

OK-nyt 97

NO. 3 DECEMBER



Kapsejladser i 98.

*Klubmesterskab i
Solrød.*

VM-1964.

VM-1997.

VM-1998.

EM-1998.

Reklamer.

*Boatspeed and
Tactics.*

DM-Resultater.

Køb & Salg.

Udgives af Dansk OK-jolle klub
Medlem af Dansk Sejlunion & OKDIA International

BESTYRELSEN

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REDAKTIONEN SIGER GODDAG

- * Bladet udkommer en gang i kvartalet til medlemmer & annoncører. Der er et oplag på ca. 100 blade.
- * Alt materiale er velkommen og det modtages helst på diskette, men også på papir så I skal ikke holde jer tilbage.
- * Indbetaling af KONTINGENT PÅ GIRO nr. 319-3160 til Steen Christensen, se hosstående adresse. Ved indbetaling husk at skrive dit navn og adresse.

/CM.

Forsidefoto: BASSET BLAD

Verdensmesteren 1997
Bjørn Forslund

KAPSEJLADSER I 1998

1. Australsk mesterskab 28/12...2/1
2. VM-1998 Australien 4...10/1
3. KS-Open 2,3/5
4. Lundeborg 16,17/5
5. EM-1998 11...18/7



Kære medlemmer. Jeg bliver desværre nød til at opfordre Jer på det *kraftigste* til at engagere Jer lidt mere i Jeres klub. Jeres indsats er mildest talt *latterlig!!!!!!*. Hvordan i helvede vil I have, at der skal komme et blad ud 4 gange om året, når I *ikke* skriver noget. *Tak* for den fine indsats.

Følgende trænger til lidt ekstra opmærksomhed, idet de har til opgave at skrive referat.

I er nogle hængerøve!

Kerteminde	Karl-Erik Svarre
Lundeborg	Tom Pedresen
Vallensbæk	Anders Steenfeldt
Skælskør	Peter Vibroe
VM	Henrik Søgren
DM	Søren Andersen
Skælskør	?????????
Horsens	?????????
Hvidovre	?????????

Nå- lad os ikke jogge mere i dette. Det koster en kasse øl pr. referat der ikke er skrevet i indeværende år og de drikkes i den nye sæson!

***Glædelig Jul og godt
Nytår ønskes I alle.***

Klubmesterskab i Solrød.

I lighed med Hvidovre har Solrød nu et åbent klubmesterskab for OK-joller. Det har ikke været annonceret særlig godt, og kun tilfældet ville, at jeg blev klar over, at der skulle sejles lørdag 28 juli. Torsdagen forinden havde jeg kørt min jolle til Hvidovre for at træne der. Efter træningen fortalte Jørgen Lind., at han ville drage sydover for at sejle i Solrød. Jeg trængte til at få nogle flere bank, så jeg ville gerne med. Aftalen med Jørgen blev, at vi skulle læsse joller om fredagen. Det gjorde vi så --- i pissegængsregnvejr, som fortsatte hele natten.

Lørdag morgen kørte jeg fra Roskilde til Solrød Strand og kunne på vejen vinke til ca 90.000 glade festivaldeltagere. Regnen var nemlig hørt op og solen tittede frem.

Jeg fandt den rigtige vej og kom helt ned på en øde strand. Her traskede jeg så lidt rundt og spejdede efter OK-jolle sejlere. De var meget svære at få øje på. Håbet steg lidt, da jeg langt borte fik øje på et OK-jollesejl. Jeg tænkte, at der ville være en sejler i nærheden af jollen, som jeg kunne få til at hjælpe mig med at læsse af. Jeg vadede derudaf, men inden jeg var nået ret langt, må han have anet uråd, for sejlet blev hevet ned, og manden forsvandt i klitterne. Jeg gik tilbage til bilen og kikkede på morgenbadere et godt stykke tid, men lige pludselig kom Jørgen kørende, og ud fra nogle fyrretræær kom flere sejlere, som var meget hjælpsomme. Det virkede lidt underligt med de fyrretræær, men det viste sig senere, at Klubhuset ligger bag træerne (godt gemt).

Det var lykkedes at få 10 deltagere med på banen. Vind var der ikke så meget af, og sejladsmæssigt gik det for mig nærmest som i mit comebackstævne i Skelskør, dvs. jeg øvede mærkerundinger med Jesper Pedersen (D 1301). Der var planlagt fire sejlads'er, og Jørgen Lind. vandt suverænt den første. I denne sejlads viste Frank Hansen særlig træningsiver. Efter en dårlig start fik han efter andet opkryds sneget sig foran mig, for derefter at vende om snakke lidt med de to bagerste. Så optog han efter jagten på mig og fangede mig på målstregen.

Det må have øget hans selvtillid voldsomt, for i anden sejlads førte han fra start til mål.

I tredie sejlads skete der allerede på første opkryds noget underligt. En lavthængende tåge bredte sig over banen --- det var muligvis røgmaskinerne på Roskildefestivalen, der var løbet løbsk. Feltet fandt vist nok topmærket, men på første skæreside blev der talt meget om navigatorer. Feltet flaksede forvildet rundt, vinden var sprunget, og ingen havde noteret kurserne. Vi rundede et mærke, men pludselig kunne man på anden skæreside fornemme stranden og skimte badegæster. Forvirringen var total. Det resulterede i, at deltagerne "afskød" stævnet og gik i land.

Dommerne lå imens ved topmærket i tågen og ventede på sejlerne. Da de blev trætte af det, kom de også i land --- og de var ikke engang sure.

Præmieuddelingen foregik ved klubhuset inde bag fyrretræerne, og her viste det sig, at Lind. havde vundet stævnet, mens Peter Wibroe blev klubmester og nr. 2. Frank H. fik med placeringerne 7 og 1 akkurat sneget sig ind på trediepladsen.

John Skjoldby Petersen, RS/VSB, D 1212.



VM for OK-joller 1964

/Peter Bussey

I 1963 tog Svend Jacobsen fra Helsingør ned til Frankrig i sin sommerferie og vendte tilbage som verdensmester i OK-jolle.

Derfor skulle Danmark arrangere VM 1964, og man opfordrede Roskilde Sejlkub til at være vært, dels fordi vi havde mange OK-jollesejere, dels fordi vi havde et ideelt farvand til et sådant stævne.

Klubben rettede henvendelse til byens borgmester, Børge Juel Hansen, som omgående tilsagde byens støtte, også økonominis.

Arbejdet begyndte sidst på efteråret 1963 og kulminerede med afslutningsmødrdag i Roskilde-Hallen d. 8. august 1964. I begyndelsen var der vel ingen, der var helt klar over, hvor meget der skulle til for at få stable sidan et arrangement på benene, og det var måske godt det samme. Man må ikke glemme, at i '64 var det store sejlsportsgennembrud endnu ikke sket.

Imidlertid var OK-jollen blevet meget populær, både herhjemme somude i den store verden - vel nok, fordi den egnede sig til selvbyggeri, men også fordi den kunne anvendes som ungdomsjolle efter optimisten.

Nuværligt invitationerne blev sendt ud, og tilbage kom 120 tilmeldinger fra 8 lande. Storst antal fra Sverige med 37, Danmark med 35. Det store antal både gav anledning til mange diskussioner, idet man ikke mente det forsvarligt at starte så mange joller på en gang. Efter forhandling med den internationale OK-jolleorganisation blev det besluttet at dele jollerne op i 4 grupper a' 30 joller - hver gruppe mæret med sin farve - og så starte med udtag-

elsessejladsen, ialt 6, og derefter 5 sejladsere for de 40 bedste.

Så startede stævnet - deltagerne med biler, joller, familie, påorende m.v. kom myldrende fra nær og fjern til Vigen Campingplads, hvor de lå i telt. Alle joller, rigge samt sejl blev målt i lobet af sondagen og mandagen, og tirsdag formiddag gik det los i ret så frisk vind fra WNW.

Starten måtte dog udsættes noget, da der var problemer med at holde mærkerne på plads. Med 20 minutters forsinkelse fik man startet 2 x 60 joller. I stedet for aftagende vind friskede det mere og mere, og vinden drejede om i NW. Efterhånden var det hele kaos - halvdelen af jollerne kæmpede for at holde sig på ret køl, resten for at komme det. Sejladsen blev skudt af, og man startede en kæmpe bjærgningsaktion. 20-30 joller drev ind på Risø og blev over land transporteret tilbage til lejren. Ved 16-tiden var aktionen tilendebragt, heldigvis uden alvorlige skader. Dog måtte en engelskmand en tur på sygehuset, og da jeg ville se til ham næste dag, var han taget i TIVOLI, så han kan ikke have været sletten medtaget.

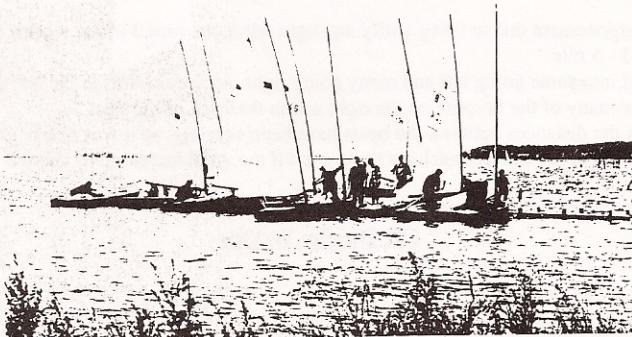
Men de velsignede formiddagsblade slog det stort op. BT's midtersider bar overskrift'en UFORSVARLIGT! - og om aftenen blev der behandlet protester. Halvdelen gik på, at det var uforsvarligt at starte i et sådant vejr. Den anden halvdel protesterede mod, at sejladsen blev skudt af - det var jo fint sejlejr. Denne groteske situation bekræftede, at overdommer Laurits Andersen og den øvrige dommerkomite havde handlet rigtigt.

Nu havde man tabt en dag, og det blev i nattens løb besluttet at opgive gruppesejladsene og i stedet forsøge at starte alle 120 på en gang. Det gik uden store problemer, vejret artede sig fint resten af tiden - ja, 1 dag måtte der opgives på grund af vindmangel.

Om lorden kunne den nye verdensmester kåres - han var også fra Helsingør, Henning Schachtschabel, og de næste pladser blev besat af dansker - der var ialt 8 danske blandt de 10 første. Navne som Poul R. Høj Jensen og Steen Kjelhede var allerede kendt dengang.

Aftenen sluttede med middag i Roskilde-Hallen med borgmesteren i spidsen. Alle deltagerne og officials var byens gæster - jo, det var en succes.

Mange medlemmer bidrog til dette arrangement, men jeg tror, vi alle vil være enige om, at vor daværende formand Ole Jacobsen, var krumtappen.



1964. VM for OK-joller

Race Reports

Report by Jesper Andersen DEN 1215

Race 1

The race started after a short postponement because it was difficult to see the jury boat. The wind was strong 10 - 12 m/s, and sometime increasing to 15. A lot of sailors capsized on their way to the racingarea.
The 1st start went fine and the wind was jumping 20 deg. all the time. At the topmark a lot of boats where gathered, and on the downwind there were many good and impressing capsizings.
The fleet was very fast parted in 2.
Those in front were increasing constantly.
At the finishing line a lot of sailors were tired and some stopped at the first race.

Race 2

After waiting for a long time (about 1 hour) and after some heavy rain we started.
It was hard to start again, becaus we had become cold. The wind increased just before the start, so the hurting legs did not feel better.
The wind was stabile about 12 m/s.
The placings were nearly the same, only a few did gybe at the windward, most of the sailors chose to sail safely.
The raceswent fine and no one of the sailors had accidents of any kind.
It was a good day on sea, and in the night stories were told !!!!!.

Report by:

Peter Scheuerl GER 618

Race 3

After 1 hour postponement due to verey shifty and light wind, the race 3 of the worlds have been startet in about 3 - 5 m/s.
The fleet splitted into some going left and many going right. A 60 deg. shift to the left the middle of the first beat saw many of the favorite on the right and in the back of the fleet.
At the first mark the distances between the boats have been very big, so it was nearly impossible for the guys in the back of the fleet to catch up again even if the wind increased to about 8 - 10 m/s on the finale beat.

OK Dinghy Worlds

Race Reports

Report by Nick Craig, GBR2042. 30 July 1997.

Two races sailed today:

Race 1 started after a 2 hour delay while we waited for the wind to stop shifting so much. It started in a still shifty force 2 with Hedley Fletcher (Britain) leading for the 1st lap. A big windshift on the second lap changed the leading positions around so that Anders Andersen (Denmark) won from Antoni Powlowski (Poland), followed by Fletcher and Bjorn Forslund (Sweden).

Conditions were perfect for race 2 with a more steady force 3 and three feet waves ideal for surfing in but difficult up the beats. Jorgen Lindhartsen (Denmark) opened up a big lead by the first mark but Bjorn Forslund overtook to strengthen his title hopes. Lindhartsen held on to 2nd place from Peder Thunader (Sweden) and Anders Andersen.

Report by:

Bjorn Forslund Sweden SWE 748

Race 6 - July 31 1997

Wind 6 - 10 m/s southwest.

After we have been waiting for 3 hours with a lot of rain and thunder the start went off. I had a terrible start but after 100 meters I had free wind, and then there was a long port tack for 20 minutes.

I had during the week increased my speed, and today I was going real quick. At the first mark Jorgen Lindhartssen (Denmark) was leading and Karzten Hitz (Germany) was second and I was third.

After the reaches I was second and the three of us had about 200 meters leading. In the second beat nothing special happened, we kept our positions. On the run I took the lead and Karsten was passing Jorgen as well. At the last beat I was looking after Karzten and Karzten was looking after Jorgen until the finishing line.

I think that all of the sailors are hoping that tomorrow will be a better day for sailing with less rain and fewer windshifts.

OK Dinghy Worlds

SØNDERBORG YACHT CLUB

26 July - 1 August 1997

World Championship

OK- Dinghy

RESULTATLISTE MED FRATRÆK.

OLYMPISK POINTSYSTEM

SEJLNR.	NAVN	KLUB	1	2	3	4	5	6	POINT	PLC
SWE 748	BJØRN FORSLUND	GKSS	1	4	51	4	1	1	16.0	1
GER 672	KARSTEN HITZ	SSC	4	2	8	6	5	2	35.7	2
GBR 2073	HEDLEY FLETCHER	STEFFS	2	3	47	3	13	4	41.4	3
DEN 1246	ANDERS ANDERSEN	HSH	5	7	11	1	4	6	42.7	4
SWE 2740	JONAS PERSSON	SuSS	9	6	21	18	8	5	74.7	5
SWE 66	JAN-ERIC NYSTEDT	VSS	8	9	31	14	7	7	75.0	6
GER 693	MARTIN V. ZIMMERMANN	SCO	3	10	16	25	12	11	78.7	7
POL 31	ANTONI PAWLOWSKI	AZS	22	28	5	2	10	16	79.0	8
DEN 1280	JØRGEN LINDHARDTSEN	SUSET	10	5	46	41	2	3	81.7	9
SWE 99	HANS ELKJAER	VSS	16	19	13	7	24	12	97.0	10
SWE 2739	PEDER THUNANDER	ASM	19	12	18	28	3	22	100.7	11
POL 6	BOGUSLAW MOCZORODYNSKI	JKW	31	8	7	DSQ	19	8	103.0	12
SWE 2701	THOMAS HANSSON-MILD	USK	23	25	1	31	18	14	104.0	13
DEN 1273	ULF BRANDT	SKS	20	22	15	16	16	10	107.0	14
SWE 2742	ANDERS PERSSON	SuSS	21	18	RET	12	9	18	108.0	15
DEN 1275	STEEN CHRISTENSEN	VS	15	14	56	15	14	20	108.0	16
DEN 1304	CHRISTIAN MIDTGAARD	HAS	7	1	28	45	6	PMS	109.7	17
GER 699	JØRN WILLE	SVAO	30	DSQ	4	5	31	29	126.0	18
SWE 2695	ANDERS THORNELL-PERS	TSS	17	27	23	43	20	9	126.0	19
GER 618	PETER SCHEUERL	NRV	13	21	64	9	22	33	128.0	20
GBR 2080	GAVIN WALDRON	THAMES	11	17	44	17	32	24	131.0	21
GBR 2054	KENNETH CARROLL	RYA	12	15	52	37	25	19	138.0	22
BEL 44	BART BOMANS	KLYC	6	DSQ	29	21	27	26	138.7	23
GBR 2042	NICK CRAIG	FRSC	18	39	22	PMS	17	13	139.0	24
GER 707	THORSTEN SCHMIDT	SSC	39	11	2	58	26	43	146.0	25
GER 606	HARALD KØLSCH	TSVS	34	38	12	10	28	DNF	152.0	26
GBR 2065	DAVID CARROLL	RYA	29	45	40	20	15	25	159.0	27
GER 679	JØRG SYLVESTER	SSC	14	41	30	27	21	40	162.0	28
GBR 2059	ANDY TURNER	OSSC	32	29	14	53	40	28	173.0	29
GER 449	SØNKE BEHRENS	SCO	36	33	24	52	36	15	174.0	30
DEN 1261	TOM PEDERSEN	SYC	24	16	49	36	23	PMS	178.0	31
GER 695	DIRK GERICKE	SGB	37	44	26	30	39	17	179.0	32
GER 225	VOLKMAR KIENE	SG	38	13	19	PMS	33	49	182.0	33
POL 113	MICHAL KOTIEWICZ	JKW	45	32	20	26	30	PMS	183.0	34
GER 622	CHRISTIAN HARTMANN	VSaW	42	37	17	40	43	23	189.0	35
GER 703	TORSTEN TEUTLOFF	SSP	40	64	3	62	37	21	189.7	36
GER 576	RALF TIETJE	WVE	49	26	27	44	34	31	192.0	37
GBR 2046	ALISTAIR DEAVES	WSC	25	34	DNF	55	11	42	197.0	38
DEN 1303	HENRIK SØGREN	SAS	33	20	39	59	49	27	198.0	39
GBR 2074	TERRY CURTIS	THAMES	44	43	33	19	50	30	199.0	40
GER 705	PETER HOLZWARTH	SCBo	28	DNF	10	51	45	36	200.0	41
GER 607	INGO BALLERSTEIN	SCO	48	31	59	11	48	32	200.0	42
GER 711	RUDIGER PRINZ	SS	41	24	38	42	38	34	205.0	43
GER 632	OLIVER GRONHOLZ	SSC	58	40	9	35	46	PMS	218.0	44

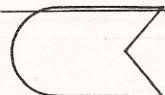
SIDE : 2

SEJLNR.	NAVN	KLUB	1	2	3	4	5	6	POINT	PLC
DEN 1292	PETER WIBROE	SS	61	54	32	8	52	50	226.0	45
EN 1271	RENE JOHANSEN	KS	43	23	48	54	29	64	227.0	46
BR 2060	GREG CASEY	WYC	27	50	65	13	44	PMS	229.0	47
POL 45	MARIAN JANKOWSKI	AZS	DNS	42	42	23	59	39	235.0	48
ER 616	RAINER REHBEHN	TSV	47	30	37	DNF	42	51	237.0	49
DEN 1215	JESPER ANDERSEN	SUSET	46	46	60	39	41	38	240.0	50
POL 58	MACIEJ NOWACZYK	AZS	26	36	71	63	56	35	246.0	51
DEN 1285	THOMAS AUGUSTESEN	SAS	53	52	34	34	61	46	249.0	52
ER 642	RALF MACKMANN	SCH	55	35	58	29	DNF	56	263.0	53
DEN 1302	KARL-ERIK SVARE NIELSEN	SS	50	DNF	57	22	55	53	267.0	54
GBR 2045	JAMES WELLS	DYC	57	53	63	38	47	44	269.0	55
GER 690	JAN DISSEL	SGSP	35	DNS	66	64	35	41	271.0	56
SWE 2728	LARS HULTGREN	SRJ	52	55	43	57	54	37	271.0	57
GER 688	DIRK DAME	SVM	51	DNS	62	24	51	59	277.0	58
GBR 2069	NEIL GOODHEAD	STAFFS	70	62	6	50	68	63	278.7	59
DEN 1305	ANDERS STEENFELDT-JENSE	HAS	54	51	45	60	DNS	45	285.0	60
GBR 2071	ALAN ATKIN	RYA	60	59	53	33	53	PMS	288.0	61
SUI 63	MICHAEL BACHMANN	SSC Ro	59	48	35	69	DNF	48	289.0	62
GBR 1984	MICHAEL EDWARDS	SSSC	64	47	72	48	58	47	294.0	63
POL 672	GRZEGORZ JANIKOWSKI	CHKZ	74	56	54	46	60	55	301.0	64
POL 4	JAKUB JURKIEWICZ	SWOS	67	60	25	67	71	60	309.0	65
GER 710	CHRISTIAN-ULRICH SENST	UVP	56	61	68	49	62	52	310.0	66
BEL 207	FRANZ HAWER	KLYC	71	DNF	70	32	64	61	328.0	67
GER 634	BIRKE TAUFENBACH	YCW	66	DNF	67	47	66	57	333.0	68
GBR 2034	WILLIAM TURNER	OSSC	63	63	55	61	65	65	337.0	69
NZL 483	LAURIE EVANS	NBYC	65	49	75	68	67	66	345.0	70
SWE 2691	JONAS JEMT	RJK	DNF	DNS	41	DNF	57	58	346.0	71
NOR 463	REIDAR SÄRHEIM	TSF	72	67	36	DNF	73	69	347.0	72
GBR 2058	MARY REDDYHOFF	PYC	76	65	50	66	74	67	352.0	73
POL 190	TOMASZ STRYCZYNSKI	ZMKS	62	DNS	69	56	69	71	357.0	74
NZL 468	GRAHAM LAMBERT	NBYC	73	58	73	DNF	63	62	359.0	75
POL 46	FILIP JESKE	ZMKS	68	57	DSQ	DNF	72	54	361.0	76
FRA 2000	RAYMOND DODARD	LA CROIX	75	66	61	65	70	70	362.0	77
DEN 291	PIETARI VISANTI (FIN)	JOLLARAT	DNF	DNS	74	DNF	75	68	407.0	78
POL 75	SANDRO MYSZKOWSKI	AZS	69	DNS	RET	DNS	DNS	DNS	419.0	79

startende : 78 73 79 78 77 78
 point for DNF/DSQ/PMS/DNF/RET : 86 86 86 86 86 86

point for DNS : 86.0

DNF: ikke fuldført, DSQ: diskvalificeret, PMS: startfejl
 DND: disk. (ikke fratræk), RET: udgået, DNS : ikke startet



SOUTH AUSTRALIAN OK CLASS ASSOCIATION

SA OK Class of South Australia
PO Box 691, Stirling,
South Australia 5152
Ph 61 8 8390 3753
Fax 61 8 8390 1399

NOTICE TO COMPETITORS

1998 INTERNATIONAL OK DINGHY WORLD CHAMPIONSHIP

to be held at

GLENELG SAILING CLUB, GLENELG SOUTH AUSTRALIA

from January 4, 1998 to January 10, 1998

Enclosed are the following:

- Notice of Race for World Championship
- Notice of Race for Australian Championship
- Accommodation information
- Customs Information
- Adhesive Stickers

The Cost of Welcome Night and Presentation Night for the Australian and World Championship is included in the Entry Fee.

There will also be a South Australian State Championship on December 20 & 21 which you are welcome to enter -Cost \$40.00 (5 races in 2 days)

Regards,

P. NIELSEN Australian President

INVITATION

THE INTERNATIONAL OK DINGHY EUROPEAN CHAMPIONSHIP 1998 11-18. JULY 1998, NIEUWPOORT, BELGIUM

Organization: Watersportkring van de Luchtmacht Nieuwpoort
Halve Maanstraat 2a
B-8620 Nieuwpoort
Belgium

Rules: The race will be governed by:
- the ISAF Racing Rules of Sailing (RRS) 1997-2000,
- the International OK Dinghy Class Rules,
- Addendum A of the OKDIA Constitution
- and the Sailing Instructions for the event.

Advertising: The race is designated Category B in accordance with Appendix G of the RRS.

Conditions of entry: Eligible yachts shall be entered through national associations which are full members of the OK Dinghy International Association, by completing registration with the organising authority.
Competitors shall conform with RRS appendix K.
Competitors under the age of 20 on the 31st of December 1998 will be eligible for the Junior trophy.
Competitors over the age of 40 on the 1st of January 1998 will be eligible for the Veteran trophy.
All boats must have a valid Measurement Certificate.
Approval must be requested from the Jury in writing to use a sail number other than that which is recorded on the Measurement Certificate.
Changing of helmsman will not be accepted.

Entry fee: 7.000,- BEF.
The entry fee includes the social programme which most probably will be extended with a daily "Happy Hour" and an Opening Dinner.

Preliminary program:

Sat 11 July:	Registration/Measurement	09:00 - 20:00
Sun 12 July:	Measurement	09:00 - 12:00
	Practice Race	14:00
	Opening Ceremony:	18:00
Mon 13 July:	Race 1 and 2 (asap after race 1)	11:00
Tue 14 July:	Race 3	11:00
	Barbeque	19:00
Wed 15 July:	Race 4 and 5 (asap after race 4)	11:00
Thu 16 July:	Race 6	11:00
Fri 17 July:	Race 7	11:00
	Banquet incl. Prizegiving ceremony	19:00

Racing area: The North Sea off Nieuwpoort.

Notice of Race: The official Notice of Race will be distributed through the national secretaries around the 1st of February 1997.

Accommodation: Tourist Office Nieuwpoort. See enclosed documentation.
Motorhomes can be parked on designated places at the yacht harbour.
All other forms of camping are prohibited at the yacht harbour. However, special rates will be negotiated with a well equipped camping in the vicinity of the yacht harbour.

Any questions you may have regarding the Championship can be addressed to Alex Schoenmakers, chairman of the Belgian OK Dinghy Association. Ph. +32 3 324.87.84, Fax +32 3 542.47.99.

BEATING : BOATSPEED AND TACTICS

By David Carroll

1. Boat speed

The best place to start to obtain upwind boat speed is on the beach. I spend a bit of time at the start of the year and now and again throughout the season setting up the optimum sail settings. Doing this makes me more familiar with my sail and rig. On the beach I try various main sheet, outhaul, inhaul and cunningham tensions until I feel happy with my sail shape. I then mark these positions on my boom or sheets to enable me to repeat these settings on the water time and again. If you are unsure of what is required to get the best out of your sail shape then get yourself to an open meeting or ask a fast sailor at your club to have a look at your boat and advise you. However, a general rule I use to get to my fast sail shape is to set the inhaul loose with the outhaul, approximately two inches from the stop/black band. Then I pull on the main sheet until creases start to appear in the luff of my sail (it is often surprising how much tension you need to use). The point at which creases appear in the luff is when your mast bend and sail luff curve (set by your sail maker) are matched. The sail should not be sheeted less than this in any wind. I mark this crease point on my main sheet so that I can repeat it. Then I pull on the inhaul so that the foot of the sail is nicely curved, i.e.: not flat or very baggy. I find that this method sets the boat up well for light winds.

Once on the water I set my sail and sheet tension then pull the traveller up to windward until the top tell-tale has stopped streaming straight. In my boat, this point in light winds is eight inches from the centre line. As the wind increases, the process I use to de-power the boat is as follows.

Firstly I would pull the boom down a bit. As the wind carries on increasing I would pull the inhaul on until the foot is flat, then pull the boom down further and drop the traveller approximately two or three inches until it feels comfortable. If the wind keeps increasing I would then pull on the cunningham until the creases in the sail disappear and also pull the outhaul on all the way if possible. If the wind strength increases any more the only thing further to do is to pull the cunningham on as hard as possible and let the traveller down until I am able to hold the boat flat but can still point ok. On flat water I tend not to drop the traveller too far as boat speed is less important and pointing is more beneficial.

In under-powered conditions the tell-tales on the luff are the key to boat speed. I always keep both tell-tales streaming constantly because this ensures the boat is pointing and the sail is driving. In overpowered conditions I luff into the wind to keep the boat flat letting the luff of the sail stall out. This slows the boat slightly but stops the boat making leeway. Once the gust has passed it is important to bear away to keep the boat driving.

When sailing in waves I try to luff up the face of a wave and bear away down it. The luffing action stops the boat from being knocked sideways and gains me a little height to windward, bearing down the wave means you pick up speed ready for the next one. When beating in waves I try to tack as I go down the back of a wave, the next oncoming wave helps the boat round through the wind making it slightly quicker. I always put a lot of practise into tacking when it is windy as a bad tack in a breeze

looses a lot of ground.

2. Tactics

Please note: a header is when you have to bear off to stop the sail from stalling and the lift is a shift which enables you to point nearer the mark.

On confined and non-tidal waters the best approach to tactics upwind is to play the shifts which invariably occur. This means tacking on most of the headers which come your way to enable you to sail a shorter distance to the windward mark. Clear wind is essential so try to keep it even if it means missing a small header or two.

The shore line of a lake or river can sometimes bend the wind to a more favourable angle to enable a shorter distance to be sailed. Before the start I beat up to the shore line at various points along it as if I were racing and make a mental note of any headers or lifts. This means a shorter distance can be sailed. If I find myself in the lead of a race then I tend to keep a loose cover on the rest of the fleet by keeping myself in-between the mark and the fleet, whilst still playing the big shifts which come along. If you try and cover too closely you will end up tacking on everyone else's shifts and not the ones you should be concentrating on. On open water it is a bit different because the wind shifts less often and by smaller amounts.

Q: Which side do I go - left or right?

I try to get to the race area early, this gives me the chance to decide. The first thing I do is to point my boat directly into the wind and take a bearing of wind direction from my compass. I would do the same every minute for maybe ten minutes, this allows me to trend which way the wind is swinging. If the wind is constantly swinging left of the windward mark go left on the first beat, and if the wind is swinging right go right. Whilst taking wind bearings sail out on port from the committee boat and watch the compass course, then sail out on starboard from the same point checking your compass again. This enables you to spot any headers or lifts on the course. It also gives you time to set your sail up for the beat. Another helpful way to decide which way to go is to find a friend who has approximately the same boat speed and sail out from the same point but on different tacks. Then after two or three minutes both tack back and see who is in front when you meet in the middle.

If you think that one tack is tending to lift, get to windward of the fleet on that tack and you will gain by lifting above them. If you find one tack is heading get to leeward on that tack and they will be headed down behind you.

If there is a strong tide I would recommend sailing on the tack to put the tide most in line with the boat, i.e.: sail as much into it as possible. This pays because you are not initially swept away from the mark making the task a longer one. If the tide is not strong it can generally be ignored on a big course in so far as which side of the beat pays because wind shifts make more difference. The beat is down to boat speed and playing the various shifts that come your way. Always remember however, that boat speed makes you a tactical genious.



Horsens Sejklub

22-23-24 AUGUST 1997

ABEN DM FOR OK-JOLLER

OK-JOLLER

DRELVBIG RESULTATLISTE MED FRATRÆK. BONUS-POINT SYSTEM

LC	SEJLNR.	NAVN	KLUB	1	2	3	4	5	6	POINT
1	DEN-1280	JØRGEN LINDHARDSEN	HVIDOVRE	1	1	6	5	2	3	18.7
2	DEN-1246	ANDERS ANDERSEN	HSH	6	2	1	7	1	9	27.7
3	GER -672	KARSTEN HITZ	BALSEGEDE	2	4	12	2	8	2	31.0
4	DEN-1273	ULF BRANDT	SKS	3	3	4	4	3	4	33.1
5	SWE -99	HANS ELKJÆR	Sverige	4	5	11	1	4	6	37.7
6	DEN-1291	FRANK HANSEN	SOLRØD	7	7	5	8	16	1	50.0
7	DEN-1275	STEEN CHRISTENSEN	VALLENSB	13	9	2	11	5	5	55.0
8	DEN-1292	PETER WIBROE	SSSK	11	8	3	3	10	8	55.4
9	DEN-1248	SØREN ANDERSEN	HSH	14	14	9	6	11	14	83.7
10	DEN-1294	MOGENS JOHANSEN	HVIDOVRE	5	6	22	21	9	15	84.7
11	DEN-1304	CHRISTIAN MIDTGAARD	HAS	8	11	21	20	6	11	85.7
12	IND -273	GAVTAMA DUTTA	RBY	10	10	18	14	7	17	88.0
13	DEN-1271	RENE JOHANSEN	KS	12	17	8	9	15	DNF	91.0
14	DEN-1285	THOMAS AUGUSTESEN	SAS	18	12	10	13	13	18	96.0
15	GER -703	TORSTEN TEUTLOFF	SGSP	DNC	DNC	7	10	14	7	98.0
16	DEN-1261	TOM PEDERSEN	SYC	9	15	16	12	18	19	100.0
17	DEN-1215	JESPER ANDERSEN	HVIDOVRE	16	13	23	18	12	12	101.0
18	DEN-1305	ANDERS STEENSFELDT-JENS	HELSINKY	17	18	15	15	17	13	107.0
19	DEN-1212	JOHN SKJOLDBY PETERSEN	ROSKILDE	21	23	17	17	19	10	114.0
20	DEN-1308	KRISTIAN JACOBSEN	SKÅLSKÝR	15	16	14	25	24	DNF	124.0
21	DEN-1222	PEDER BJERRE KRISTENSEN	HO BUGT	20	22	20	26	21	16	129.0
22	DEN-1224	IVAN PEDERSEN	HVIDOVRE	24	24	13	19	26	20	130.0
23	GER -637	KIRSTIN BRAND	ENSFR	22	19	19	28	23	21	134.0
24	DEN-1221	JAN N. PEDERSEN	HSS	25	20	25	23	22	22	142.0
25	DEN-1264	LASSE MØLLER	SSS	26	25	24	16	27	23	144.0
26	DEN-1301	JESPER PETERSEN	SOLRØD	23	21	27	24	20	DNF	145.0
27	DEN-1216	MORTEN MATHISEN	HVIDOVRE	19	27	26	22	25	24	146.0
28	DEN -981	SØREN PEDER JENSEN	KERTEMIN	27	26	28	27	28	25	163.0
29	DEN -767	JOHN RASMUSSEN	VSK	28	28	29	29	29	26	170.0

antal deltagende både : 28 28 29 29 29 29
 point for DNF/DSQ/PMS/DND/RET/DNS : 36 36 36 36 36 36
 point for DNC : 36.0

NF: ikke fuldført, DSQ: diskvalificeret, DND: disk. (ikke fratræk)
 MS: startfejl, RET: udgået, DNS: ikke startet, DNC: ikke deltaget

(FILNAVN : OKDM97 Søndag d. 24. August 1997 Kl: 14:48)

JOLLER TIL SALG:

DEN- 1276, 100 % ren træjolle, KOLD-BETON, dansk kvalitets håndværk, hvidt skrog med maghony dæk, boyes mast, green sejl, kompas, jollevogn. Perfekt til den lette sejler (under 85 kg) med skrogform som o'donnell joller (saml stævn).

PRIS: 19500,-
Ring Per Risvang, tlf: 86190336. jollen ligger i Århus.

DEN-1239. Staffe jolle, ren træjolle. Needelspar delta mast, bom og green sejl. Monteret med sailspeed, harken og kompas. incl. jollevogn og pressenning.

PRIS: Ring!!!
Ring Henrik Andersen, tlf: 40 261211. jollen ligger i Sønderborg.

DEN-1153. Gul Henriksen glasfiberjolle. Alurig og jollevogn.
Sejlklaer.

PRIS: 6500,-
Ring 53586056. jollen ligger i Slagelse.

DEN-1123. Træjolle, pæn og velholdt. Alurig og green sejl.

PRIS: 9500,-
Ring Claus, tlf: 62281777.

DEN-1267. Henriksen glasfiberjolle, hvid/grå. Komplet med nyt Dan sejl, ny bom, presenning og jollevogn.

PRIS: 12500,-
Ring til Michael Kjær, tlf: 49215200+3714. jollen ligger i Helsingør.

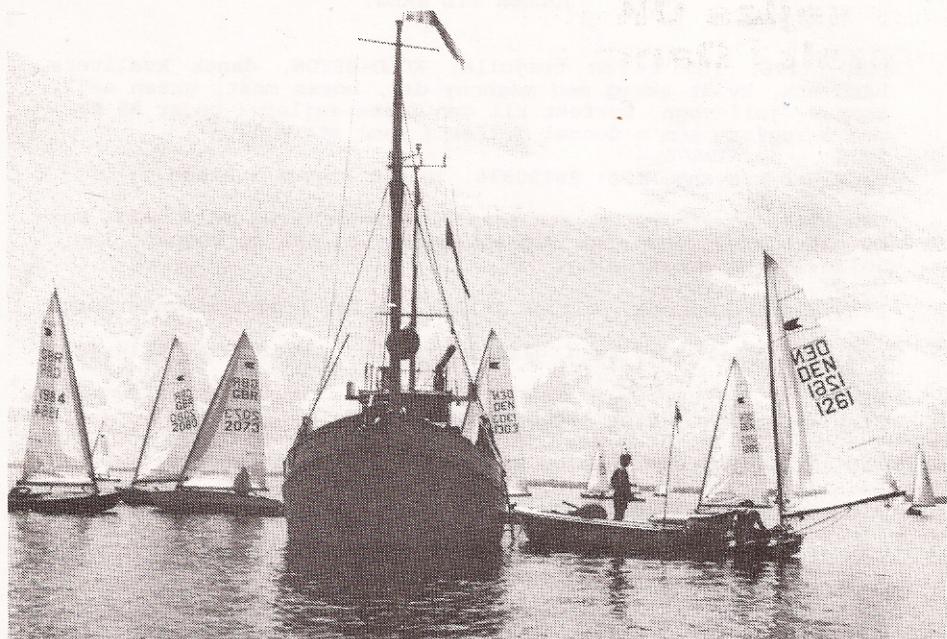
DEN-1286. Henriksen glasfiberjolle bygget i klubens form i 1994. Harken overalt, 2 stel sejl fra 94-95. Needlespar rig, kompas og jollevogn.

PRIS: 12000,-
Ring Thomas Augustesen tlf: 53575092/20226510

DEN-1143. glasfiberjolle. Alurig G-sejl 15 år, jollevogn og presenning. PRIS: 3500,-

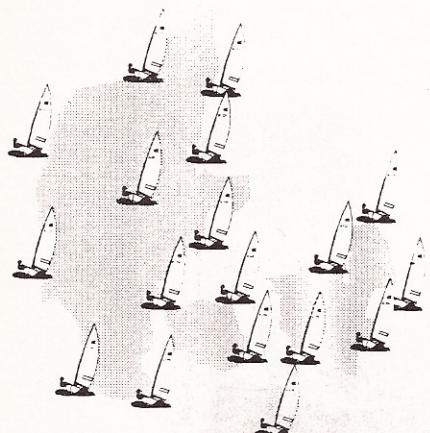
DEN-1168 Henriksen 1979 komplet med jollevogn, alurig samt to sejl det ene ca. 2 år vægt 73 kg.

PRIS: 5300,-
RING: Jesper 1215 tlf: 36495300



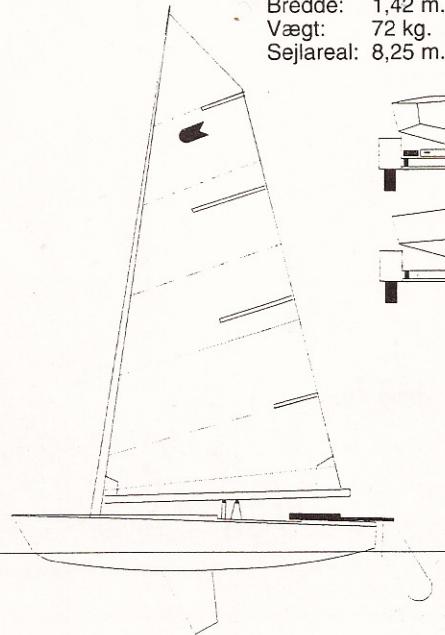
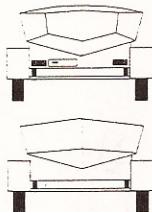
Sailing is OK

Der sejles OK-jolle overalt i Danmark



International OK-jolle

Data:
Design: Knud Olsen.
Længde: 4,00 m.
Bredde: 1,42 m.
Vægt: 72 kg.
Sejlareal: 8,25 m.



Dansk OK-jolle Klub

Ulf Brandt
Ribevej 19
3000 Helsingør
Tlf. 4921 0941

Paul Elvstrøm om OK-jollen

„Vi, der kendte til jollesejlads, kunne ved blot én prøvesejlads fastslå, at jollen var aldeles ypperlig...“. Det skrev Paul Elvstrøm om OK-jollen i sin bog „Joller og Kapsejladssteknik“, der har været mange jollesejleres bibel.

I bogen skriver Elvstrøm også at „I begyndelsen synes man, at det er jollen, der sejler med én, men efter nogen tids hårdt arbejde mærker man, at nu er det én selv, der er ovenpå.“

Paul Elvstrøm var så begejstret for jollen, at han tog tegninger med sig rundt til udlandet, og har en god del af åren for jollens hurtige udbredelse.

