It looks as if the OK dinghy has reached quite forward in its development as a boat and in its establishment as a racing class in this country. A considerable amount of class racing in clubs takes place and this appears to give considerable amount of satisfaction to those participating. The degree of participation by British helmsmen accords with the complex of ideas, attitudes motivations and possibilities, which lumped together make up our National attitude towards dinghy racing. I think it is an excellent attitude in all respects except one. When we race on the International scene, we come up against helmsmen whose attitudes are dominated by their desire to excel at this level and who in large numbers put into their participation, a degree of effort in time, training and boat preparation, that differs very considerably from ours. Also a degree of competitiveness that is so single-minded that it astonishes a helmsman familiar only with the British scene. We come from a long tradition of steady chaps who with a slightly deprecating air, refuse to be flapped or hustled, playing the game for the games sake. It looks as if we shall have to content ourselves with rather moderate performances at world championships, unless the class can throw up a hard core of helmsmen who are willing and able to devote the time, and who have the drive to perfect their physical fitness, ability as helmsmen and boat tune, to the point where they would be potential winners at International events. Behind this hard core of helmsmen and encouraging them, hounding them on, should be a moderate sized body of keen helmsmen in the class whose attitudes would encourage the hard core in believing that they were not all that odd in working hard and single-mindedly for eminence on the International scene. It is encouraging to remember that a former member of this class association, a former class champion, has achieved just this.

Succeeding issues of this newsletter will issue from the fluent pen of Alan Winton who has been shanghaied into the role of Editor. He will be dependent to an extent on contributions and photographs from members. He has a number of extremely good ideas which I am sure will develop successfully. He also has some quite firm ideas about winners reporting Open Meetings.

Alan Winton writes -

In the last newsletter we mentioned the possibility of chartering a 'plane to fly members of the Association to Montreal for the 1967 World Championship and World Fair. Only 20 people have positively said they are interested in going. We have now dropped the idea of chartering a 'plane but are continuing to investigate the possibility of a Group Fare on a regular trans-atlantic flight. This will be about £75 return for a 15 day round trip. Further details will be announced at the annual general meeting of this association to be held on Thursday January 12th 1967 at the London Corinthian S.C. Hammersmith.

This year there was no official BOKDCA Press representative at the W.C., but we have taken the precaution of enlisting the assistance of the competitors. We sent a questionnaire to six of the British entrants, requesting a completely honest reply. We list below a slightly edited version of their four replies.

1. Did you enjoy this year's W.C.?

   a) No.
   b) Yes, it is always fun to meet one's friends and quite apart from the racing it is an opportunity= to see places. For the racing I can't say I got anything from it, and as I wasn't sailing fast I was rather dissatisfied with myself.
   c) No.
   d) Yes, the best so far.

2. Do you think your final result justifies your best performance?

   a) No. Given better courses I would be better placed.
   b) A difficult question! 64th. is a pretty low place, I think on my boat speed I should have finished 24th but I didn't finish enough races to have that final position, frankly I didn't like the conditions or indeed the racing as it was at Veere, I sincerely hope Veere does not happen again.
   c) Yes.
   d) No, too erratic.

3. What were the courses like?

   a) Lousy. Start lines far too short, if you were at the 'right' end of the line you were treble banked at least. First beat was far too short and did not allow the fleet to spread out. Reaching legs were far too broad making a procession until the next short beat.

   b) To say that they were good under the circumstances is really absolving the whole organisation from a lot of very unpleasant criticisms. The courses were mini, and the conditions were not up to International standards.

   c) A bit short to first mark, but the best on the water available. It was the same for everyone and the same ones would have been fastest on any water.

   d) Reasonable for relatively confined waters but the starting lines could have been better.

4. How did the 'other' side behave on the water?

   a) Very badly. Rules were completely ignored, it was a waste of time getting into a good tactical position for the next mark and expecting to be given water. It paid to barge in fact!! Boats sailed into the windward mark on port having no intention of giving way to the starboard tack boats. Helmsmen hit marks, bashed each other and missed out marks altogether and had no intention of retiring. Even the protest committee did not apply the rules in a proper manner.

b) Because of the racing conditions there certainly was pretty good chaos. I withdrew from the last two races because I felt the racing and the rules (and my sailing) were totally without point, although I really feel the top ten helmsmen certainly deserve their places, there was no fluke about their performance.

c) A certain amount of banging, usually at the end of the second leg.

d) Alright except for the Swedes who carried Team Racing too far against the Danes.

5. Why did the Scandinavians do so well?

a) They have a fortunate combination of mast builder and sailmaker in G.Andersson. They have pooled all the information and ideas and produced a first class combination of mast and sail. I gained the impression that the mast was tuned to the individual weight of the helmsman so that when a gust came the helmsman did not have to sit out harder but the mast bent just enough to relieve the pressure. Masts were raked well aft and bent at the top and bottom but not the middle. The sails set to perfection at all points of sailing and the leading helmsman appeared to be very fast downwind. They sailed as a team pooling information and protecting their best helmsmen.

b) Almost without exception they sailed fast, they also took their chances and made the most of them. I don't think Veere helped any kind of understanding on the water and by and large they were as much to blame as anyone.

c) Because they sailed better in close competition. Their starting was very much better. They intended to win.

d) Superior windward performance and better mast sail combinations.

6. Why did we not do better?

a) We did not sail as a team, we were not fit enough, we were far too sporting and the will to win was not evident. Sailing on such small courses we should have been far more ruthless. We do not yet have the right mast/sail combinations. Our boats were as good as, if not better than, most but we are all afraid of learning how to make flexible masts go well. I am sure it will pay off both on the sea and on flat water.

b) See below.

c) There was too much grumbling about the course. Also we did not mix in at the start. Masts and sails were not tuned.

d) The best helmsmen dropped out and the rest were erratic.

7. What should we do about it?

a) Encourage and instruct our younger helmsmen, there are too many old men in the top twenty.
b) Try to get more close combat sailing in big fleets.
d) Train seriously and not just sail at week-ends.

8. What were the other boats like?

a) Stiff hulls, bendy rigs, big sails.
c) The masts bent more at the bottom and not at all in the middle
d) The main difference was that Swedish masts were springier.

9. What impressed / depressed you most?

a) Impressed by the team work of the Swedish entry. Depressed by my own performance, by the small courses and low standard of rule application.
b) Impressed me? The strength of a certain Gin given at one of the several receptions.
c) The speed of the Swedes.
d) Swedish windward superiority.

10. Will you go to Canada given the chance?

a) Yes.
b) Probably not; but we must first guarantee that the water is alright for an OK WC, Let's find out, the cost seems to be obscuring this vital point. I will not go unless the cost of transport alone is less than £50 because there are so many incidental expenses as well as the final cost. The cost of transporting a boat is prohibitive. We are a young class yet and I hasten to point out so are the majority of the best helmsmen.
c) Yes.
d) Yes.

In addition to the above questions we asked our competitors whether they would like to add anything else. Here is what they said.

Suggestions for future WC's.

1. Larger courses with a minimum of 1 mile for the first leg.
2. Independent observers who can disqualify the rule breakers.
3. A smaller entry, 70 at the most.
4. Very severe penalties for helmsmen who continually and deliberately break rules, ie. disqualification from the series.
5. A small number of the English entry to be allocated to one or two of the best under 21 year old helmsmen so that they can gain International experience.

A.Winton.

WEST RIDING SAILING CLUB

O.K. Open Meeting May 7/8.

Result				
K.573	J.Newton	Greylag	Trent S.C.	1st
K.839	M.Dadswell	Gwili's Pup		2nd
K.808	M.Nokes	Shocker	Trent Valley S.C.	3rd

ALDENHAM SAILING CLUB

O.K. Open Meeting July 16/17

Result				
K.747	P.Gibbard	Knockout	Oxford S.C.	1st
K.341	R.Berk	Firkin	Cookham Reach S.C.	2nd
K.868	C.Everall	Will-I-What	Kingsmead S.C.	3rd
K.717	R.Morgan	Ikopiko	Midland S.C.	4th
K.444	P.Fiske	Overdraft	Cookham Reach S.C.	5th
K.37	A.Bryant	Telesis		6th

DEBEN WEEK: BRITISH COMBINATION OF BIG FLEET

6th/12th August

Inevitably overshadowed by more weighty O.K. events across the North Sea, Deben Week attracted a keen and sizeable entry, though running concurrently with the World Championships. Indeed one local clown claimed - correctly - that the Deben could boast more British O.K.'s for the week than Veere, proving only the fallibility of statistics. Deben week itself, on the other hand, proved only the infallibility of Jeremy Goddard, despite the immigration of many able non-local helmsmen.

Statistics again. Goddard's tally in the ten points races reads eight firsts, one second and one no-need-to-start (he crewed an Enterprise instead, for relaxation). Peter Sweetman, Leigh-on-Sea, and Mike Richardson, Waldringfield, both running-in new boats, had the other two firsts. Goddard also lifted the Clarke Cup, a new Open Trophy on the final day at Waldringfield. An ambitious engraver could do worse than to set up shop in his front garden.

In fact the front bunch was quite a tough zone to compete in. Of the visitors Sweetman and Claude Holmes (Bristol Corinthian) looked particularly menacing most of the time, and made sure that the locals had things by no means their own way.

All in all a good week. Racing conditions to suit most tastes; and if the local grapevine is to be believed, extra-carricula amenities to match. Twenty-five OK's out, and - wait for it - 'K' on the leading sails, day after day.

Alan Matheson,
Waldringfield Sailing Club.

SOUTH WINDERMERE SAILING CLUB

Open Meeting August 13/14th

Result				
K.530	J. Hines	Solace	Halifax S.C.	1st
K.841	H.Millican	Millie	South Windermere S.C.	2nd
K.716	W.Shipsides	Humpadinck	Burton S.C.	3rd
K.556	I.Tulloch	Gardyloo	South Windermere S.C.	3rd
K.686	K.Shepherd	Marganser	South Windermere S.C.	5th
K.687	M.Shepherd	Sundowner	South Windermere S.C.	6th
K.355	I.Beaumont	Fin-ish	Red Brook S.C.	6th

POOLE WEEK AUGUST 21st - 26th

Peter Crew writes :

"Poole Week was once again well supported being the largest single class with almost 40 boats the winds for the week were light to moderate from the N.E. giving short beats,long reaches and runs."

Result				
K.944	A.Ford	Frolic	Parkstone Y.C.	1st
K.630	C.Ratsey	Okrasa	Island S.C.	2nd
K.453	C.Treasure	Top Hat	Bristol Corinthian Y.C.	2nd
K.610	I.Roberts	White Sauce	Parkstone Y.C.	3rd
K.910	P. Crew	Ruddy Sauce	Parkstone Y.C.	4th

LEIGH-ON-SEA S.C.

Open Meeting August 27/28/29

Result

K.966	R.Berk	Pied Piper	Cookham Reach S.C.	1st
K.989	M.Richardson	Palindrome	Waldringfield S.C.	2nd
K.1002	P.Sweetman	Zinziberazee	Leigh-on-Sea S.C.	3rd
K.850	J.Freeman	Tizz Woz	Sussex Motor Yacht Club	4th
K.570	M.Wade	Shindig	Stone S.C.	5th
K.517	K.Mehew	Ocelot	Trent Valley S.C.	6th

SCOTTISH OK DINGHY CHAMPIONSHIP, 1966

SOLWAY YACHT CLUB SEPTEMBER 3/4th

Result

K.1002	P.R.Sweetman	Zinziberazee	Leigh-on-Sea S.C.	1st
K.511	C.D.Roseveare	Marlish	Midland S.C.	2nd
K.612	S.Dickinson	Barley Mo	Lowton S.C.	3rd
K.850	J.Freeman	Tizz Woz	Sussex Motor Yacht Club	4th
K.888	J.Mehew	Rasputin	Trent Valley S.C.	5th
K.303	J.Bradbeer	Jackrabbit	Royal Torbay Y.C.	5th

BURTON SAILING CLUB

Open Meeting 10th/11th September

Result

K.717	R.B.Morgan	Ikopiko	Midland S.C.	1st
K.897	K.Primmer	Firebird	Derwent S.C.	2nd
K.757	J.R.Ellis	Jojo	West Riding S.C.	3rd
L.745	B.M.Alexander	Moby Dick	Midland S.C.	4th
K.63	A.Hotchkiss	Jennyany Dots	Midland S.C.	5th
K.991	J.A.C.Morris	Kate	Annandale Y.C.	6th
K.955	R.Biddle	Oo-Ray	Midland S.C.	6th
K.716	W.T.Shipsides	Humpadink	Burton S.C.	6th

FRENSHAM POND SAILING CLUB

FRENSHAM PORRINGER SEPTEMBER 24/25

Report

66 entries on 70 acres of flat glassy water, light infuriating winds and for the third year running, Charles Everall from Kingsmead Sailing Club won the 1966 Porringer.

Throughout Saturday more and more OK helmsmen arrived at Frensham Pond with a dazzling selection of hulls, masts and sails. In prominence this year were Marinex, Elvstrom and Mushroom sails. There were fewer glass hulls but some very well made wooden boats which were going at very competitive prices - Frensham seems to be an end-of-the-season market place. Masts came in all shapes and sizes - with the advent of wing masts on the "C" cats it seems a reasonable bet that someone will produce an inflatable mast next year!

In spite of all the splendid selection of boats, helmsmen and girlfriends, the weather misbehaved. During the meeting the wind never really reached force 2. Fog and mist were the order of the day until 12 o'clock when the sun burned through leaving small eddies of wind which seemed to go straight up.

The fleet was split up into 4 groups for 3 races. Winners of the races were, Charles Everall, Robert Berk (Cookham Reach Sailing Club), Graham Treasure (Bristol Corinthian Y.C.) and Jonathan Jenkins (Frensham Pond S.C.).

With the exception of Charles and Graham, the finishing order owed something to chance and perhaps an occasional stroke of genuis. Charles Everall was completely at ease and faultlessly sensed all the wind shifts. It was a very creditable performance. He used a Marinex sail but wants to return to his former Mushroom - he thinks this is better in-land.

Results

K.868	C.Everall	Will-I-What	Kingsmead S.C.	1st
K.453	G.Treasure	Top Hat	Bristol Corinthian Y.C.	2nd
K.966	R.Berk	Pied Piper	Cookham Reach S.C.	3rd
K.860	J.Jenkins	Scrounger	Frensham Pond S.C.	4th
K. 361	M.Rushton	Blue Rondo	Kingsmead S.C.	5th
K.573	J.Newton	Grey Lag	Trent S.C.	6th

OK Talk at Frensham

"I wish people would stop saying the OK is a trainer for Olympic Finns. Very few OK helmsmen want to go into Finns and anyway the two dinghies definitely do not handle the same".

"I say, with the W.C. in Canada next year and our National in Scotland, most Scandinavians will be able to get to Kippford easier than the Southerners; we won't get a look at the prizes!"

On the rules - "Is the rudder blade the bit below the water or does it include the rudder stock?" The Technical Committee confirmed that the blade outline is the part immersed in the water, but its angle must conform to the official plans.

A.Winton

Peter Fiske writes :

"I thought you would be interested to hear about 'The Round the Island Dinghy race' at Sheppey, Kent in which I participated on the 11th September.

The race is one of the classics and is quite different from any usual class dinghy race. You and your committee might consider it for inclusion in next year's fixture list.

In past years this race has been one of survival, but this year the wind was too gentle and there were no mishaps out of 130 starters of every class. The start was split up into three divisions according to P. yardstick. Regrettably there was only one OK (yours truly), and one Finn who was a useful progress worker for a short time, he went far out to sea after more wind and was left behind.

The island is about 12 x 8 miles, the course was once round clockwise, duration five hours, energy required and complete concentration. The OK went well and although not having the satisfaction of being 'placed', I did come in third with the Enterprises.

The overall winner was a Moth, second a Fireball, and third an Osprey. I calculated the distance sailed would be about 30 - 40 miles.

The Civil Service Dinghy Association meeting at Southampton this year was an interesting gathering, six OK's took part, there was some grand 'reaching'.

Peter Crew writes :

"The culminating event of Poole Week took place on Saturday morning. The Cadet class threw out a challenge early on Friday evening to team race against them in Cadets at 11.30 am the following morning. Accepting the challenge the OK's then took part in exhaustive team selection trials and by 11.30 am the only helms capable of walking to the bar for more beer were David Cull, Bunny Hunt and Graham Treasure, who were duly elected; chief, and only race officer was Chris Ratsey, and team Manager Peter Crew, who also volunteered to find suitable crews. This group then got together to discuss team tactics and much time was spent enquiring into the possibility of winning without having to sail, this proved to be futile and it was agreed that all possible fair and foul methods were to be employed.

The race officer was heavily bribed and three very suitable crews were found, - plastic dolls complete adequate buoyancy. Saturday morning saw a fresh breeze and a line of six Cadets on the slip and three very quiet OK helms. Were cadet helms and crews really that small? Or was it the effect of the selection trials! Further negotiations took place, Cadets "Can we use spinnakers?", OK's "Not likely", "Cadets "Did we mind if one boat went three up?", OK's "No", (we boobed badly here). "Would we allow cadet owners to crew with OK helms?" "No fear". The race officer appeared with what he described as his 'assistants'. There were three of them all over six feet tall and he referred to them as Buster, Slash, and Cruncher. He mounted the platform, selected the course and primed the starting cannon. The Club Secretary then appeared and removed the live rounds from the cannon replacing them with blanks. Ten minute gun, five minute gun, all the boats went round in circles after each other, ten seconds to go. Bunny Hunt called for water at the mark, he got it, a whole bucket-full in the face.

David Cull took two of the opposing team on starboard, he thought they should retire. They didn't. They all argued. Graham Treasure made a quiet and cunning start and was well ahead up the first leg to windward, and was rapidly being caught by the cadet with three up. Why so fast you may ask, it's easy, one was sailing and two had paddles. The first mark was reached, the fleet was now in a tight bunch. Bunny Hunt buffed the boat nearest beyond the mark, heard screams of anguish, it was Graham Treasure. All the boats were now on a dead run for the next mark and the cadet helms dismissed their crews, who at the given signal fell overboard to be picked up by the following rescue boat. The run continued, David Cull stood up and almost fell overboard. The next leg was a close reach, this was when the OK helms should really go. They did, trimming their boats so that they looked just like OK's, they fetched the next mark in one, rounding it first was David Cull, second a cadet who somehow had a crew back in his boat, third Bunny Hunt, fourth Graham Treasure, if they could hold these positions for the last beat they were home and dry. The final result was, we regret, still undecided and the protest committee continued to meet at eight o'clock that evening and the following week sifting through the evidence. The race officer had left his platform during the race and boarded a speed boat from which he took a number of photographs which would be used to support the OK's protests.

P.C.

You will be glad to hear that the Derwent Reservoir Sailing Club, which is a new sailing club and which commences sailing on Derwent Reservoir in the Spring of 1967 has decided to adopt the OK Class as one of the Racing Classes there.

On January 4 - 14th (inclusive) the 1967 International Boat Show at Earls Court, organised by the S.B.B.N.F. and sponsored by the "Daily Express" will display amongst other craft, an OK on the stands of Jeremy Rogers (Lymington) and Butler Moulding Ltd., (Haverhill, Suffolk). The Headquarters of this Association will hoist its flag on STAND 933 (J.Rogers). As always we need help to man the stand, particularly during the opening days and in the evenings. Anyone who is not an industrial serf might consider spending one or even half a day at the Show to promote the Class. Anyone who has views on the form that the Class display should take, should send them in to me. We shall be very interested to see suggestions. The size of the stand is 58' x 18' tapering to 14'4".

BRITISH OK IN THE NEW YORK BOAT SHOW. Butler Mouldings Ltd., of Haverhill, Suffolk, will be exhibiting one of their de luxe fibreglass OK's at the New York Boat Show in January. They are the only exhibitors of this type of boat at the Show.

Will members please make a note of the date of the Class annual general meeting :-

Thursday - January 12th, 1967.

7.30 pm at The London Corinthian S.C.

Linden House, Upper Mall, Hammersmith,

London. W.6.

Basil Crosby,
Farnham, 12.10.66.

The following Clubs have adopted the OK in Great Britain:

Abbey S.C.
Aldenham S.C.
Annandale Y.C.
Bassenthwaite S.C.
Blackpool & Fleetwood S.C.
Bolton S.C.
Bray S.C.
Broxbourne S.C.
Burwain S.C.
Cookham Reach S.C.
East Antrim B.C.
Felpham S.C.
Frensham Pond S.C.
Grafham Water S.C.
Halifax S.C.
Harwell S.C.
Keyhaven Y.C.
Kingsmead
Leigh S.C.
Leigh-on-Sea S.C.
Lilliput S.C.
Linlithgow Loch S.C.
Littleton S.C.
London Corinthian S.C.
Loughton S.C.
Lowton S.C.
Lymington Town S.C.
Manchester Cruising Assen
Midland S.C.
Monklands S.C.
Nantwich & Border Counties Y.C.
Newburgh S.C.
New Quay Y.C.
Parkstone Y.C.
Queensferry B.C.
Retford Argonauts S.C.
Severn S.C.
Sheppey Y.C.
Shropshire S.C.
Solway Y.C.
South Shields S.C.
South Staffs S.C.
South Yorkshire S.C.
South Windermere S.C.
Stone S.C.
Sussex Motor Y.C.
Sutton-in-Ashfield S.C.
Tamworth S.C.
West Riding S.C.
Trent S.C.
Waldringfield S.C.
North Herts & East Beds S.C.
Weston S.C.
Derwent Reservoir S.C. (from Spring 1967)
Evesham S.C. (Preferred class) and Bristol Corinthian Y.C. (Provisional)

LIST OF O.K. MEASURERS

Abbey S.C.	B.F.Lynch, 24 Collingwood Ave, Didcot, Berks.
Aldenham S.C.	F.G.Hardy, County Corner, Barnet Lane, Elstree, Herts.
Bristol Corinthian Y.C.	G.Treasure, 33 Morley Ave, Mangotsfield, Nr. Bristol.
Broxbourne S.C.	E.C.Martin, 16 Field Lane, Letchworth, Herts.
Cookham Reach S.C.	R.Berk, 35 Linton St., London N. 1.
Decca S.C.	N.G.Fenner, 247 Burtlington Rd, New Malden, Surrey.
Elton S.C.	J.Smith, c/o, Elton S.C., Elton Reservoir, Bury, Lancs.
	A.J.Smith, 11 Shackleton St, Monton Green, Eccles, Lancs.
	R. Jackson, c/o Elton S.C., The Reservoir, Bury Lancs.
	S.C.Alexander, Ridgeway House, A.E.R.E., Harwell, Didcot, Berks.
Evesham S.C.	101 Redstone Farm Rd, Hall Green, Birmingham. 28.
Forfar S.C.	K.Scott, 28 Strathearn Rd, West Ferry, Dundee.
Harwich Town S.C.	D.Fowler, 6 Fryatt Ave, Dovercourt, Essex.
Horbury S.C.	B.G.Sheard, 2 Fir Ave, Ravensthorpe, Dewsbury, Yorks.
Huddersfield S.C.	S.Huck, 29 Chapel Hill, Linthwaite, Huddersfield.
Kingsmead S.C.	M.Crysell, 52 Broadhurst, Ashtead, Surrey.
Kippford, SolwayY.C.	T.Hutchison, Pleasance Ave, Dumfries.
Leigh S.C.	R.Parkin, Stoneleigh, Hard Lane, St. Helens, Lancs.
	R.Martin, Warwick Road, South Shields.
Leigh-on-Sea S.C.	G.W.Crisp, 7 Victoria Rd, Leigh-on-Sea.
London Corinthian S.C.	
	A.R.Newman, 33 Fitz James Ave, London. W.14.
	R.J.Ogle, 28 Ge Gwendolen Avenue, London. S.W.15.
Littleton S.C.	L.G.Hutchinson, 24 Clevely Cres, Ealing. W.5.
Lymington Town S.C.	D.Bendall, 98 Everton Rd, Hordle, Nr. Lymington, Hants.
Manchester Cruising Assn.	L.May, 716 Windmill Lane, Denton, Nr.Manchester.
Maylandsea Bay Y.C.	O.J.Lee, Newton House, Park Rd, Burnham-on-Crouch.
Midland S.C.	A.Glyn Jones, c/o Midland S.C. Icknield Port Rd, Edgbaston, Birmingham.
Millbeach	F.Henning, 20 Tusker Street, Greenwich, London.S.E.10.
Monklands S.C.	N.A.Ross, 43 Hanover St, Edinburgh 2.
Newburgh S.C.	W.D.Farquharson, Tay St, Newburgh, Fife.
Newhaven & Seaford	C.O.Breeze, 23 Sutton Road, Seaford.

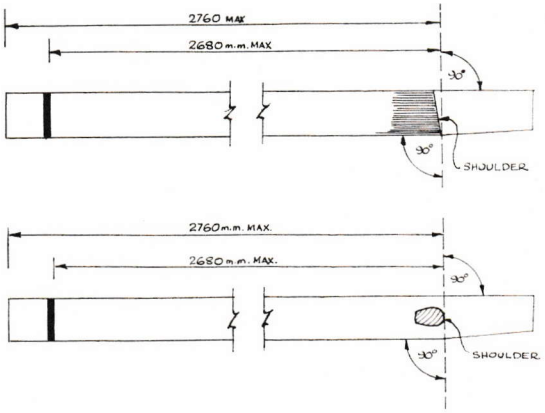
New Quay S.C.	C.H.J.Spraggs, Uwch-y-moryn, Aberporth, Cards.
Overy Staithe S.C.	P.Beck, The Quay, Burnham, Overy Staithe, Kings Lynn, Norfolk.
Oxford S.C.	H.O'Neill, Poplars Farm, Mollington, Banbury, Oxon.
	P.Gibbard, 5 Stocks Lane, Steventon, Berks.
Parkstone Y.C.	P.Crew, Flat 1, 67 St. Mary's Rd, Parkstone, Dorset.
Queensferry B.C.	Capt. J.F.Kersley, Westaway, Kirkliston Rd, South Queensferry, West Lothian.
Rock S.C.	H.Herring, Trevarrow Farm, Rock, St. Minver, Wadebridge, Cornwall.
Severn S.C.	A.Beck, Besselsleigh House, Duoro Rd, Cheltenham, Glos.
Sheppey Y.C.	M.Stobbart, c/o Sheppey Y.C., Sheerness, Kent.
Sillette S.C.	D.Coker, 71 Muswell Park Cresent, Hounslow, Middx.
Skegness S.C.	N.J.Warrington, Cairnsmore, Hundleby, Spilsby, Lincs
Solway Y.C.	T.C.Hutcheson, 60 Broomlands Drive, Dumfries.
	A.Mair, c/o Docherty, 22 Westminster Terrace, Glasgow C.3.
Southport S.C.	J.Dall, Glencoe, Hall Road East, Liverpool. 23.
South Staffs S.C.	E.Ablitt, Grosvenor Cottage, Codsall, Wolverhampton.
Stone S.C.	C.Oram, 32 Cowley Rd, Cranbrook, Ilford, Essex.
	P.Oxenham, 75 The Drive, Ilford, Essex.
South Windermere S.C.	Harry Millican, 24 Edmondson St, Barnoldswick, Via Colne, Lancs.
	K.Shepherd, Tally Ho, Far Sawry, Ambleside.
Sussex M.Y.C.	D.Vigor, Nyali, 25 Greenbank Ave, Saltdean, Brighton, Sussex.
S.K.F.S.C.	R.Vivian, Swasidale Rd, Limsbury Mead, Luton, Beds.
Tamworth S.C.	P.Heath, 19 Tamworth Rd, Wood End, Warwicks.
Trent S.C.	T.C.J.Taylor c/o Wyche & Coppock, Norton St. Nottingham.
Waldringfield S.C.	D.V.Reilly, 91 Clapgate Lane, Ipswich, Suffolk.
	D.Mossman, 23 Arundel Way, Ipswich.
West Riding S.C.	C.P.Gledhill, 14 Broadgate Crescent. Huddersfield.
(Wintersett)	W.A.Dobson, The Aln Boatyard, Alnmouth, Alnwick, Northumberland.
	P.Bentley, 69 Devonshire Rd, Totley, Nr.Sheffield.

MEMO TO ALL MEASURERS

Boom Measurement

Some confusion appears to have arisen on boom measurement in particular the measurement from the face of the mast to the black band and the overall length. To make this measurement one must assume that the boom is at right angles to the mast and the measurement is then made from the after face of the mast. (See diagram). There is no need to stop the boom off at the forward edge of the black band.

P.Crew.



Builders etc.

OK Dinghies are available complete with sail from around £150. Some prices include a very comprehensive set of fittings and intending purchasers should check with the builders.

*Aln Boatyard, Alnwick, Northumberland.
*Bossoms Boatyard, Medley, Oxford.
Butler Mouldings Ltd., Hollands Road, Industrial Estate, Haverhill, Suffolk.
*Capstan Craft, New Street, Glascote, Tamworth, Staffs.
Dawbymain Ltd., Cader View, Barmouth, North Wales.
J. & M. Hunter (Yachts) Ltd., 29 Pitt Street, Edinburgh 3.
Leigh Dinghy Stores, 215/217 Chapel Street, Leigh, Lancs.
H.A.Lewis, 664 Pershore Road, Birmingham. 29.
Melville Marine (Perth) Ltd., Lower Harbour, Perth, Scotland.
F.V.Norton, 9 Glebelands, Lympstone, Devon.
*Plycraft, Kenn Boat Yard, Clevedon, Somerset.
*H.T.R.Poole, 15 Burton Road, Westbourne , Bournemouth.
*J.C.Rogers, Gosport Street, Lymington, Hants.
H.C.Sands, Faskally Boat Station, Pitlochry, Perthshire, Scotland.
Seamark, Nunn & Co., 400 High Road, Trimley St. Martin, Suffolk.
Scientific Sailing Ltd., 10 Stephens Road, Selly Park, Birmingham. 29.
Swan Sailors Ltd., 9 Station Road, Swanage, Dorset.
Sweetman Bros, & Brookes, 30a Rosemead, Benfleet, Essex.
Turacraft, Highfields, North Thoresby Thorseby, Grimsby.
Woodcraft Marine Ltd., Brewery St. Hanley, Stoke-on-Trent, Staffs.
Wyche & Coppock, Ltd., Norton St. Nottingham.

Part Built Boats

Wyche & Coppock Ltd., Norton Street, Nottingham.

Mast Builders

F.Collar, Isis Works, South Hinksey, Oxford.

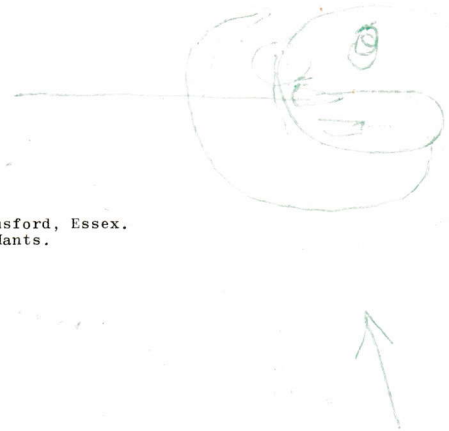
Sailmakers

Bowker & Budd Ltd., Bosham, Sussex.
Bruce Banks Sails, Brook Lane, Sarisbury, Nr.Southampton.
Jack Holt (Sails) Ltd., The Embankment, Putney, London.S.W.15
W.G.Lucas, Broad St. Old Portsmouth, Hants.
Jeckells & Son Ltd., Wroxham, Norfolk
Leech Sails, Cadwell, Princes Walk, Lowestoft, Suffolk.
Mushroom Sails, 163 Lucas Avenue, Moulsham Lodge Estate, Chelmsford, Essex.
Ratsey & Lapthorn Ltd., Cowes Isle of Wight, and at Gosport, Hants.
Seahorse Sails, Brett Sail Loft, Hadleigh, Ipswich, Suffolk.
J.R.Williams Ltd., Sail Loft, Satchell Lane, Hamble, Hants.

Sparmakers

R.J.Bennee, 7 High Cliff Drive, Leigh-on-Sea, Essex.

* Kits supplied, prices on application.



QUESTIONNAIRE NO. 19.

If you are a registered OK Dinghy owner, have you any points you would like brought up at the next A.G.M.? Please forward details.

If you have sold your OK, would you please send us the name and address of the new owner.

We shall be pleased to send particulars of the OK dinghy to any of your friends who may be interested.

Royalty fee, payable on application for a sail number, 20/-.
Subscription: 30/- per year, full membership.
15/- per year Associate, Overseas, or Junior (under 18 years)

May we send you the following :-

Building plans ..... 40/- surface post free (air mail, plus 17/6d)
Technical hints leaflet ..... 2/- surface post free
Measurement form .....
Publicity leaflet .....
Tie ..... 15/- surface post free
Blazer Badge ..... 5/- surface post free
Lapel Brooch ..... 3/- surface post free

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