



the british o.k. dinghy class association

NEWSLETTER NO.11.

JULY 1963.

POOLE BAY OLYMPIC SAILING ASSOCIATION Two Week-End Regatta.

Setting off from the Poole Harbour Yacht Club, haven of luxury motor cruisers, comely water skiers and marine hot rodders, the O.K. fleet needed to allow two hours for the sail to the starting line at Studland Bay. The course, almost a passage run, the arrangements and the weather were all excellent. Seven miles in all on a triangular course, beat, reach, reach, beat, run, beat, by the end of the day's second race, with no time for relaxation ashore, most people were flagging slightly. After the 1½ hour sail back to Sandbanks, enough was enough. The fine art of the windward start amongst a crowd of thrusters, could be fully savoured for the Finns started just 10 minutes before. The facility with which some of their helmsmen emerged from a tangle of boats and manoeuvred almost motionless in the desired position on the starting line, was worth the journey to watch. The O.K.'s spaced themselves pretty evenly right along the starting line. Some thereafter tacking out to sea and some stood in towards the shore. What was most necessary was to make a good start. For some reason it seemed to matter here much more than usual. 20 or 25 minutes of beating and on to a reach that seemed much more of a run. Old Harry Rocks, rather diminished it seemed to me by the passage of time, a gybe and another near run, it seemed to pay to stay on the forward slope of the wave and shoot along nose down. Another 25 minute beat, and the breath was coming a little quicker, the sitting out not quite so impeccable. Envious glance at the ample form of Hugh Patton who was sitting comfortably on his side deck, calm and unhurrying as if on a morning's jolly - a run and a beat and the finishing line, followed by a Coca-Cola and Wurst sandwich, and it was all to do again. But this was magnificent racing in splendid surroundings and the class was fortunate to be included in this important event. It was a decisive victory for Hugh Patton. The helmsmen from Aldenham Sailing Club showed that they have taken little time to find their way around in the new boats.

RESULTS:

Sail No.	Name of boat.	Helmsman.	Final position.	Final points.
15	Ping Pong	H. Patton	1	4932
60	Lolita	M. Symes	19	534
79	Waif	L. Bilton	5	3162
111	Outkast	B. England	18	903
126	Storm	R. Stiles	7	2981
127	Old Bones	J. Turner	4	3577
181	Darke	H. Simonds	2	3911
187	Flotsam	P. R. Gilbert.	9	2715
201	Sauce	P. Crew	11	2493
222	Outkast II	M. Hinton	8	2855
250	Scimitar	B. Crosby	12	2145
253	King Oedipus	C. Frater	20	722
270	Demon	F. Bessey	17	1258
273	Gust	D. Cooke	10	2677
291	Red Kot Pepper	B. Blatch	14	1995
346	Set Square	R. Farrow	3	3683
368	Hope	M. Deacon	23	101
371	Huia	R. Leggs	22	202
415	Fizz	D. R. Jenkins	16	1587
420	Noname	J. Burgess	15	1621
434	Will I What	C. Everall	6	3075
443	Yaffles	J. A. Wood	24	101
453	Top Hat	H. Poole	13	2029
200	Scoot	M. Seymour	21	602
		lion works, west street, farnham, surrey.		farnham 3133

PENNING SAILING CLUB, ONE-OF-A-KIND EVENT, 4th/5th MAY

Lewis Bilton turned out for the class in this event. Writing about it he says -

"I might as well start by confessing that I did not do too well and was placed 16,9,13 and retired in the four races. I did not get my final placing in the rush at the end. The weather was most unsuitable for an O.K. consisting of a series of sudden squalls on all the windward legs reaching gale force on the Sunday. I personally find the O.K. difficult to sail in these sort of conditions as one is unable to pin the sheet and lie out properly while a boat like the Solo can play the sheet and keep going much better as can normal two man boats with foresails. The Reservoir is long and narrow and tends to give running and beating with only short reaching legs. About 30 boats started at 30 sec. intervals approx. as the actual starting time of each boat was recorded. The meeting was very well organised but the water is unsuitable for really assessing performance and in all races the faster boats overtook and passed the slower boats. On the Saturday the wind was very puffy alternating between almost calm and squalls up to 20 knots. I managed to beat all 98 rated boats in the races, i.e. Enterprise, 12 Nat., Silver Streak and I believe the Leader, although I am not certain of the latter as she started at the end of the fleet with a provisional rating. I beat the Solo in the second race but he was placed 5th in the first. Incidentally the Solo was very well sailed throughout by John Mann whom I have raced against in Scotland. On Sunday the conditions were really grim with frequent gale force sleet and rain squalls interspersed with spells of almost calm and even sun. The outstanding boat was the French 420 sailed very well indeed by two French schoolboys. They claimed that they should rate 98 but this was nonsense and they were allowed to go at 95. They eventually cleaned up with 3 firsts to count. The 420 is a fibre-glass job, 4.2 metres o/a with spinnaker and trapeze and this one had beautiful Elvstrom sails. I should have thought her rating was about the Merlin/Rocket. In the first race the Leader and Enterprise did well and I could not hold them on the wind but always gained downwind. In the second race there was a very prolonged squall of 35 m.p.h. plus and there were a great many capsizes and breakages. I had capsized earlier and although I got up quickly I lost a lot of ground and landed in the only calm spell of the day when I needed my bailer to get rid of a lot of water. When the squall arrived I was on a broad reach and went extremely fast - faster than I have ever gone in the boat before. The Commodore was in a nearby rescue boat and was impressed. On the next reaching leg my boom snapped at the mast and I had to retire to the nearest shore. If I had managed to finish I would have got a good place as there were so many retirements but I would have been behind the Solo (passed me while capsized) and Enterprise which was sailed very well indeed by a local helmsman. The final placing was 420 (1st), Wayfarer (2nd) and Swift (3rd). Cat (4th) with the Solo (5th)

One incident in the last race I will never forget. The Solo was ahead of me and I saw him go about instead of gybing at the west-most mark, as this was the most treacherous part of the course. When I reached the mark the 505, Hornet, Fireball, Osprey and Flying 15 were all rounding together, some with overlaps so I decided to stay up to windward instead of gybing in the heavy squalls and congested water. I did this without trouble and found when back on course that all but the Flying 15 were capsized. The main thing is that despite my moderate performance, at least to windward, tremendous interest was taken in the boat, there was usually a crowd round her examining the gear, and John Turner's boat was taken out by several locals, although the weather was most unsuitable for pleasure sailing. I was informed that 9 members of the Club were keen to start the Class as they are at present confined to G.P. and Enterprise, and require a third class."

L.N.Bilton.

As forecast the Sunday afternoon race was sailed in a force 4 to 5 wind and was obviously just what Hugh Patton in K.15 wanted to propel his 14 stone. He also made two of his rare sitting-out appearances. Never challenged in front, Hugh was an easy winner. Second was R.Farrow in SET SQUARE K.346, working hard with his light weight holding off ODIN and SAUCE. Peter Crew after rounding Bullpit planned through ODIN'S lee and just got third place on the line.

Overall results.

- 1st. WILL-I-WHAT K.434. C.Overall.
- 2nd. ODIN KK.3. P.Cooke (Kenya)
- 3rd. PING PONG K.15. E.Patton.

L. Vincent.

O.K. DINGHY INTERNATIONAL TROPHY, July 14th-17th.

Eight eager helmsmen are on the point of setting out for Maubuisson and the programme of events points towards a busy time. There will be two races a day for four days and a full programme for the evening.

SUTTON -IN-ASHFIELD S.C. At a meeting in February, the Club decided to form a single-handed class and have consequently opened the membership list to anybody wishing to sail an O.K. dinghy with the club. It is hoped that at least three O.K.'s will be sailing with the club early in the season and if the build-up of this class goes as expected it is highly probable that the O.K. will become a recognised club class next year. Anyone interested should write to the Sailing Secretary, C.E.Richardson, Tryfan, Jenny Becketts Lane, Mansfield, Notts.

INTER-CLUB TEAM RACING.

Peter Bessey who sails at the Stock Exchange S.A. Sharpe lake, Chertsey, has been working on the idea of an Inter-Club team race series. Probably 6 or 7 clubs could manage to support such an event. If this was organised to start in October, when the main items of the fixtures list was over, it would probably prove very popular. At that time of year it would probably be best if held on inland water, when perhaps some of the sea and estuary clubs would come up for it. If the idea looks like getting popular support, we will get something organised and circulate clubs. If Clubs already have someone looking after team racing, perhaps they will ask him to contact me on this subject.

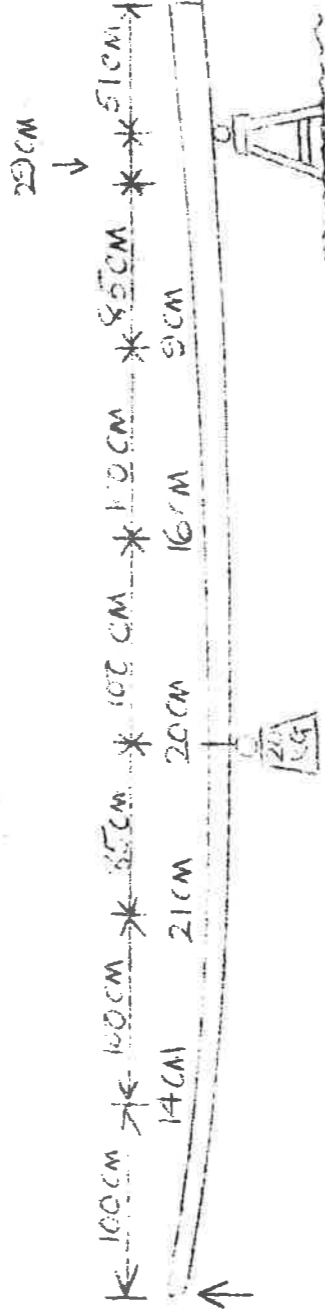
DESIRABLE CHANGES.

Experience in the Finn Class has shown that a mast that is considerably stiffer sideways than it is in fore and aft direction, has certain advantages in certain wind speeds? especially with the newer sails which are being designed at the present time. In particular it is expected that a mast made stiff in the sideways direction will enable the boat to point higher and still not be at a disadvantage in strong winds, the mast must be very flexible indeed in the fore and aft direction. The actual improvement is still in some doubt. Some people quote a major improvement, and others none at all, and it probably depends on the type of sail that is being used. A sail which is rather flat in the fore and aft would probably not benefit from this type of mast. However, the sea and mast shape has now become fairly set and so I am preparing a new design based on the last four years, and recommended by Elvstrom. It must be emphasised that these bending characteristics relate to the Elvstrom Sail but since these sails have always been good average performers in all clads, they would seem to be a good basis to work on.

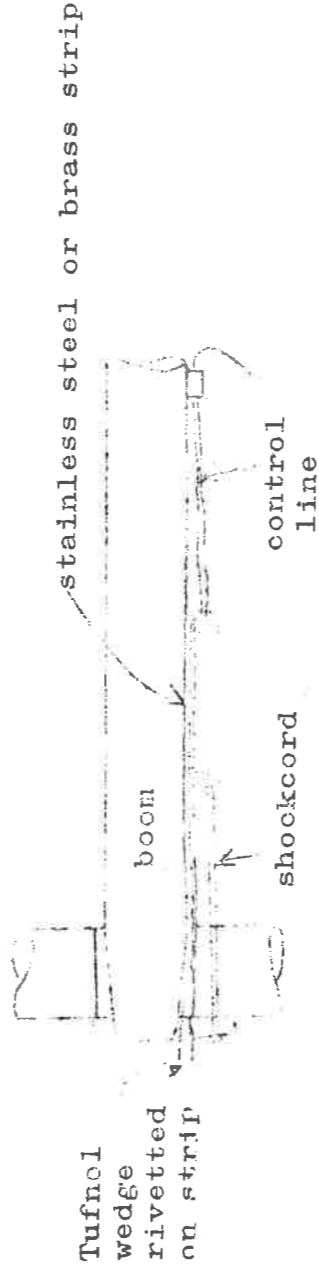
It is suggested that new masts are made slightly stiffer than these measurements and they can then be whittled down as required. It will probably be found that the existing masts are on the whole stiffer in the fore and aft direction, and softer

in the sideways direction, than these measurements. You are recommended to go a little easy on increasing the fore and aft bend of existing masts, because you may then make the whole mast too soft. It is not important to be absolutely accurate about the measurements to the nearest millimetre. The masts will vary in the amount that they will bend depending on the weather, and you will find that the maximum bend may alter as much as 2 cm. or more either side of a mean. Therefore if the weather is particularly dry the mast will be stiff and if you have had a considerable amount of rainy weather the mast will be soft. The amount that you use the mast will also affect the flexibility. Much use will make the mast more flexible. Messrs. F.Collar are able to supply masts to this specification.

R. Creagh-Osborne.



WEDGING. Noticeable on many of the Finns racing at Poole was the adoption of a wedge arrangement that can be adjusted from the cockpit, although not new, its much wider use is apparent.



A strip of metal 12-15" long has a wedge of Tufnol or similar material rivetted to it at one end. The other end is turned down & a line is attached to this. This line passes to jamb cleat, tubular or otherwise, underneath or on the side of the boom. Slight forward of the point of attachment of the line, another attachment is provided for a ring of shock cord which encircles the mast and pushes the wedge in out of the boom slot. It is not very easy to alter the position of the wedge whilst actually on a beat, but it does provide a means of doing this in a few seconds without having to make the journey to the foredeck.

BRITISH NATIONAL & OPEN CHAMPIONSHIP, FALMOUTH. 9th-13th September.

The Preliminary Notice and Entry Form for this event are enclosed. All the arrangements for this are shaping nicely and all members are asked to support the key event of the British Fixtures. The entry list will contain a good cross section of helmsmen in the class and anyone who has recently bought an O.K. and has not yet quite come to terms with it, will find an event of this sort extremely helpful experience.

BRANDY HOLE Y.C. OPEN MEETING. 17/18th August. If you would like a change from sailing the eternal triangle, make a note in your diary to visit Brandy Hole Y.C. on the weekend of 17/18th August. This Open Meeting on the river Crouch for the Brandy Hole Bowl offers the keen O.K. helmsman some interesting courses at varying states of the tide - from high water down to - ugh! 3 races will be held, starting at 6 p.m. on the Saturday, and the Sunday start will be at 10.30 a.m. (2 to count). Accommodation can be provided by Brandy Hole members for approximately 20

visitors. Alternatively, hotel or guest house accommodation can be had in nearby Southend or Westcliffe if desired. It is regretted that only 30 entries can be accepted for this meeting so please apply early. No entries can be accepted after Wednesday 14th August. Entry forms available from Peter Smith, Hambro Nurseries, Chalmersford Road, Battlesbridge, Wickford, Essex.

Ray Saunders.

REGATTA ON THE CROUCH

Up River Y.C. Hullbridge-on-Crouch. A class is being put on for O.K.'s on JULY 28th. Apply to Hon.Sec. R.Thomas, The Tiles, Arundel Road, Ashingdon, Essex.

The C.C.P.R. "Build Your Own Dinghy" Conference 1963.
The above will be held this year on SATURDAY, 23rd NOVEMBER, at the Duke of York's Headquarters, King's Road, Chelsea, S.W.3 10 a.m. to 6 p.m. We should like to put into this a recently finished amateur built boat. Can we have some offers for this please. It entails transporting the boat to Chelsea and attending from 10 to 6, supported by quite a number of us. Most people taking part have found this conference well worth attending.

INTERNATIONAL BOAT SHOW, EARLS COURT, LONDON. JANUARY 1st-11th 1964

The class association is co-operating with two builders who will be showing O.K.'s at the Show.

OVERSEAS NEWS

NEW ZEALAND. J. Oliver, Secretary of the Canterbury O.K.Class Owners Association, is now able to issue sets of plans, allocate sail numbers and deal with measurement of boats. His address is-P.O.Box 2872, Auckland C.I. New Zealand.

CANADA. The Canadian O.K.Dinghy Association has been formed. The Secretary is Mr. R.A.Lance of 4962, Queensland Road, Vancouver 8, B.C. and he is able to deal with the issue of plans, allocation of sail numbers and measurement.

ADVERTISEMENT: "Quayside", 6 Grove Place, Falmouth, is a small comfortable Guest House overlooking the harbour, just opposite the dinghy hard. Further particulars may be obtained from Mr.& Mrs. L.A.Williams.

CORRECTIONS: Kingsmead Sailing Club, OPEN MEETING, October 19th AND 20th.

15/19th July, Irish Dinghy Racing Association Championship at Strangford Lough Y.C. - we are advised that owing to insufficient entries the Committee are unable to run a series for O.K's on this occasion.

MEASUREMENT OF BOATS. (BRITISH)

The following boats have been measured up to July 1st 1963.

K.	9	8	7	6	5	4	3	2	1	July 1st 1963.
K. 9	66	K.94	K.129	K.151	K.181	K.202	K.228	K.253	K.313	
	67	98	130	152	184	204	229	257	316	
	68	99	131	154	185	205	231	264	330	
	69	101	132	155	186	206	233	266	343	
	70	102	133	157	187	207	234	270	344	
	71	103	137	164	188	211	238	273	346	
	72	105	138	170	189	214	239	275	348	
	73	107	139	171	191	217	240	281	350	
	74	108	140	175	193	220	242	282	353	
	75	111	144	176	195	221	243	296	355	
	76	112	145	177	196	222	244	300	360	
	77	113	147	178	199	223	249	303	368	
	78	126	148	179	200	226	250	305	370	
	79	127	149	180	201	227	252	308	371	

Measured boats continued...

K. 373	K. 374	K. 400	K. 401	K. 403	K. 405	K. 407	K. 415	K. 434
<u>440</u>	443	453	456	460				
K. 367								

Contributions to these Newsletters are always welcome on any subject connected with single handed sailing and racing.

STOP PRESS

DERNIERE MINUTE de M A U B U I S S O N

Pendant les épreuves de l'OKDIT sont prévus:

- le 13 Juillet à 20 h au CVB
- le 14 Juillet à 20 h Assemblée Générale de l'OKDIA à 22 h, 30 feu d'artifice Cercle de Voile Bordeaux
- le 15 Juillet visite en groupes des Chateaux du Medoc
- le 16 Juillet diner et soirée au Galant Ecureuil
- le 17 Juillet à 16 heures résultats et prix

Car il y aura aussi 7 manches de Championnats.

.....a busy time ahead.

That's all for now -

Basil Crosby.

O.K. Dinghies are available, complete with sail, between £144 and £152. Some prices include a very comprehensive set of fittings and intending purchasers should check with builders.

LIST OF BUILDERS & SAILMAKERS

- Aln Boatyard, Alnmouth, Northumberland.
- R.W. Austin, 61, Oakley Road, Bromley Common, Kent.
- + Berthon Boat Company, The Shipyard, Lymington, Hants.
- + Bossoms Boatyard, Medley, Oxford.
- Capetan Craft, New Street, Glascote, Tamworth, Staffs.
- Clyde Chandlers Ltd., 200 Gt. Western Road, Glasgow, C.4.
- Crescent Boats Ltd., Riverside, Bathpool, Taunton, Somerset.
- Dawbyrn Ltd., Cadger View, Barmouth, North Wales.
- J & M Hunter (Yachts) Ltd., 29, Pitt Street, Edinburgh 3.
- Lawrence & Plater, 31 Bridge Street, Walsall, Staffs.
- H.A.L. Lewis, 664 Pershore Road, Selly Park, Birmingham 29.
- D.E. Matthews, 67-69 Island Wall, Whitstable, Kent.
- Melville Marine (Poole) Ltd., Lower Marbcour, Perth, Scotland.
- F.V. Norton, 9, Glebelands, Lymstone, Devon.
- + Penryn Boat Building & Engineering Co. Ltd. Tresooth Lane, Penryn, Cornwall.
- H.T.R. Poole, 15, Burton Road, Westbourne, Bournemouth.
- + J.C. Rogers, Gosport Street, Lymington, Hants.
- H.C. Sands, Faskally Boat Station, Pitlochry, Perthshire.
- Gordon Scutt, Remenham Hill, Henley-on-Thames.
- G.R. Sell, 66 Eastern Esplanade, Southend-on-Sea, Essex.
- Scientific Sailing Ltd., 1074 Pershore Road, Stirchley, Birmingham 30
- Woodcraft Suppliers (S-o-T) Ltd., Brewery Street, Hanley, Stoke-on-Trent, Staffs.
- Wyche & Coppock Ltd., Norton Street, Nottingham.

LIST OF SAILMAKERS

- Bowker & Budd Ltd., Bosham, Sussex.
- Bruce Banks Sails, Brook Lane, Sarisbury, Nr. Southampton.
- F. Collar, Isis Works, South Hinksey, Oxford.
- W.G. Lucas, Broad Street, Old Portsmouth, Hants.
- Jeckells & Son Ltd., Wroxham, Norfolk.
- Leech Sails, Cadwell, Princes Walk, Lowestoft, Suffolk.
- Ratsey & Laphorne, Cowes, Isle of Wight.
- Seahorse Sails, Brett Sail Loft, Hadleigh, Ipswich, Suffolk.
- D.B. Thurston, 163 Lucas Avenue, Moulsham Lodge Estate, Chelmsford,
- Zephyr Racing Pennants, Northall, Stag Lane, Chorleywood, Essex. Herts.

+ Kits supplied - prices on application.

QUESTIONNAIRE No.11.

Are you building an O.K.dinghy?

If you are a registered boat owner, have you any points which you would like brought up at the next A.G.M. Give details on reverse.

Please send building plans, price 30/- surface post free.
 " " alternative mast plan, price 7/6d. ditto.
 " " copies of publicity leaflets (over 1 doz.6/- doz)
 " " copies of rules & measurement form.
 " " copies of permanent hints leaflet (over 3,1/- ea)
 " " copies of Newsletter No.11 (1/- each)

I enclose _____ extra for air mail postage as follows:-

Air mail for plans in cardboard tube, 17/6d.
 " " " " paper wrapping, 12/-
 " " " " mast plan, 6/-
 " " " " set of literature, 5/-.

Please complete & return to -

A.B.Crosby, Lion Works, West Street,
Farnham, Surrey.

My name & present address is _____

I wish to remain in/join the association & continue to receive

Newsletters. _____

The name & sail number of my O.K. dinghy is _____

I have sold my O.K. & the new owner is _____

+ I enclose my membership subscription _____ 20/- full member

_____ 10/- Associate,

Overseas or Junior (under

18)

+ I have paid my subscription.

(Please tick where necessary)

I think the following persons would be interested in receiving
particulars of the class _____

Please send me further information on :- British National & Open
Championship.
Falmouth Guide.