was presented with a new trophy commissioned by OKDIA - and built by Synergy Marine – the Rüdiger Prinz Trophy. This is the first year that this trophy has been presented. It was created in memory of long time OK Dinghy sailor Rüdiger Prinz who died earlier this year. It is a half model OK Dinghy in orange, the colour of his boat. The Spring Cup was one of his favourite events, so his friends decided it would be a fitting tribute to his memory.



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Ranking List – April 2015

Greg Wilcox continues to dominate as World No. 1 in the first OK Dinghy World Ranking list of 2015 following his fourth place at the World Championships. Along with European Champion, Jørgen Svendsen, these two have amassed a considerable lead over the rest of the fleet. Mike Williams just edges out his fellow Australians for third place. This time of year the ranking list reflects increased emphasis on the southern hemisphere events. The current ranking list now includes 446 sailors from 15 countries and four continents.

Helm	Sail No	Points	Events
1 Greg Wilcox	NZL 544	1035.20	19
2 Jørgen Svendsen	DEN 1427	1007.55	9
3 Mike Williams	AUS 730	862.72	8
4 Mark Jackson	AUS 735	853.50	7
5 Roger Blasse	AUS 749	804.85	6
6 Luke O'Connell	NZL 546	790.29	7
7 Jørgen Lindhartdsen	DEN 1420	781.54	14
8 Bo Petersen	DEN 1431	761.33	11
9 André Budzien	GER 789	754.90	7
10 Rene Johannsen	DEN 1393	751.64	13
11 Ben Morrison	NZL 530	747.01	8
12 Christian Olesen	DEN 1340	737.26	5
13 Matt Stechmann	NZL 549	734.52	7
14 Peter Milne	AUS 694	729.90	6
15 Robert Deaves	GBR 2156	723.47	5
16 Mark Skelton	AUS 753	710.00	6
17 Brent Williams	AUS 754	709.77	7
18 Alistair Deaves	NZL 542	680.74	6
19 Martin von Zimmermann	GER 693	677.51	11
20 Sonke Behrens	GER 778	671.00	9

New website

The OKDIA Marketing team have been busy over the winter and we now have a new website at www.okworlds.org. It is intended that this will be the main event website for our premier event, and will also act as an archive for past events. We will no longer lose an old website once the registration expires. Currently the website points to the 2015 event website, but from 2016 will also host the actual site. You can see the coming years under 2016.okworlds.org and 2017.okworlds.org. We also put the 2014 event website under 2014.okworlds.org.

Class Rule Changes

A number of changes have been approved by ISAF and are now in effect. Please be aware of the new Rules regarding Personal Sail Numbers and the requirement for all newly registered boats to be numbered sequentially in each country. This supersedes any previously used system. There is also a small change to the Sail rules, allowing draft stripes

The new rules and the changes can all be found on www.sailing.org

2015 Worlds in Puck

This year's World Championship is open to everyone - national quotas do not apply. Online entry closed on May 10, while late entry is still open until 6 July. If you are planning to go please enter early so the organisers can plan ahead.

2017 Worlds in Barbados

At the 2014 AGM we voted for Barbados to host the 2017 World Championship. This is also already generating a lot of interest. The website, 2017.okworlds.org, has some basic information about the event. It also has an 'Expression of Interest' form. Please read the information on the site and sign up there if you are thinking of going. There is no commitment. It just gives the organisers an idea of numbers for planning purposes. With all boats needing to be shipped by container the logistics will be enormous, so an early indication of the size of that operation will be very helpful.

Weight distribution testing

This has been a hot topic of late with a lot of discussion and, in Denmark, testing. To try and clarify OKDIA's position, the Technical Committee has released a statement, which can be found on okdia.org.

e-Newsletter



OKDIA has also started publishing e-Newsletters through the year to update membership on activities around the world and any important announcements. Please send all news, photos, results, race announcements to publicity@okdia.org and we'll include as many as we can in each issue.

If you want to receive them direct, please sign up on the home page on www.okdia.org.

Rüdiger Prinz 1964-2015

It is with great sadness that we learnt that our German friend Rüdiger 'Rübe' Prinz died on 26 March, aged 50 after a period of illness. He started sailing OK Dinghy in the mid 1980s, for many years in GER 634 and later in GER 711 and GER 773. A great sportsman and friend to the class he won several national titles in Germany and France as well as top 10 at the Worlds and several Worlds race wins. He will be much missed by us all. OKDIA extends its deepest condolences to his family and friends.





Matt Stechmann wins World title after shortened series at Black Rock

IT WAS NOT QUITE what it said in the brochure but it was still a fantastic event. The 2014 OK Dinghy World Championships at Black Rock Yacht Club was beset by bad weather almost from the moment that the practice days had finished. However five quality races were sailed out of a possible 10 and Matt Stechmann from New Zealand was the deserving winner.

It was also perhaps the closest OK Dinghy World Championship in history with five boats capable of winning going into the final race. In the end Stechmann crossed in 10th to win by one point from training partner Luke O'Connell, while defending Champion, Roger Blasse, of the home club, took the bronze medal. Only one point separated the top four boats.

Hall of Fame

Just before the sailing started, there were three inductions into the OK Dinghy Hall of Fame. Bill Bell, Roger Blasse and Andre Blasse were all presented with mementoes to mark the occasion, which got rather emotional towards the end of the ceremony. They join some of the biggest names in the class over the past 58 years in an elite club whose only qualification is the gratitude and respect of their fellow sailors.

After a week of glorious Port Phillip weather and some of the great sea breezes that sailors had travelled to enjoy, it all changed on the day of the practice race. With 30-40 knot winds buffeting the club, an early decision to abandon for the day was made.

Day 1

The next day was the same, and by now the sailors were starting to get worried. Strong winds swept through the bay all day and sending crashing waves into Half Moon Bay.

The early postponement was soon overtaken by the decision to cancel. It wasn't all bad news though as the sponsored beer was brought out early.

Day 2

The second day of the championship started in start contrast to the first: flat seas and no wind. The fleet again waited patiently ashore for most of the day, until around 15.00 when a building southerly started to appear. After a general recall, the fleet got away under U flag with Stechmann crossing at the pin end and tacking to cross the fleet. It was enough of a jump to lead all the way round. He was chased by Jørgen Svendsen and Greg Wilcox but there was little they could do about his lead.

Stechmann takes up the story, "I started four boats up from the pin and managed to have a bit of a gap. I looked over my shoulder and tacked and crossed and kept going and waited for it to come back and that was pretty much it. I was about a minute ahead at the top."

Race 2 got underway in a solid 20 knots and rising seas. These were fantastic conditions for the OK Dinghy and also to the liking to Anthony Nossiter. After rounding close to the front group at the top mark he took the lead on the final downwind from Blasse to lead up to the finish. Ben Morrison crossed in third.

Nossiter explained. "That was my first race in an OK Dinghy since the Interdominions this time last year. He said, "I wasn't really sure what was the best way; a lot of the boats were going too high for me so I just sailed a bit freer and got to the top at the business end and then just chipped away a bit and got past a few guys. It was really good fun, very gentlemanly sailing at the front of the fleet."





Day 3

After a scheduled lay day, on New Year's Day, the third day started after a short postponement to allow the breeze to settle. The fleet completed just one race in a gradually dying north-easterly, before it switched off and the fleet was sent home.

The first beat was dominated by the building pressure on the left. A few were tempted over to the right closer to the land, but the pressure line brought the left side up to the mark. Christian Olesen was first round followed by Svendsen and Luke O'Connell.

Olesen maintained the lead down the reaches but Svendsen made his move on the second upwind to lead round the final loop. It got close at the finish, with Svendsen slapping the final cover on O'Connell to take the winner's gun. Olesen crossed in third.

Svendsen said, "It was a fantastic race. I didn't get the best start, but there was a lot of wind on the left side so even though I was behind, I just kept going until almost the layline before tacking. That was almost the whole race done."

Svendsen's elation was short-lived as he was then disqualified from the race after a measurement protest had been lodged by the Race Committee before the day's racing had started. This followed a random inspection after racing on day 2, which found some steel plates used as backing plates on the forward toestaps. Each plate weighed 2.7 kg. The initial protest found these to be illegal correctors and Svendsen was scored DSQ and the race win went to O'Connell, from Olesen and Mark Skelton.

Day 4

It was another long day as strong northerlies returned, along with temperatures approaching 40 degrees. Racing was



Sail	Name	Cat	R1	R2	R3	R4	R5	Pts
1 NZL 549	Matt Stechmann	V	1	5	11	2	10	18
2 NZL 546	Luke O'Connell		8	6	1	4	8	19
3 AUS 749	Roger Blasse	V	11	2	6	8	3	19
4 NZL 544	Greg Wilcox	V	3	12	7	5	4	19
5 AUS 730	Michael Williams	V	6	8	21	1	6	21
6 NZL 519	Matt Coutts		4	7	5	(bfd)	9	25
7 NZL 530	Ben Morrison		27	3	56	3	2	35
8 DEN 1445	Jørgen Svendsen	V	2	14	(dsq)	9	12	37
9 AUS 753	Mark Skelton	V	7	19	3	14	14	38
10 AUS 735	Mark Jackson	V	9	16	8	24	7	40
11 AUS 729	Andre Blasse	V	17	18	19	6	1	42
12 DEN 1340	Christian Olesen		14	17	2	10	(bfd)	43
13 NZL 369	Bradley Douglas		12	20	22	7	5	44
14 AUS 535	Glenn Collings	V	5	10	30	12	22	49
15 AUS 765	Anthony Nossiter	V	22	1	17	(bfd)	13	53
16 AUS 739	Tim Davies	V	10	24	54	11	15	60
17 NZL 551	Mark Perrow		15	11	34	27	11	64
18 AUS 766	Robert Mcmillan	V	20	4	20	21	33	65
19 NZL 542	Alistair Deaves	V	29	37	10	13	16	68
20 NZL 303	David Hoogenboom	M	26	34	9	19	25	79
21 NZL 498	Jonathan Clough		21	38	4	(bfd)	20	83
22 AUS 694	Peter Milne	V	13	13	38	(bfd)	19	83
23 GBR 2156	Robert Deaves	V	41	33	14	15	29	91
24 AUS 764	Peter Horne	V	25	29	37	23	17	94
25 NZL 557	Paul Rhodes	V	23	23	43	20	28	94
26 AUS 754	Brent Williams	V	24	26	24	(bfd)	21	95
27 NZL 545	Steve Mcdowell		28	31	25	26	18	97
28 GBR 2157	Dave Bourne	V	34	27	15	22	46	98
29 NZL 478	Daniel Bush		50	9	35	31	26	101
30 USA 536	Eric Rone		16	42	(ocs)	16	32	106
31 AUS 742	Gareth Wells	V	18	28	59	25	38	109
32 AUS 750	Peter Robinson	V	42	41	31	17	24	113
33 AUS 733	Folkert Janssen	V	65	25	32	35	27	119
34 AUS 728	Bruce Ashton	M	19	(dnf)	16	40	47	122
35 AUS 734	Edward O'Donnell	V	32	15	40	37	(bfd)	124
36 DEN 1407	Malte Pedersen	M	57	40	12	18	(bfd)	127
37 NZL 531	Adrian Coulthard	V	31	55	29	28	39	127
38 NZL 509	Chris Fenwick		30	54	28	43	30	131
39 NZL 504	Adrian Mannering	V	36	35	49	32	34	137
40 AUS 725	David Ketteridge	M	33	46	18	42	51	139
41 AUS 761	Andrew Baker	V	44	49	23	33	45	145
42 GER 765	Rainer Pospiech	M	35	44	41	29	40	145
43 AUS 741	Gary Lokum	V	60	32	46	44	31	153
44 AUS 719	Glenn Williams	V	47	22	52	49	36	154
45 GER 750	Dirk Dame	V	37	58	33	34	(bfd)	162
46 NZL 533	Rob Hengst	V	48	39	47	41	42	169
47 GER 726	Jorg Sylvester	V	39	63	50	36	48	173
48 GER 688	Ronald Foest	V	55	68	13	56	59	183
49 AUS 758	Christopher Visick	V	45	47	64	39	52	183
50 AUS 762	Mark Roberts	V	54	(dnf)	ocs	30	23	185
51 AUS 759	Elizabeth Williams	W V	40	(dnf)	26	57	62	185
52 GBR 756	Gavin Waldron	V	43	53	44	48	50	185
53 NZL 554	Martin Pike	M	63	50	42	59	37	188
54 AUS 708	Samuel Haines		59	43	48	(bfd)	43	193
55 AUS 736	Grant Wakefield	V	38	61	58	46	55	197
56 AUS 726	Peter Lynch	V	56	30	(dnf)	(bfd)	35	199
57 GER 735	Dirk Gericke	V	61	59	27	62	53	200
58 NZL 548	Chris Devine	V	67	36	62	58	44	200
59 NZL 547	Sefton Powrie	M	49	56	55	47	49	200
60 AUS 757	Chris Hall		46	48	57	55	56	205
61 AUS 695	Mitchell Wilson	Y	53	64	39	52	67	208
62 AUS 740	Tim Smith		70	52	61	54	41	208
63 DEN 1419	Mads Brockhuus	V	58	60	53	50	54	215
64 GBR 711	Ashley Parkinson	V	74	(dnf)	36	45	65	220
65 DEN 1391	Nils Troland	V	52	45	45	(bfd)	(bfd)	220
66 AUS 744	Michael Horvath	V	62	21	63	(dnf)	dnc	224
67 AUS 737	Richard Furneaux	M	66	57	67	38	(bfd)	228
68 AUS 767	Glenn Yates	M	64	62	51	53	64	230
69 AUS 618	Ron Fergusson	V	51	66	66	60	68	243
70 USA 678	Neil Williamson	V	68	(dnf)	71	51	60	250
71 AUS 706	Erik Thompson	M	72	67	60	66	57	250
72 AUS 672	Luke Cromie	V	73	65	73	63	58	259
73 AUS 655	Michael Walker	M	71	(dnf)	68	61	61	261
74 AUS 755	Stephen Moore	M	69	51	65	(dnc)	dnf	263
75 AUS 715	John Henderson		76	69	72	64	63	268
76 AUS 760	Slava Ustovyski		77	(dnc)	69	67	66	279
77 AUS 543	Mike Flavell	M	75	70	70	65	(dnf)	280



eventually abandoned early in the afternoon. The event was now down to the wire, with only three races sailed and only one day left.

Day 5

There was audible relief as the sailors arrived in the morning to find 15-20 knots and a huge sea running in Port Phillip. Racing was brought forward to give the longest possible window on the water, but both races went ahead without delay, and they were both excellent races in fantastic conditions.



The first race of the day, race four went to Mike Williams. He said "I got off the line cleanly and just had a good lane and got around the top mark just behind Ben Morrison. I got through him at the gybe mark and was able to keep the group just behind me, but they were so close to me the whole time, it was a bit nerve racking." Williams led across the line from Stechmann and Wilcox.

After a week of drama and waiting, the event had a poetic ending. Andre Blasse had spent the past two years helping to organise this championship, as Black Rock YC Commodore. He dominated the final race for a very popular win. He said, "I came off the start line near the

starboard end, tacked, ducked a couple of boats and got the first shift and just went up the middle. I was first to the top mark and thought I was pretty quick downwind and got away. It's beautiful having nice clear air out the front. It was perfect Black Rock conditions with fantastic waves. I wish we'd had a little bit more of that during the regatta. It's a shame for the overseas competitors but at least they got to see what it can be like."

He took a huge win from Morrison and Roger Blasse. However the real drama was behind them as Stechmann tried to stay in touch with O'Connell. Eventually Stechmann crossed in tenth with O'Connell in eighth, to give Stechmann his first ever World title. O'Connell took the silver while the defending champion Roger Blasse took the bronze.

Stechmann said, "I was quite confident that I could perform good enough today to give myself a chance. But whether I woke up this morning thinking today I would win the worlds, probably not. My game plan for the final race was just to stay close to Luke. There are so many good guys out there, you just had to sail your own race but Luke and I pushed each other hard to be in the top bunch, and on the line there was just one boat between us, and that was enough. I am absolutely over the moon to be honest. My goal was top five, I thought that would be a good effort here and just to really focus on the 2016 worlds in 18 months times."

Silver medalist O'Connell paid tribute to Stechmann, "It was a great week. Very challenging conditions, very difficult for the race officer and the competitors, varied conditions and as always great fun. I am thrilled to get my first tie and thrilled to finish second to such a great bloke. I am well happy with the result and Matt is definitely the deserving winner."

Roger Blasse took the bronze. He said, "I think of course the weather could have been better, but I am happy about the guys who won. They have done a lot of work in the last few years with their boats and their sailing, so that's really good. I don't think I sailed well enough at times, because it was such a short regatta, but that's just sailing sometimes. It doesn't always go your way. So I was a bit surprised to end up third."

Stechmann said, "I never came here expecting to win this contest. One of my goals coming here was to win a race just to prove I could, because I don't win many, in fact I have never won an OK regatta before." He thanked his New Zealand team mates. "There's some good men there. They all have a piece of this. It's not just about me winning this. It's a team thing. We share info and have come a long way in a short time. We do some great yachting and have great camaraderie. It's been a wonderful event, not just because I won, but to be here with all my friends from around the world. Every year we all get together and have a great time. It's what it's really all about. This is a really massive moment in my life and I am really pleased to be able to share it with all of you."

"Every year we all get together and have a great time. It's what it's really all about."



Above: Will Matt Stechmann's winning home built wooden hull start a new trend?

Gear used at the 2014 World Championship

	Name	Sail No	Design	Builder	Mast	Sail
1	Matt Stechmann	NZL 549	Dan Leech	Stechmann	C-Tech	North NZ
2	Luke O'Connell	NZL 546	Dan Leech	O'Connell	C-Tech	North NZ
3	Roger Blasse	AUS 749	Delf	Jason King	C-Tech	Turtle/AUS
4	Greg Wilcox	NZL 544	Icebreaker	Icebreaker Boats NZ	C-Tech	Turtle
5	Mike Williams	AUS 730	Delf	Jason King	C-Tech	North NZ
6	Matt Coutts	NZL 519	Icebreaker	Garry Lock/Cookson	C-Tech	North NZ
7	Ben Morrison	NZL 530	Icebreaker	Icebreaker Boats NZ	C-Tech	North NZ
8	Jørgen Svendsen	DEN 1445	Sota	Strandberg	C-Tech	Green
9	Mark Skelton	AUS 753	Icebreaker	Icebreaker Boats NZ	C-Tech	Turtle
10	Mark Jackson	AUS 735	Delf	Jason King	C-Tech	Turtle

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Puck - a quick look at the 2015 venue



THE 2015 OK DINGHY WORLD CHAMPIONSHIP is returning to Puck, Poland. The event was last held in Puck in 1993. This time it is an 'Open' event, so national criteria do not apply. There is a sign-up form, Notice of Race and other information online at <http://okworlds.org>. The dates are: 24 July-1 August.



Puck is tranquil with a very laid back atmosphere. There are two decent restaurants and a few not so good ones, a few shops and not much more. The city beach gets very crowded, but the shallow and warm water is great for kids. On the beach there two windsurfing (kite-surfing) schools, and nearby Rewa is a superb wind/kite surfing spot.



The Hel Peninsula, which begins in the city of Wladyslawowo and stretches east for 40 km, is more touristy with hundreds of windsurfing schools and camping grounds on the 'inland' side and superb beaches on the other. The towns on the peninsula have recently developed into holiday resorts (especially Jurata and Jastarnia).



Even though the distance from Puck is not large, the drive there can take hours due to traffic so catching a train from Puck and dropping off at one of the smaller towns is a better option. There used to be a ferry service between Puck and the peninsula ideal for the beach-goers but it may not be running this year. With a car it is possible to travel 40 km to Debki or Bialogóra – former fishing villages which are not crowded and offer nearly empty, wide, white sand beaches.



Getting from Puck to the Tri-City (Gdynia – Sopot – Gdansk) is easy either by car (30-50 minutes depending on traffic) or train (40 minutes to Gdynia + 20 to Gdansk).

Transport: The international Gdansk Lech Walesa Airport offers more than a dozen regular connections to 35 European cities. There are ferry connections to Gdynia (Polferries) and Gdansk (Stena Line) from Germany, Sweden and Denmark. There are also frequent train connections.

Attractions: There is a lot to see in the Tri-City Area, but most involves a good day trip. Gdynia, Sopot and Gdansk have a lot of attractions, museums and tourist sights. On the land side the region is covered by forest hills, on the sea side there's Hel's Peninsula, which surrounds the Gulf of Gdansk. This makes the waters much warmer than in other places by the Baltic Sea.

Puck has been a market and a seaport from the 7th century. Along with the rest of Royal Prussia it joined Poland in 1454. In 1772 it was incorporated into the Kingdom of Prussia. Puck was the only Polish harbour until Gdynia was built in the 1920s and the main war harbour of the Polish Navy until the Second World War. After 1945 Puck became part of the Republic of Poland.



Interesting places to visit in Puck include: the Town Hall from 1865, the 13th century St Peter and Paul's church, burghers' houses in the main square (Plac Wolności), from the 17th century, the 8th-10th century flooded port located about 500 metres inland, remnants of a 14th century brick castle, the wooden pier, Mechowo caves and the Coastal Landscape Park (Nadmorski Park Krajobrazowy).

The sailing area in Puck, though sheltered, offers the best and most demanding racing conditions in Poland. The water is shallow with depth ranging from two to 4 meters on most of the course so it gets choppy quite quickly. There are no strong currents, just enough to make some local knowledge pay. Any significant weather system produces strong winds but should a major high come and bring Doldrums-like conditions with it, there is always some breeze produced by the cold air from over the sea being heated over the peninsula, then cooled over the bay and then heated up again over the land. We are not expecting to lose any racing due to lack of, or too much, wind. Late July is the warmest time of the year in Poland. Temperatures will be in the high 20s and water will also be very warm.





Beautiful scenery, great sailing and fabulous seafood



THE 2016 OK DINGHY WORLD CHAMPIONSHIP will be held in Quiberon, a peninsula located in the Morbihan department of southern Brittany, on the Atlantic coast of France.

It is situated in the south of the Quiberon peninsula, the northern part being the commune of Saint-Pierre-Quiberon. It is mainly known as a seaside resort for French tourists during summer, and for its history of sardine production.

The Quiberon peninsula juts out into the sea for 14 km and is just 22 metres wide at its narrowest point. Its rugged coastline, sandy beaches, fishing villages and rich cultural history, has made the Quiberon Peninsula a very popular tourist destination.

La Société des Régates de Saint Pierre Quiberon (SRSP) has a cosy base with direct access to the Kerbourgneac beach. It is also an FFV National Sailing School for windsurfers, dinghies and catamarans and has hosted many prestigious regattas and championships.

The sailing area is sheltered from the open Atlantic by the peninsula and a few islands to the south of the peninsula.

The west coast of the peninsula is called the Côte Sauvage – the wild coast, as the next land to the west is Newfoundland and here the waters of the Bay of Biscay can be wild indeed. The east coast, where the sailing area is, can deliver perfect sailing conditions, already experienced by many OK sailors during the 2013 Pre-European regatta and the 2013 Europeans in Carnac, which is located along the coast from Quiberon, but on the same waters.

Apart from great sailing conditions, the area is also known for its fabulous cuisine. The quality of its seafood is second to none in the world. Port Maria used to be France's principal sardine fishing port and around 200 fishing boats are still there.

Elsewhere the region offers great natural surroundings, hidden caves, arches and coves, rich in flora and fauna, with a mix of dunes and heathland. There are the remains of a Roman fish farm and a Bronze Age fort, beaches for horse riding, land yachting and surfing, charming villages. St-Pierre-Quiberon is the main village with streets full of fish restaurants, chandlers' shops, art galleries and boutiques.

The provisional dates are July 23-30. More information on the club (in French) at www.srsp.fr. The event website is <http://2016.okworlds.org>



The return of the woody

THE TITLE OF THIS ARTICLE is perhaps a misnomer, as wooden OK Dinghies have never really gone away. There have always been enthusiasts constructing plywood boats in garages and workshops around the world, just as the designer Knud Olsen intended.

However recently, the 2013 European Championship was won by a wooden kitset hull, and then at the 2014 World Championships the first two boats were homebuilt plywood kitsets. While 90 per cent of the OK Dinghy community was focused on producing quality GRP boats – and the quality and availability of these has improved beyond measure – the wooden boat was having something of a comeback. Here we look at some of the options available and how to go about getting started.

The original vision of the class was everyone being able to build cheap, fast boats at home using readily available materials. Following some simple plans it is possible to build a competitive boat at a fraction of the cost of a commercially available boat. Most of the home builds these days of course use modern technology wherever possible, such as epoxy based resins and glues, but more are increasingly being built from a CNC cut kit, either supplied by a manufacturer or cut locally from supplied files.

The first CNC cut kit hull was produced in Australia about eight years ago, but recently other designs have been developed in New Zealand and Denmark. So far around 30 have been built in recent years, with many of them being instantly successful on the water. Using this method also allows newbuilts in various parts of the world without traditional OK Dinghy building experience, and opens up new countries to the class, as long as plywood and glues are readily available. It is a bit like putting together a giant jigsaw.



The three designs we explore here are the ones from Dan Leech in New Zealand, Christian Hedlund in Denmark, and Jan Pedersen in Denmark.

Leech Boats

The Dan Leech design gained prominence at the beginning of the year after the hulls came first and second at the 2014 World Championship at Black Rock. It opened a lot of eyes to the possibilities of plywood construction.

World Champion, Matt Stechmann tells how it all began in New Zealand. *"A group of New Zealand sailors had been talking about it for a while, but our hand was forced when the fleet started to grow quite rapidly here and we realised we didn't have enough boats for the demand."*

"January 2012 was when it really got legs. Steve McDowell, Luke O'Connell and myself sat down and kicked the idea around and made a list of changes we would make to a standard Icebreaker, as these were the hulls we knew." This was when Dan Leech became involved. Leech, who has designed a series of innovative sports boats, racing yachts and skiffs, explained the objective. "The idea was to come up with a cost effective way of getting more boats out on the water and growing the class. That is what this is all about. Plywood was chosen as the material as it is cheap compared to full composites. Personally, I think plywood is an excellent material to build a boat like this; it is a very underrated material."

Stechmann continued, *"Dan did the first take on the construction and some renderings of the internal layout. These were refined a little by the group and then Dan and Luke worked on the CNC cut files. Luke runs The Water Cutting Company that he and I jointly own, so he's a bit of a wizard on CNC files. Between him and Dan they refined the files and the first boat and jig were cut at end of July 2012."*

There was no analysis of hull shape. Leech used his experience to come up with the best he could with a target prismatic coefficient. The objective was a boat that was fast



downwind. Stechmann said the shape they were aiming for was similar to the existing Icebreaker forwards of the cockpit, while flattening out the aft sections a little. However, as it turned out there were no big changes as the tolerances left to play with were quite small.

The boats are built from a set of full CNC cut files for both the hull panels and the female jig. All it needs is some glue and tape to put it together in the jig, so as long as the jig is right it can't go wrong, in theory. Leech said that building the boats with a CNC cut kit is a relatively simple process. "It means there is no marking the parts out and cutting with the jigsaw. It is just the matter of setting up the CNC cut female hull mould jig, pushing the CNC cut hull panels into the jig, then fitting all the CNC cut bulkheads and deck panels."

Second overall at the world championship Luke O'Connell described how he got involved, "Building the boat myself was the only way I could afford a new boat as I could cut it out at work and build it in the workshop." He thinks they got it fairly perfect. "The initial testing we did against the standard Icebreaker certainly showed we hadn't gone backwards. It has a slight advantage in marginal planning and also upwind in a sharp chop. Upwind they felt nice and stiff and we have put this down to panel stiffness in the bow. It was a real eye opener how much tension is required to bend the ply in the compound curve in the bow sections and how stiff this made the front half of the hull."

To date, 12 boats using Dan Leech's CNC files have been built in New Zealand and there has been a lot of interest from overseas. Unlike the other two designs described here, Leech sells his CNC files so the plywood can be cut locally.

SOTA

When Christian Hedlund started in the class in 2005 he wanted to build his own OK. Bo Teglers advised him that this would take some time, and so bought Hedlund a used Odderborg to encourage him to start sailing.

Hedlund said, "Then there was no excuse. I bought a rig and started sailing the OK. But after two years, the idea about building was still haunting me as I earlier in my past I had built the Jewel 28 sportsboat. I contacted Jan Pedersen and he had a kitset available and I built this in 2008 and after some races it was clear that the shape of the boat had a very limited area where the boat was fast."

Hedlund then measured up a Delfs, Icebreaker, Hylander and Rushworth and compared the data with practical experience. As he was a lighter sailor he designed the shape not to be too full. The hiking deck was also examined and Bo Teglers had added some ideas he had tried on his own boat. "I redeveloped it and now it is the most popular shape due to its ergonomic and very efficient design as you get further out of the boat, if you have the physique."

"Together with Jan Pedersen this was changed and three boats were built with this new design. After a season in the

boat I felt that the balance in the boat had to move further back so I changed all the bulkheads and framing from station 2 and forward." This became the first SOTA shape and two boats were built like this, one of them, DEN 1321, was the winner of the 2013 European Championship and became the plug for the best selling OK Dinghy from Strandberg Marine which was second in the same event.

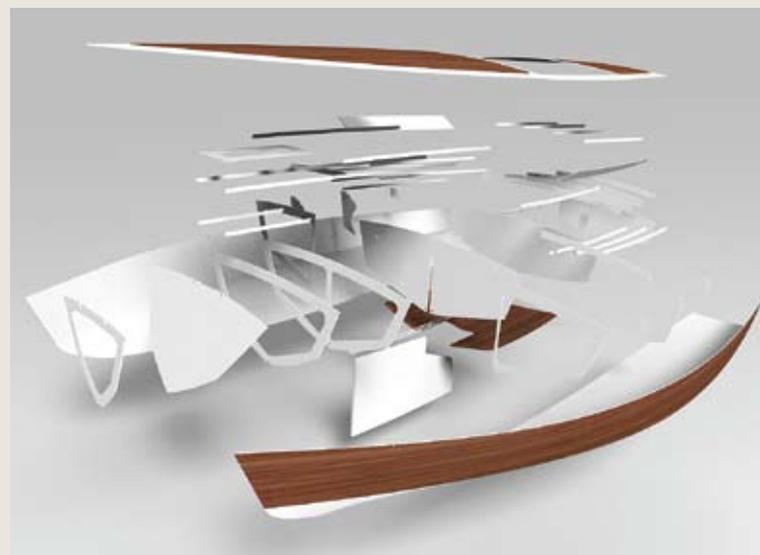
"In 2013 I started a more simple design without compromises with less parts and easier to assemble. This is already a success and the first boat on the water won the 2014 Nordic Championship in Sweden. Seven boats are ordered assembled in 2015, and three have already been delivered."



Hedlund said that the 2014 design has 60 per cent less parts than the previous design (36 rather than 88) to enable the building to be as easy as possible for non-professionals. "This is a process that has to be developed even more as all kitsets today still are difficult to do and require some skills. So the big challenge for all kitset suppliers is to simplify the process even more."

The boat is built in a female mould with seven stations to bend the panels. In this way the volume in the bottom panels can be added into specific areas without the panels becoming too flat or inverted.

"The concept of the kitset is to offer an affordable and 100 per cent competitive kitset in line with the original thoughts of Knud Olsen about building a boat for yourself at a low





cost. Today's building methods make it very easy for everybody to build his own competitive and long lasting OK dinghy."

"Design wise the new version is optimised for earlier and faster downwind performances. One of the most significant changes is the drastic reduction of parts, together with a glassfibre centreboard case and mast

step. Those areas were previously the Achilles heel of wooden boats."

"You can get the boat as a complete self-build set. Then you get all parts and a jig to assemble the boat in. Doing it this way will make more sense if two to four people build boats together as the cost for the jig will be reduced."

Jan Pedersen kitsets

Jan Pedersen has been offering kitsets since 2006, but most recently three are being built in the Vejle boatyard. So far there have been about 10 boats made from four different designs. The three newbuildings in Vejle are from the latest version.

Pedersen said, "We made the first prototype in 2006. Our goal was to make it easy to build yourself a quick and super optimised OK. Plywood was the natural choice as the OK Dinghy was originally designed for this material. We see great opportunities in combining modern laser cut out technique and the use of epoxy for bonding and surface treatment to create a super dinghy."

One of the boats recently built in Vejle was for Lars Henriksen, the current Dragon European Champion. He explained how that started. "The local OK sailors invited me to participate in the annual club championship. The Friday was my first time in an OK and Saturday was the racing day. It was so much fun that I could not help thinking about sailing an OK again."

"I am into wooden boats already in Dragons thinking that wooden boats have a little advantage because wood absorbs the bumps and movements better than GRP. My friend Jan Pedersen from BIG design has computerised the drawings, so that the plywood can be cut by a laser cutter. We talked about building a OK and I persuaded my friend at Vejle Yacht service Thomas Egeskov to build three boats in



plywood, he and his friend were also keen. Thomas is normally a perfectionist building Dragons in both wood and GRP as well as rowing boats."

"We had the plywood cut last year so the project has been underway for a while. Anyway as the winter is dark here in Denmark and there is normally not much to do in a boatyard, Thomas started building in January. The computer cut plywood fits really well and we have not really had any big issues so far."

"We asked Jørgen Holm from Green sails to help out with the rig setup and Bo Petersen offered us to see his OK to get inspiration to fitting the boats out. Most fittings are from the local OK suppliers." The first two boats were launched in April.

The system behind building the boats is that the jig as well as the plywood is ensured accurate as small holes are made during the laser cutting. When being assembled, small wooden sticks are pushed into the holes, which ensures that everything fits. Because the drawings are in the computer and everything is laser cut then everything fits within 1/10 mm.

"The jig is totally even on a uneven floor and the hull is just as even and symmetrical. Only a little sanding is needed because the laser cutting "burns" through the wood and makes it dark. Also the stringers and bulkheads need a little sanding because everything fits so tight. Besides that the only really complication is to figure out what part you start gluing first and to do it in the right order. That is why we used slow drying epoxy glue in case we changed our mind during the gluing process."

"You can use different kinds of plywood, but the thickness is fixed. I choose a plywood with "mirror" cut mahogany in order to get a good looking boat. Other plywoods are a little lighter, but we don't expect to have a weight problem as we are not filling the boat up with epoxy anywhere. We expect to have one or two kg corrector weight, no more."

Anyone who has seen the photos will notice the attention to detail and perfection inside and out. "The idea about making them 'near perfect' inside is just the principle of when you do a good job everywhere on a boat the outcome is so much better and the hulls will last for ever."

"The plywood will not absorb water or gain weight. There are no places with too much epoxy glue or to little. So basically we are just building a top quality OK and the ambition is build a real good quality OK for the ones that appreciate having a top quality boat. If you are a wooden boat freak like myself - plastic boats are really not that appealing anymore."

"Then we will see if the boats are fast and competitive. Perhaps I am not the right one to test that since I only ever sailed a OK two times before, but it's the challenge that is fun and it all about having fun in the end."

CONTACTS

Contact Dan Leech for CNC files pricing on dan@leechboats.com

The SOTA Kitset can be ordered in different versions: kitset + jig; hull only; hull and deck. Contact: c.hedlund@hotmail.com

For Jan Pedersen pre-cut kitsets contact: info@buildaboat.dk

THE 2017 OK DINGHY WORLD CHAMPIONSHIP offers a once in a lifetime opportunity to combine a champagne sailing venue with a world-class holiday destination. Whilst many championship venues require a choice to be made between great sailing or a location both sailors and their families want to visit, a championship in Barbados provides both.



Barbados is focused on becoming a yachting friendly location. With its always warm Caribbean waters, beautiful sandy beaches and, most importantly, an east to east-north-east trade winds of around 12 to 18 knots, Barbados knows it can host regattas and world sailing events to the highest level.

This idea has been fully supported by Barbados' Minister of Tourism, the Hon. Mr Richard Sealy, and the Government of Barbados. The island has set out on this course with some wonderful success.

The events hosted by Barbados are extremely well organised and the island facilitates every reasonable need for the smooth running of each event, from the waiver of duties and all local port handling fees both inbound and outbound of Barbados to the Barbados Tourism Marketing Inc becoming a main sponsor of the event, covering the cost of travel and accommodation for the officials and contributing funds to help run the events in Barbados.



Climate: Barbados has over 3,000 hours of sunshine each year so it is almost always sunny and warm, cooled by the constant north-east trade winds of between 12 and 18 knots. The average daytime temperatures range between 29-31°C.

Racing Area: The course will be in Carlisle Bay, with the starting line a short 15 minute sail away.

Barbados Yacht Club: The Barbados Yacht Club has a formal clubhouse with bar, restaurant and office. The regatta will be centred around the beach bar with its capable kitchen. The legendary Mount Gay distillery is one of the sponsors and the MG tour is not to be missed. Bridgetown, has a wide range of hotels and a huge choice of restaurants to suit all budgets

Travel: There are direct flights from the UK, from London Gatwick, Heathrow and Manchester. There are also flights from the New York and Miami, USA, Toronto, Canada and various Caribbean destinations.

Shipping: Geest Shipping are offering a superb deal to ship 40' containers from Southampton and Le Harve at heavy discounts. Pick-ups can also be arranged around Europe. At the moment there are no discounts from down under.

Expression of interest: There is an 'Expression of interest' form on the event website at 2017.okworlds.org. This is just to gauge interest and there is no commitment.

Cost Sharing: The intention is to cost share boat transport among all competitors. All sailors will therefore pay the same fee for boat transport and entry. Early estimates indicate this will be in the £500-£700 range. Once we have a rough indication of entries this cost will become more accurate.



A golden opportunity to sail your OK Dinghy in the Caribbean

THE FIRST THING YOU NEED TO KNOW is that what works for some people will not suit others. Here are some things I do to try and make sailing my OK as easy and as much fun as possible.

My starting point is always the centreboard. I like to have it set so when I am going upwind the trailing edge is at right angles to the bottom of the boat. I find that the depth does not matter so much as the board is so wide anyway. Having 20mm less depth will not make you go sideways. I have a mark on the arm (or use a stopper here) and never put it further down than that point. I then try to get the boat balanced around this setting.

The mast position in the boat can't really be measured as it relates to the centreboard pin position and that varies from boat to boat. The further back the pin the further back your mast can go. The perfect position is at maximum aft as then the mast can be further from the bow, which helps the boat to pitch less in a chop. Anyway I put the mast in the boat and pull a sail up and set the rake so the maximum sheeting point is when the boom is around 100-150 mm off the deck. Then I go sailing.

What I am looking for on the water is how the boat tracks to windward and how much helm there is. I start by playing with the rake until it is pretty much right. For me this is when at full sheet tension the sail still has power in the top. The reason for this is that when it is windy the mast will bend sideways at the top and flatten what is left. Add in the Cunningham and the power will go. When the rake is right I concentrate on the mast position at the bottom.

For this I am looking for not quite neutral helm but not heavy windward helm either. I move the mast as far back in the boat as I can while keeping the same rake. Then I sail for a bit and try to feel what it is like. If it is really heavy then I move



the rig forwards a bit and do it again. There is a point where the bow seems to always feel it is slightly wanting to go to leeward even if you do not have leeward helm. From that point go one chock back and that should be pretty good.

Tip deflection

I find that once I have the right spot at the bottom I never move it. I mark it and leave it. Then it is time to play more with the rake. Mast rake depends a lot on your mast tip deflection fore and aft. If you have a high tip deflection then you will have the mast more upright in the boat. Some people think this is good as it is better downwind however there are both pros and cons. A high tip deflection usually means either a soft mast throughout its length or else a mast that bends a lot below the deck. These masts do work, especially on sails with a lot of luff curve in them, however it can be hard to keep leech tension in chop or waves when the mast pulses as the bow hits a wave. This is not necessarily bad but possibly not ideal. I think a high tip deflection is anything over 580 mm (using a 10 kg weight). The mast I use has around 455 mm and my rake is 6,150 mm. A big advantage of not so much rake is that it is easier to get under the boom, which is important as you get older.

If you are having trouble with height try standing the mast a bit more upright. If you have no speed then try a bit more rake. It's perfect is when you can get both height and speed at any time by only changing your sail settings.

The important thing here is to play with the mast position and rake until you find a spot that you FEEL is fast. Obviously two-boat testing helps here especially if the other guy doesn't change anything. Try radical moves as well, such as right forward and right back, as this accentuates the differences and you will soon get an idea of what you want.

Tuning for boatspeed

World No. 1 Greg Wilcox gives some insight into basic OK Dinghy tuning



Finding the right gear

Once you have found a mast position you are happy with and have the right rake it is time to start finding the right gear for the right situation. For example if you have started near the committee boat and need height to keep your lane then you need the height set up for your sail. Obviously sails from different brands will be different to use but as I know one brand pretty well I will explain how they work. Remember that height and pointing are two very different things and are not necessarily related. Pointing is how close you stick the bow into the wind and height is how little you go sideways. Pointing comes from the tiller and height comes from the lower third of your leech.

To get height mode you need to ease the inhaul so it is almost slack. This makes the lower third of the leech a bit fuller and makes the inside end of the bottom batten aim further away from the boom. The effect here is to close the leech more down low. The other thing this does is to make the luff a bit flatter and move the shape in the sail a bit

Priorities

1. Centreboard angle
2. Mast rake
3. Mast position
4. Sail trim
5. Tiller and extension

further away from the mast. This allows you to point a bit higher if you need to, but together both settings give you height. You can also ease the outhaul a little bit but usually that is not necessary.

If you have started at the pin end and want to go fast then speed mode is needed. This is basically just the opposite of height mode. So you pull the inhaul on hard and this opens the bottom batten. It also pulls more shape forward in the sail down low and this gives you a wider steering groove so the sail will not stall when you bear away a little more or steer around waves. A bit of Cunningham will help this as well.

The ability to switch between modes quickly comes in very useful around the course as you can get height at the bottom mark if needed or try to roll over someone when required.

One thing that comes to mind here is the importance of having control lines and pulleys that all work easily. If you need to adjust something you should not have to struggle with it or even look to see which line it is or which cleat. Your set up should be such that everything is where you need it



to be and that it all works. I find thin ropes work a lot better than thick ones as they ease better and are no harder to use. There is nothing really under a huge load on an OK so it should be easy to change settings. If you have to look or struggle to change something upwind then you will probably hit a bad wave while doing it and lose more than the adjustment might have gained you. It is therefore important to spend a bit of time getting everything working well. If you are unsure of how to set things up there are plenty of boats to look at or copy.

On my boat the tiller comes into the cockpit around 100 mm. Some people have it longer but more have it shorter. It is important to have it long enough so it is easier to steer the boat in all conditions. Obviously if you have a very long tiller you may have problems tacking as it will get in the way. Too short and it makes the helm heavy and the angle of the tiller extension to you is also greater so there is less control.

The other thing I have is allowing the tiller to lift up. This is not so often needed but it is very good when it is. Downwind in big waves when it is really windy I find it useful to be able to lift the tiller over my leg a bit. I have the tiller pretty tight on the rudder though so it does not move easily as that would be quite annoying.

My tiller extension is long enough so that when it is straight down the middle of the boat it just reaches onto the foredeck. Much longer and you can't tack without swinging around the back. Well you can tack but you would have to push the tiller so far across the boat the rudder will stop the boat instead of just making a nice smooth turn. This is a personal preference thing so everyone should have it just how they like it.

The important things in tuning are setting the boat up how you like to sail it and making sure everything works easily and smoothly. I tend to tune my boat so that it feels a certain way and is easy to sail fast. I do play around with where the mast is and the rake until I have it just the way I like it.

Each sailor should try to set their own boat up in a way that lets them sail the way they like to sail and change modes with little effort. If you are unsure on what a well set-up boat feels like then ask any of the top guys if you can swap boats one day. It can be a real eye opener and may open a new world for you.



How Denmark grew its fleet

OK DINGHY SAILING IN DENMARK has become a model for growth for every other OK Dinghy sailing nation. In little under a decade they have doubled the number of members in the association and nearly tripled the number of sailors actively racing throughout the year

We spoke to the Vice-President of the Danish Association, Jesper Strandberg, about how it came about, what they are doing to maintain this upward progress and what other nations can learn from what happened in Denmark. Most of what he said is basic, common sense, but it is worth repeating as it contains many valuable lessons for us all.

We started by asking Jesper to quantify the growth in recent years in Denmark. *“About 10 years ago the Danish association had around 75 members, with around 15-20 boats showing up for weekend events. Today we have some 140 members, but the important thing is that we have 140 very active members. Our weekend events now attract 35-50 sailors.”*

“I feel that 10 years ago, I saw the same 20 faces five weekends a year. There is a much greater variation in the participants today. In fact, 80 of our members sailed at least one event in 2014.”

For many years, the main part of the class was located in Hvidovre, with fleets of 3-4 boats at other places in the country. *“But, again, it was the same people going in and out of the class. Then around 2007, Bo Teglers and Christian Hedlund began sailing in Hellerup and they quickly built a field of new OK sailors.”*



Strandberg says this was the turning point for the class in Denmark. *“The class really needed new blood to kick start the growth. Then in 2009 a fleet started up in Herslev, and this fleet grew to 25 boats in two years, and has stabilised there. In addition, this fleet has a lot of new OK sailors. Over the last few years fleets have also started in Svendborg and Vejle.”*



He says the class has been successful in attracting sailors from a wide background. *“It can vary from former professionals to people who have just started sailing. This also means that everyone who starts in the class will have fun from the first event. Even if you have just completed an Olympic campaign, I promise that you will not win all races. And if you learned to sail by being the crew on a keelboat for a couple of years, you will not be last in every race.”*

“The Danish OK association owns three OK Dinghies. It cannot be overstated how much these boats have led to growth in Denmark”

Of course Strandberg has also begun building world class OK Dinghies in Denmark over the last few years and this has undoubtedly helped with the growth. *“There need not be a local manufacturer, but if you cannot buy a new boat, the class will never grow. The important thing is that those engaged in the class buy or build a new boat once in a while, so it releases boats for those who want to start up in class.”*

He says having club owned boats that are made available to prospective sailors was the key catalyst to expanding the fleet. *“It is much easier to get people hooked when they are offered a try in the boat. The Danish OK association owns three OK Dinghies. These are placed in clubs where there are already OK Dinghies. It cannot be overstated how much these boats have led to growth in Denmark. Don’t buy boats that are in too bad condition as you will spend far too much time working on them, and they do not give a good first impression. If you are fairly confident in the new sailor’s abilities loan him your boat and sail in club dinghy yourself.”*

According to Strandberg, a good club environment, as well as an active social scene is critical to growth. *“At the clubs where there are many OK Dinghies, there are boats on the water at least two times a week. Keeping boats on a road trailer at home is not the way to build a class.”*



"We also place great importance on the social aspect at the Danish events. Most of them are all-inclusive, with the opportunity to camp at the harbour. We are trying to get around a bit, so the seasons are not too similar. A good way to back up a new fleet, with for example, two boats, is to put an event in their home club."

His advice to other fleets that want to grow is simple. Go sailing. "If the ambition is to have large fleets, the best thing you can do is start with yourself. Use your boat, not only for regattas, but also at club level. If you get in contact with someone interested in the OK Dinghy, get him in a boat and on the water as fast as possible."

"My experience is that when people call me because they are considering the OK Dinghy, they ask a lot of questions about hull designs. For example, if I think they should buy a Hein or a Delfs. But once they been on the water they just want a boat that is suited to their budget."

Once the growth is there the objective then is to maintain the fleet size and still encourage further growth. This often needs some original thought. "You have to listen to the ideas from the new sailors. They are not locked into "how we usually do it" and "we've tried that many years ago and it didn't work." Also, keep a good continuous replacement in the association, to keep things fresh."

"Go to new venues. It's easy to do the same as last year, but it's like trying to repeat a party or a holiday." In short, keep it interesting and exciting.



A decade of world rankings

Ten years ago, during the OK Worlds in 2005 in Skaelskor, the OKDIA Marketing Committee established the OK Dinghy World Ranking List. Since then it has been released 3-4 times per year and forms the backbone of the classes expanding media campaign. It has evolved over the years to reflect the worldwide spread of the class but without becoming too focussed on one region.

While some sailors have taken the results very seriously and follow their position with acute interest, for many it is just a fun distraction. But it has been, without doubt, an overwhelming success that has been copied by several other classes over the years. Much of that success is down to the efforts of Alistair Deaves who has put a hideous amount of his free time into this largely unthanked task to ensure it is accurate (there will always be mistakes of course), regular and representative.

To celebrate those 10 years here we have all the sailors who have reached 800 points or more. It is worth noting that over the 10 years the list has included an impressive 924 sailors from 17 nations. How many other international classes can boast figures like that? Here's to the next 10 years.



All time by nation

	Nation	No.
1	DEN	146
2	GBR	124
3	AUS	121
4	GER	115
5	POL	114
6	SWE	93
7	NZL	85
8	FRA	62
9	BEL	40
10	NED	8
11	NOR	5
12	USA	4
13	THA	2
14	RSA	2
15	LUX	1
16	IRL	1
17	ESP	1
	TOTAL	924

Photos Above: Greg Wilcox
Below: Top 5 highest ranked sailors in past 10 years

Best ranked sailors of all time (800 points and over)

Sailor	Nation	Points	List	Best	
1	Greg Wilcox	NZL	1035.83	Dec 14	1
2	Nick Craig	GBR	1033.79	Aug 06	1
3	Jørgen Svendsen	DEN	1018.41	Dec 14	1
4	Jørgen Lindhartdsen	DEN	1013.76	Mar 06	1
5	Karl Purdie	NZL	1001.91	Jul 11	1
6	Andre Budzien	GER	1001.14	Dec 14	3
7	Thomas Hansson-Mild	SWE	986.31	Nov 12	2
8	Stefan Myralf	DEN	983.37	Apr 14	2
9	Martin von Zimmermann	GER	973.69	Nov 12	3
10	Alistair Deaves	NZL	948.55	Oct 11	3
11	Bartosz Rakocy	POL	933.85	Nov 12	7
12	Mark Perrow	NZL	920.11	Jul 09	2
13	Gunter Arndt	GER	918.23	Nov 12	4
14	Roger Blasse	AUS	913.72	Mar 06	4
15	Bo Petersen	DEN	912.72	Dec 14	6
16	Terry Curtis	GBR	909.85	Dec 10	4
17	Sonke Behrens	GER	895.98	Dec 14	7
18	Mark Jackson	AUS	885.66	Apr 14	4
19	Rene Johannsen	DEN	882.34	Nov 12	11
20	Steve McDowell	NZL	871.91	Jul 07	2
33	Mike Williams	AUS	862.72	Apr 15	3
21	Jesper Petersen	DEN	852.86	Aug 06	8
22	Tomasz Gaj	POL	848.51	Nov 12	9
23	Karsten Hitz	GER	848.28	Jul 09	5
24	Christian Olesen	DEN	847.49	Jul 09	6
25	Matt Stechmann	NZL	842.38	Aug 07	6
26	Jens Lauge	DEN	834.01	Nov 12	14
27	Andre Blasse	AUS	829.34	Mar 06	9
28	Paul Rhodes	NZL	826.52	May 11	5
29	Ben Morrison	NZL	812.59	May 11	6
30	Brad Douglas	NZL	809.33	May 11	8
31	Robert Deaves	GBR	808.23	Jan 07	11
32	Sonke Behrens	GER	803.79	Nov 12	15





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1977 world champion back in an OK

I HAVE BEEN ASKED A NUMBER OF TIMES why I have returned to sailing OKs after more than 35 years out of the class. Well, at times I ask myself the same question, especially when I'm upside down yet again.

Last weekend I did my first regatta back in OKs since winning the worlds in Takapuna in 1977. I must say lining up for the first race of the Turangi International Open was a highlight for me; just the fact that I'm still well and able enough to go out and race against the guys was a reward for jumping back into the OK. The after match party, bonfire, ceremonial burning of a old catamaran from the club was hilarious, as the rum took hold, the stories flowed from both young and old.

I shared my tent with Luke O'Connell (Colt) who collapsed from rum overdose sometime long after I adjourned at a reasonable hour. Colt gave me a few tips in the morning at breakfast, which helped me get my best result of a third in the last race of the regatta. Colt went on to win easily with a perfect six win score, surely he is destined to win the worlds one day? Fantastic weekend, lots of laughs, good racing, hanging out at a beautiful location with a bunch of mates. I think that's why I got back into the OK.

Two years ago Ben Morrison and Alistair Deaves invited me to an OK open day at Wakatere YC (top right). It was a lovely Auckland 10 knots north-easterly, and we did three races. When we came ashore the guys helped get the boats on the trailers and handed us a beer. I enjoyed the experience so much decided I would like to re join the OK fleet. The problem was there were very few secondhand boats for sale. Matt Stechmann who is an old Lyttelton (old home town in the South Island) mate of mine had started making the new wooden OKs. Matt talked me into having one of his boats built at Unitec utilising their boating building apprenticeship scheme. A deal was put together between Unitec (see photo below) and the OK class where I could get my boat hull and decks glassed and I would finish it off. Matt and Colt from the water cutting company did all the custom fitting.

Back in the 70s, it was a bit of a mission in New Zealand to put a new OK together because you had to import your mast and boom and maybe even a sail. One of the appealing things with the class in NZ now is that you can get all the gear locally, and when I wasn't sure I could ring Alistair Deaves (Icebreaker boats) who is always good for advice. Once I had all the kit together I did the assembly in my garage at home.

I launched the boat October 2014. It felt like I spent the first three months learning to swim again. Over Christmas and New Year I managed to spend a bit more time out on the water, the penny started to drop and my memory of how to sail an OK again seemed to return...partially. When club racing started again I was going a bit better although my results suffered through being so inconsistent, but when you don't care it's just great to be able to get out on the water again. (Top left after losing the transom on a reef at Sail Auckland 2015.)

Reflecting back on my previous yachting, things were not as simple back in the day. In 1983, when New Zealand won the Admirals Cup, I helmed one of the New Zealand team boats, Propaganda, and we ended up individual top scoring boat. Through the mid 80s-90s New Zealand sailing went through a massive change essentially from being a amateur sport to professional on the back of our entry in the Americas Cup. In 1988 I was lucky enough to be asked by Michael Fay if I would like to be tactician on the AC Big Boat challenge KZ1. Dennis Conner beat us 2 zip on the water then the NY superium Court awarded the AC to NZ for 6 months only for the decision to be overturned by the NY court of appeal.

In 1993, I was helmsman/skipper on the winning One Ton Cup boat Pinta, in Sardinia. Our crew was made up of mixed nationalities (German, Danes, Kiwis) and the mix of nationalities brought other challenges and demands. In 1995 I was tactician for Chris Dickson on the Tag Heuer AC Challenge. We were eliminated from the challenger series in the semi finals of the LVC. The big campaigns are very rewarding but also come with a lot of demands and massive politics both internal and external. One of the joys of sailing in the OK class is the simplicity of the exercise.

I would like to add a few observations. The OK class has evolved and offers non-Olympic sailors a monotype class with a high level of racing at a reasonable cost. The administrators of the class have found a good balance between containing costs yet modernising the class to take advantage of new materials like limited use of carbon fibre etc.

When I had my boat measured I was surprised that I needed to add lead correctors to the mast, the measurer said that all the carbon masts carry correctors? If this is the case why not consider reducing the mast weight given that the majority of the fleet have a carbon mast. Laminated sails have now got to the stage where they are reliable, cost about the same and have the potential to be lighter than a woven fabric sail. If 2 or 2.5 kgs could reduce the overall rig weight I think this would be a good thing for the performance of the OK? It might be that 1 or 2 kgs could also be reduced from the boat weight. An overall saving of 4kgs might be worth considering?

I hope to be around for few more NZ regatta in the coming years, and I would recommend it to anybody.



Building the kitset OK Dinghy at Unitec in Auckland



Nick Craig tells all

DRAWING ON MORE THAN 30 YEARS as a competitive dinghy sailor, four-time OK Dinghy World Champion Nick Craig has written his first book, 'Helming to Win'. It was published by Fernhurst Books in March 2015 as part of its revitalised 'Sail to Win' series.

Available through www.okdia.org or www.fernhurstbooks.co.uk RRP £12.99

Written in Nick's unique style, he includes many anecdotes from his years across a range of classes, including the OK Dinghy, Finn, RS400, D-One and Enterprise. He has been a champion in all these classes so what he says should be of interest to all those looking to improve their skills. In this book Nick captivates your attention on every page with a writing style that feels like he is talking to you over a beer at the bar, or around the boat in the dinghy park. What is remarkable is that he covers such a lot

of subjects in great depth as well as succinctly. Information and useful tips fly off every page ready for you to try out in your next race.

The content is easily accessible in a very nicely managed layout that allows you to dip in for inspiration or read it cover to cover. As well as looking at processes, techniques and trimming within the boat, he also provides a lot of helpful advice on troubleshooting, whether that's a case of the go-slows, preparing for a new venue, or mental tricks to win on the day. If you could ask Nick anything you wanted about how to win a sailboat race, the chances are Nick has covered it in this book in an original and thought provoking way. This is a book like no other that has gone before it.

It is highly interesting, as well as hugely entertaining, to get inside the head of Nick Craig, to learn what he is thinking while he is beating you, and to learn the processes he went through to allow him to achieve that near perfect state. This book has something in it for everyone, whether you are just starting out or a National Champion. Nick is often described as the best amateur dinghy sailor in the UK, so the advice offered within these pages should be soaked up by anyone looking to improve their results. It's worth every penny of the £12.99 cover price.



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UK Inland Championship 2015

Grafham Water SC, 11-12 April



1	GBR 2150	Nick Craig	7
2	GBR 1	Jim Hunt	8
3	GBR 2118	Terry Curtis	15
4	GBR 2172	Dave Bourne	17
5	GBR 2116	Ed Bradburn	18
6	GBR 2156	Robert Deaves	26
7	GBR 2152	Ben Steel	33
8	GBR 2084	Keith Byers	36
9	GBR 2121	Anthony Rich	39
10	GBR 2145	Tony Woods	44

NZL Nationals/Sail Auckland 2015

Royal Akarana YC, 27 Feb-1 Mar



1	NZL 546	Luke O'Connell	5
2	NZL 545	Steve McDowell	12
3	NZL 530	Ben Morrison	17
4	NZL 542	Alistair Deaves	18
5	NZL 549	Matt Stechmann	19
6	NZL 536	Eric Rone	25
7	NZL 498	Jonathan Clough	30
8	AUS 750	Peter Robinson	31
9	NZL 512	Nigel Mannerling	33
10	NZL 509	Chris Fenwick	35

Sail Melbourne 2014

Sandringham Yacht Club, Melbourne, 11-14 December 2014

1	AUS 735	Mark Jackson	8
2	AUS 749	Roger Blasse	9
3	AUS 730	Michael Williams	17
4	AUS 753	Mark Skelton	27
5	AUS 739	Tim Davies	31
6	AUS 694	Peter Milne	36
7	AUS 754	Brent Williams	39
8	AUS 734	Edward O'Donnell	40
9	AUS 764	Peter Horne	41
10	AUS 750	Peter Robinson	48

Polish National Championship 2014

1	POL 14	Paweł Pawlaczyk	11
2	POL 1	Tomasz Gaj	16
3	POL 4	Radosław Drożdżik	32
4	POL 31	Pawlowski Antoni	34
5	POL 333	Mieczysław Poplonyk	37
6	POL 27	Jakub Kania	40
7	POL 16	Marek Jarocki	41
8	POL 5	Darek Kras	45
9	POL 10	Janusz Stobinski	48
10	POL 7	Marek Bernat	64

French National Championship 2014

Lacanau Guyenne, 29-31 August

1	FRA 1824	Renoux Alain	7
2	FRA 1764	Frederic Lamarque	17
3	FRA 1663	Yann Rialland	27
4	FRA 1827	Julien Dejugnat	27
5	FRA 1810	Jean-Claude Lidon	32
6	FRA 1709	Patrice Rovere	45
7	FRA 1819	Pierre Debicki	52
8	FRA 1825	Laurent Petetin	54
9	FRA 186	JJ Charpentier	56
10	FRA 104	Jean Pierre Gailes	58

Swedish National Championships 2014

Gottskär, 29-31 August

1	SWE 100	Thomas Hansson-Mild	21
2	DEN 1442	Rene Johannsen	22
3	DEN 1420	Jørgen Lindhardttsen	34
4	DEN 1315	Bo Reker Andersen	45
5	SWE 2797	Mats Caap	45
6	SWE 2810	Johannes Degerbrant	46
7	SWE 2786	Håkan Törnqvist	64
8	SWE 99	Hans Elkjaer	65
9	SWE 2809	Jonas Börjesson	67
10	SWE 2791	Lennart Hansson	78

Belgian Open Championships 2014

Koninklijke Liberty Yacht Club, Lake Galgenweel, Antwerp

13-14 September

1	GBR 2162	Jim Hunt	7
2	NZL 544	Greg Wilcox	10
3	GER 2154	Simon Cowood	19
4	GER 771	Ralf Mackmann	20
5	BEL 128	Yannick Laumans	23
6	GER 607	Christian Heinz	32
7	BEL 220	Ronny Poelman	33
8	GER 737	Torsten Schmidt	36
9	GER 761	Stefan Rassau	38
10	GER 750	Dirk Dame	48

Netherlands, Easterseeregatta 2014

Oosterzee, 30-31 August

1	DEN 1423	Frank Strelow	9
2	GER 750	Dirk Dame	14
3	BEL 220	Ronny Poelman	14
4	NED 664	Peter van der Schaaf	19
5	NED 663	Stephan Veldman	26
6	BEL 203	Joost Rommelaere	38
7	BEL 1	Rod Andrew	44
8	NED 555	Harm de Vries	53
9	NED 539	Erwin Veldman	56
10	BEL 221	Philippe Cowez	56

Danish/German Championship 2014

Flensborg Yacht Club, 22-14 August

1	DEN 1427	Jørgen Svendsen	12
2	DEN 1431	Bo Petersen	18
3	NZL 544	Greg Wilcox	18
4	GER 740	Günter Arndt	28
5	GER 782	André Budzien	30
6	DEN 1340	Christian Olesen	46
7	GER 772	Oliver Gronholz	48
8	DEN 1442	René Johannsen	50
1	DEN 1420	Jørgen Lindhardttsen	56
10	GER 778	Sönke Behrens	78

British National Championships 2014

Dabchicks Sailing Club, 16-19 August

1	GBR2162	Jim Hunt	14
2	GBR2167	Lee Child	25
3	GBR2151	Jonathan Fish	29
4	GBR2118	Terry Curtis	29.5
5	GBR211	Charlie Cumbley	35
6	GBR2150	Andy Couch	38
7	GBR2156	Robert Deaves	41
8	GBR2157	Dave Bourne	71

9	GBR2145	Tony Woods	71
10	GBR2147	Tom Lonsdale	74

European Championship 2014

Steinhuder Meer, Germany, 21-26 July



1	DEN 1427	Jørgen Svendsen	7
2	GER 789	André Budzien	10
3	DEN 1431	Bo Petersen	12
4	GER 772	Oliver Gronholz	17
5	POL 14	Paweł Pawlaczyk	17
6	NZL 544	Greg Wilcox	20
7	GBR 2162	Jim Hunt	21
8	DEN 1420	Jørgen Lindhardttsen	24
9	DEN 1393	René Johannsen	30
10	GBR 2169	Will Turner	34
11	POL 31	Antoni Pawlowski	35
12	POL 1	Tomasz Gaj	36
13	GER 693	Martin v Zimmermann	36
14	GBR 2156	Robert Deaves	39
15	GBR 2167	Lee Child	40
16	DEN 427	Frederik Svendsen	43
17	POL 4	Radosław Drożdżik	55
18	GER 777	Andreas Pich	56
19	GER 740	Gunter Arndt	58
20	GER 731	Thomas Glas	58

Warnemünder Woche 2014

July 11-13

1	NZL 544	Greg Wilcox	10
2	DEN 1420	Jørgen Lindhardttsen	19
3	POL 14	Paweł Pawlaczyk	20
4	DEN 1393	Rene Johannsen	22
5	GER 693	Martin v Zimmermann	36
6	GER 787	Ralf Tietje	55
7	DEN 1423	Stefan Myralf	58
8	DEN 1397	Henrik Kofoed	68
9	POL 5	Dariusz Kras	68
10	POL 27	Jakub Kania	73

Nordic Championships 2014

Motala, 2-5 July

1	DEN 1420	Jørgen Lindhardttsen	17
2	DEN 1431	Bo Petersen	18
3	DEN 1393	Rene Johannsen	19
4	DEN 1423	Stefan Myralf	25
5	NZL 544	Greg Wilcox	25
6	DEN 1315	Bo Reker Andersen	46
7	SWE 2797	Mats Caap	46
8	SWE 99	Hans Elkjaer	67
9	SWE 2786	Håkan Törnqvist	70
10	SWE 2796	Bengt Larsson	72

Kieler Woche 2014

June 26-29

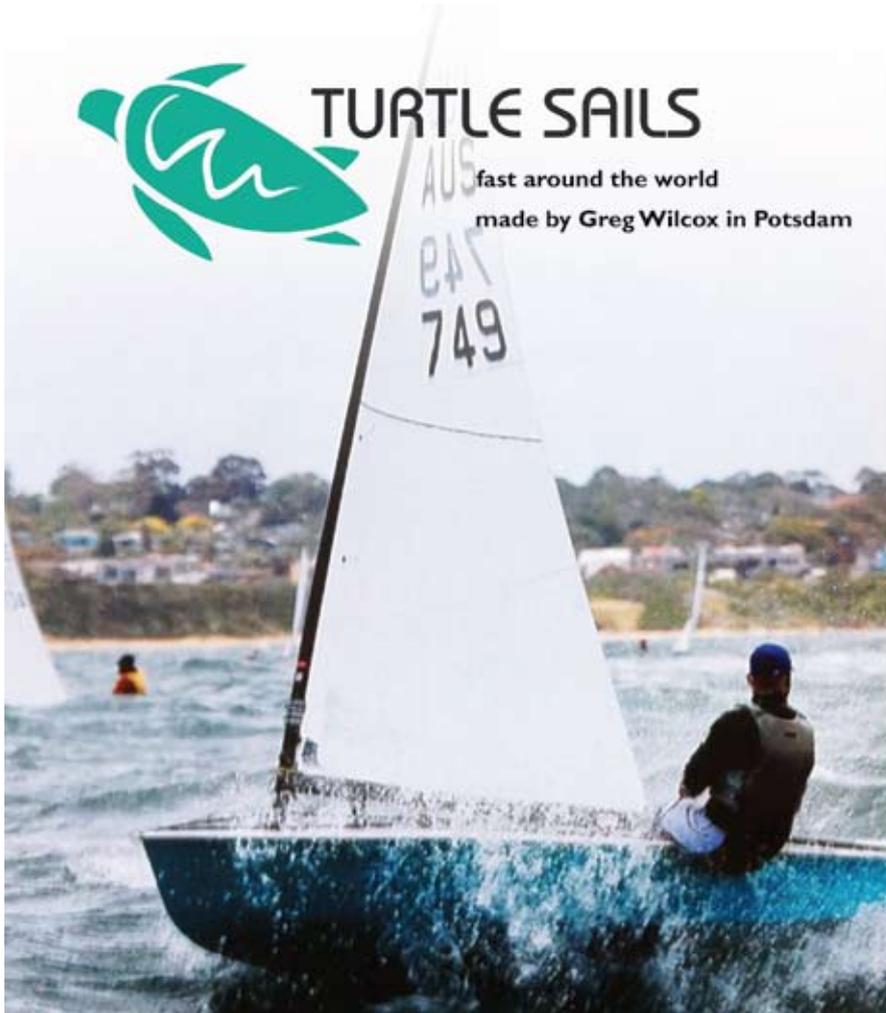
1	DEN 1431	Bo Petersen	6
2	GER 782	André Budzien	14
3	NZL 544	Greg Wilcox	22
4	POL 14	Paweł Pawlaczyk	31
5	DEN 1420	Jørgen Lindhardttsen	31
6	GER 778	Sönke Behrens	33
7	GER 789	Dirk Loewe	37
8	GER 777	Andreas Pich	37
9	GER 740	Gunter Arndt	40
10	GER 757	Hagemann Falk	40





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