



# the british o.k. dinghy class association

NEWSLETTER No. 13.

SPRING 1964.

Pens flew rapidly over the paper, typewriters clattered furiously, measurement certificates corrected, drawings pored over, trial gauges made and re-made, drafts of International Rules succeeded drafts - it was Christmas, and the New Year, and the Boat Show, and the A.G.M. - people were planning their sailing, buying their boats, building them. Clubs were looking the class over - and the pace in the secretarial office was warming up. In trays were getting bigger piles than out trays - filing was precarious; softly modulated affirmatives became hisses through clenched teeth, doe eyes turned to steely slits - angst was in the air. But now we are on top again, after a little operational research, and some readjustment of priorities. The class prospers. Sail numbers are up to the 620's and a large number of boats building. This spring and early summer should see the arrival of quite a crop of fresh talent.

The International Technical Committee has now agreed on a draft for the international rules and these are now being circulated to all National Associations. They were seen by the committee of this association at Lymington this Easter, and approved by them. Under the Constitution these rules will have to be approved by a two thirds majority of a special general meeting and we shall be calling such a meeting at the National Championships at Hayling in July. Finally these rules will have to be approved by an International General Meeting and this will take place at the World Championship at Roskilde in August. It is possible that one or two minor adjustments may come up then, but it is unlikely that any major alterations will remain. Nevertheless the general feeling amongst the committee at Lymington was that no action should be taken over the new rules until these have been formally adopted at Roskilde. Copies of the draft rules are being sent to builders to enable them to start thinking about the alternative forms of construction. We have pointed out that these rules do require formal adoption at Roskilde before they come into force. As the rules themselves they initiate a few changes: the recommended plywood construction has been taken out and this will in future be issued with the drawings. In future glass fibre reinforced synthetic resins, composite plywood, and traditional wood and plywood, constructions are all admitted. However all must conform in equal extent to the actual measurement rules. Hull shape in future will be controlled by gauges which are made to a standard table of offsets. In the past there was no satisfactory way of controlling rise of floor and hull shape and it was becoming quite clear that some form of control would have to be introduced to prevent the development of very extreme hulls. So measurement has been tightened a little, the headboard now becomes an equilateral triangle, size should be 150 mm, and the  $\frac{1}{4}$  height measurement rule has been introduced to control some rather extreme sails. A centre of gravity rule for the mast has been introduced. These rules will not be retrospective, except for the 1965 world championship. It should also be emphasized that the vast majority of British boats would measure equally as well under the new rules as under the old, the main objective has been unification and closing one or two loop holes that have not been seized on very much in this country. The main outcome will be the development of fibreglass hulls. This is already under way in France, Denmark and the U.S.A., and I expect the British builders will have fibreglass hulls available by the end of this year. Overseas builders at present building these hulls are taking a chance on the International Rules and this is a risk that we do not want to see British builders take.

WORLD CHAMPIONSHIP - August 4/8th - Roskilde, Denmark.

I am in correspondence with the Danish Association and the Roskilde Yacht Club about the championship, and may perhaps go up and have a discussion with them to clear up some points about entries and about the measurement rules that should be applied at this meeting, probably the last International Meeting under the old tower of Babel rules. Incidentally, the O.K. fleet at Aalborg would very much like to see the British fleet going to Roskilde - go on up to Aalborg and race with them; it would be a very worthwhile trip. They are tremendously keen. Aalborg is an absolutely charming town and the water, and the local schnapps are excellent! Contact Christian Mølbaach D.F.D.S's Ekspedition, Østeraa, Aalborg, Denmark. So far 18 British helmsmen are proposing to enter - as soon as we hear from Roskilde that our entries have been accepted we will advise them.

NATIONAL CHAMPIONSHIP - July 13-17th - Hayling Island.

The national championship, this year at Hayling, assures us, weather permitting, of some good tough sailing, and also some excellent accommodation and good living at the Club. For this BOOK EARLY. Write now to the Secretary, Hayling Island Sailing Club, Hayling Island, Hants. Entries will be limited to approximately 75. Get a provisional entry made now to this address (Lion Works, West Street, Farnham, Surrey).

THE FIRST OUTING or O.K.manship.

The first outing is always the tell-tale one. My first duel with the elements this season ended in almost complete victory for the opposition. Blood, skin, sore hands, a weak stomach and a complete sense of frustration in only a force five breeze made me wonder, once again, why the hell I had chosen such a crazy pastime. Still it was much better afterwards. I always find a noggin tastes much better when you think you deserve it. While swopping even taller stories than last year, it appeared that G had after all been doing a little thinking during the winter months. "You were going very well G" I said casually. "Oh I don't know you know, I was just lucky you chaps seemed to leave me along". Hallo, he's hiding something. Not like him to refuse a compliment; what's he got in that boat of his. Well I never really discovered anything devastating but there did seem to be something fishy because not only had he come in ahead of the rest, but he had also covered up the boat. 'must be more to this than meets the eye'. "I wonder whether I could have a look at your buoyancy arrangement" I asked surreptitiously. "Oh its the same as last year. Still (he gives you an old fashioned look), if you really want to have a look" - in sixty seconds flat I was under the cover. "Aha, so that's how you did it". "Oh that" he says, trying to disown it, "I didn't really get time to use it properly. Maybe later on in the season, it didn't seem to work very well actually". The rest you know; next week we all had the secret weapon, and as G said, it was no use anyway, it was as usual the bloke in the back.

However there were as usual a plethora of new gadgets, some bad, some worse, some worse than useless and one or two good ones. Why is it I wonder that we spend so much time thinking about ingenious devices that will, we hope, make the boat go faster when in fact it is the fellow in the back that needs the most attention? Nevertheless there did appear to be certain arrangements that were definite improvements. In general there has been much needed simplification. The centreboard hoist was getting better - no more elastic, just a single hoist rope that hauled both up and down. Cunningham holes were becoming universal. The main halyard was being devoted to a deal of development. It is now fashionable to lead it round the mulberry bush to get a more flexible rig. I thought that it was really important to be able to adjust the rig and centreboard while sitting out and going hard to windward. The helmsmen able to do this were at a distinct advantage. And what of the secret weapon, well I have my own pet device and like most others I am convinced that it is really good, but I never use it much and I think this is the real test. When will we learn to start sailing?  
A.F.W.

### O.K's at LYMINGTON.

This year the Easter Regatta at Lymington was cold and beset by tricky tides and clever courses. Nevertheless the hospitality of the Royal Lymington Yacht Club and high standard of racing combined to give a most enjoyable week-end. All the starts were either reaches or runs so that the fleet of twenty O.K's were closely bunched throughout the early stages of the races; but by the end of each of the windward legs there usually emerged a bunch of six helmsmen who have by constant practice and initiative raised the standard of helmsmanship and are steadily promoting a good public image to the rest of the dinghy world. The O.K. fleet consistently caught the Enterprise fleet who had started five minutes earlier and were always hard on the heels of earlier starters. A most significant feature of the Regatta was the absolute absence of friendly spirit on the water and complete reversal of fortunes on the land.

### Results.

|                     |               |                      |         |
|---------------------|---------------|----------------------|---------|
| 1st. 'Sabre'        | A. F. Winton. | F.P.S.C.             | 9½ pts. |
| 2nd. 'Top Hat'      | G. Treasure.  | B.A.S.C.             | 13¾ pts |
| 3rd. 'Rattlesnake'  | J. Ware.      | U.H.S.C.             | 16 "    |
| 4th. 'Jackrabbit'   | J. Bradbeer.  | Royal Torbay<br>S.C. | 18½ "   |
| 5th. 'Ping Pong 11' | H. Patton.    | Lilliput S.C.        | 20¼ "   |
| 6th. 'Okipoki'      | R. Morgan.    | Midland S.C.         | 23 "    |

AMATEUR BUILDERS. in composite construction - anyone wanting to read up the technique of composite construction should do so in R.C.O's "Dinghy Building"

THE O.K. TIE has now made its appearance - equally suitable for the Commodore's lawn, the Left Bank or Southend Pier. Send 15/- and get with it.

CAN ANY FAMILY accept Pascal Tetard, one of France's leading young helmsmen, aged 15, as a paying guest, for about 4 weeks commencing June 25th. He would like to sail as much as possible - he would come as a P.G. as an au pair arrangement is not possible. Write to M. & Mme. Leon Tetard, 144 rue de Courcelles, Paris 17.

BLAKENEY SAILING CLUB will be putting on a race for O.K's and possibly Finns during the 3 day Whitsun series at Blakeney, provided that numbers are sufficient. It is believed 5 or 6 boats from Trent will be taking part. They usually get a good blow which sorts out the 12 footers during their races. Anyone requiring details should write to D.W. Reid, The Gables, Box Lane, Boxmoor, Herts, or to the Secretary, Blakeney Sailing Club, Boat House, Blakeney, Norfolk.

LOCKHEED SAILING CLUB adopted the O.K. last year and at the present time has more room for people as members who want to sail the O.K. The club sailing water is at Napton, about five miles from Southam on the Southam/Daventry road. The reservoir is about 17 acres and is set on top of a hill, so is very open to the wind. An Open Meeting is arranged for the last weekend in May. O.K. sailors are always very welcome. Further information from P.F. Place, 19 Landor Road, Whitnash, Leamington Spa, Warwick.

LOUGHTON S.C. At the A.G.M. on March 5th, the O.K. was adopted as a club class. It is the club's policy to welcome any prospective new member who is keenly interested in sailing. O.K. owners particularly would be welcome. The club has some well established facilities at Hullbridge and intends during 1964 to extend the seaward ramp almost to low water level so that sailing will become independent of tides. Further information from the Secretary, (John Grey) Loughton S.C., Loughton, Essex.

NEWS FROM TASSIE - Richard Blundell writes, 'I suppose you have heard about the O.K. Championships in Sydney. We were very glad about our final results, but hope to turn the tables in Hobart next year where the champs. will be held. The championships were held in light winds very shifting and varying from zero to about 10 knots, not exactly like we have at home. The courses used were very short 6.6 miles! We are used to about 11.5 miles and hard breezes where strength and weight can tell. John Powell in

Pandora IV sailed a fine set of races and was always away very early in the race. John Hardy in Gremlin, however, pressed him very hard to finish within 100 points of him over 5 races on the Olympic system. In one race all 28 boats finished within 11 minutes. The first 6 finishers were N.S.W. and then J. Howell, Tassie, and then me, then Queensland. We flew our boats up and we hitch-hiked up the Hume highway to Sydney. On the wayback I sold my boat in Melbourne and then had to go home and build another boat. 4 weeks after I got home I launched 'Satyr' minus sail, since the sailmaker had not had time to make it! I was only building my boat at night after work and weekends so I consider I did quite a fast job. The sail is by a Sydney sailmaker J. Hamilton. Elvstrom had the winning sail and Jack had the next 5 sails, so there wasn't much in it. Ratsey were the next two and then Hamilton again. The series were held in very hot weather 1000 odd for nearly all races.

John Howell in Spartan Too looks like cleaning up the local champs even though there are two races to go. Since I got a new boat in the middle of the series I am rather out of it but can still make quite a mess of the final results! We have about another 5 weeks or so of races with sailing finishing officially after Easter, but at the rate the weather is going now I wonder. Inigo Jones our Queensland long range weather forecaster said that Jan would blow, Feb would rain and March would be hot - so far in Jan it hardly went below 60 miles hour for the whole month - fortunately I was building and it didn't worry me. Feb was the wettest month here for 110 years! so roll on March we sure need some sun! I think wev'e had perhaps 6/8 days of sunshine since Christmas.

May I advance a welcome to any boys from your end of the world who happen to be in Australia next Christmas and who want to sail in the champion-ships. If they provide a sail I can get a good boat and a very enjoyable holiday. Organisation is already underway - a year ahead! In your last bulletin I notice you left out the overseas news, very bad as this is something that ties the organisation together. I got an article in one of our National yachting magazines 'Sea Craft' on the O.K. and fibreglass composite construction - this is our second on O.K.'s in a year and a half - the public is certainly starting to know that they exist and they are now an accepted class - not just another new boat!

R.B.

NEWS FROM AMERICA - Owen Winter writes, 'Now that my skiing for the year has come to an abrupt halt, I should be able to catch up on my O.K. dinghy work. Al Van Deventer and I went up to the mountains a week ago for a day of skiing. We both took a bad fall. Al lit on his head and is in fine shape. I lit on my fanny and my condition is amusing but awkward. The doctor said I would be able to sit down again in a month or so. Try typing from a kneeling position some time. I'm enclosing the article that was published in Yachting last December. I'm still getting some inquiries as a result of the article. Every little bit helps. We will sound out the National Authority on the possibility of this country sponsoring the O.K. as an international class. I think there is a pretty good chance they will. The class is starting to spread out over the country now. We have talked our way into a couple of good races. This year the college single handed finals will be sailed in Seattle in the O.K. The 1965 North American single handed championships (The O'Day Trophy) has been promised to the O.K.'s in Seattle. We might as well nag them about something else. Please keep me informed on this matter so I will have something to impress them with.

The USOKDRA Rules Committee is going over your proposed measurement rules and the Constitution. After one more meeting they should have everything straightened out. We will then let you know what parts we disagree on. Axel Olsen has not completed his drawings of the fibreglass boat. Among other things he is building a new mould and boat. I think he wants to check out a couple of problems before he finishes the drawing. We have accepted your table of offsets. We have a question on the measure-jigs. Are they to be built 5 mm. outside of the plywood hull using your table of offsets? Please give us any information you have on this point.'

O.W.

#### 1963 NORTH AMERICAN DINGHY CHAMPIONSHIP

1963 saw the development of several major regattas in the relatively new O.K. dinghy class. In July the first World Championship was held in

France. A complete rundown of that next month. The first North American Championship was held in Seattle, Washington, August 31 and September 1. The 5 race series with one race thrown out was sailed on Lake Washington in Seattle. The first and largest O.K. dinghy fleet in the United States. The Corinthian Yacht Club and the Lake Washington O.K. Dinghy Fleet hosted the event.

Colin Park of Vancouver, Canada, topped the 27 boat field with 2 firsts, a second, a third and a fourth. Colin works for Miller Sails and made his own sail. He uses a Petersen built boat and gets the most out of all his equipment. He got good starts and sailed like he owned the lake. This is also his first years in O.K.'s, not much to look forward to next year. Maybe he could stay home.

A surprise second place finisher was Dennis (THE MENACE) Clark of Seattle's CYC. This 13 year old was the youngest skipper in the regatta and showed a total lack of respect for his elders. Dennis sailed a boat built by his Daddy, Clark Fibreglass Boats, to a first, a second, a third and a fourth with a disqualification to throw out. He port-tacked a lady. His boat seemed to point higher and move easier than most of the others, his only problem seemed to be in getting a good start.

Al Van Deventer of Seattle, the local hot-dog was surprised by some girl named Connie in the first race but he recovered enough to beat her in the final standings. Al finished third and his wife Connie was a good fourth. Women and small boys should stay home.

Axel Olsen one of the designers of the boat and a terrific heavy weather sailor pushed the light air skippers all the way and finished fifth. Some day Axel the wind will blow and we can show true test of a good all round sailor. I'm all round about 200 pounds with wet sweaters.

Top notch sails and equipment were very noticeable among the top boats. All the better boats were similar in the manner they were set up. Full cut sails with a full roach and the top batten angled upward. The booms all had wedges or tight boom slots some had a boom vang. They all had marthead halyard locks with a downhaul to control the fullness. The use of body english was noticeable. This is not to be confused with rocking or coaching, both improper manoeuvres. Positive and sudden reaction to wind shifts and puffs with hiking if possible were helpful in maintaining good boat speed or overtaking that slob who snookered you at the last mark.

There were some things that came to light if we are to maintain the one design class. This is to be expected in a new class and our rules committee is working to clear up the problem. Measurement, membership and educating the membership as to the rules. Lot of work ahead.

FACT SHEET FROM O.K. CHAMPIONSHIPS.

| Place. | Boat. | Skipper.            | Weight. | Builder.          | Sail maker. | Downhaul. | Boom Mat-<br>vangelerial. |
|--------|-------|---------------------|---------|-------------------|-------------|-----------|---------------------------|
| 1.     | KC13  | Colin Park          | 125     | Petersen Miller   | Miller      | yes       | yes ply                   |
| 2.     | US147 | Dennis Clark        | 120     | Clark             | North       | yes       | yes fibreglass            |
| 3.     | US30  | Al Van Deventer     | 135     | Owner             | North       | yes       | yes ply                   |
| 4.     | US62  | Connie Van Deventer | 125     | Owner             | North       | yes       | yes ply*                  |
| 5.     | US100 | Axel Olsen          | 160     | Owner             | Elvstrom    | yes       | yes fibreglass            |
| 6.     | US111 | Stig Andersen       | 180     | Owner             | Elvstrom    | yes       | yes fibreglass            |
| 7.     | US57  | Dave Ridgeway       | 165     | Owner             | Northwyn    | yes       | yes ply*                  |
| 8.     | US83  | Bill Armstrong      | 170     | Owner             | Northwyn    | yes       | yes ply                   |
| 9.     | US26  | Owen Winter         | 185     | Owner             | Northwyn    | yes       | yes ply                   |
| 10.    | US120 | Bob McRae           | 170     | Petersen          | North       | yes       | yes ply                   |
| 11.    | US117 | Parry McRae         | 170     | Owner             | North       | yes       | yes ply                   |
| 12.    | US122 | Tom Falk            | 195     | Petersen Elvstrom | Elvstrom    | yes       | yes ply                   |
| 13.    | KC9   | Bob Crossley        | 140     | Petersen Miller   | Miller      | yes       | yes ply*                  |
| 14.    | US52  | Frank Britt         | 165     | Owner             | Elvstrom    | yes       | no fibreglass             |
| 15.    | US72  | Jack Estervog       | 175     | Owner             | Elvstrom    | no        | no fibreglass             |
| 16.    | US127 | Pete Nolan          | 165     | Petersen          | North       | yes       | no ply                    |
| 17.    | KC22  | Ray Muller          | 165     | Petersen Miller   | Miller      | yes       | ply                       |
| 18.    | US140 | Bob Ubel            | 155     | Clark             | North       | yes       | yes fibreglass            |
| 19.    | US73. | Mike Petersen       |         | Clark             | Ballas      | no        | no fibreglass             |
| 20.    | KC1.  | Brant Mitchell      |         | Petersen Miller   | Miller      | yes       | ply                       |
| 21.    | US89  | John Schafhausen    |         | Clark             | Ballas      | no        | no fibreglass             |
| 22.    | US24  | Lee Hodson          | 125     | Owner             | North       | yes       | ply                       |
| 23.    | US61  | Bob Pierone         |         | Clark             | Ballas      | no        | no fibreglass             |

|          |                 |           |          |     |    |            |
|----------|-----------------|-----------|----------|-----|----|------------|
| 24. US60 | Fred Wilson     | Clark     | Ballas   | n0  | no | fibreglass |
| 25. US81 | Wayne Cheseldon | 185 Owner | Northwyn | no  | no | ply*       |
| 26. KC7  | Bill McEwan     |           |          |     |    |            |
| 27. US90 | Rush Drake      | 165 Clark | Elvstrom | yes |    | fibreglass |

\* indicates plywood hull covered partially with fibreglass. All information is by memory. Any misrepresentations are apologised for.

NEWS FROM BELGIUM. The Belgian Navy goes O.K. and wins:

107 of the best helmsmen of nine countries met in Karlskrona to attend the "Week of the Sea" organised by the International Council for Military Sports. Sweden as host, chose the O.K. dinghy to sail these regattas and as soon as it was known, the Belgian Navy Authorities asked the Belgian O.K. owners association for support and training races were organised. A wonderful sailing ground with a 7 miles course and motor launches travelling ahead the dinghies made it a perfect organisation. Seven races were sailed with a prevailing force 4 to 5 in a choppy sea. To our great astonishment the Belgian team managed to control the Swedes and finally won the Golden Medal with 129 $\frac{1}{4}$  points to Sweden 122 $\frac{1}{4}$  and all the other countries closely behind.

It was for the first time that the Belgian Navy won gold in any sailing event as a result of which they adopted the O.K. dinghy and created a sailing club at Ostend!

NEWS FROM THE OULD SOD. East Antrim Boat Club. (extract 'Irish Yachting')

I haven't yet finished talking about the developments at East Antrim B.C. whose members are as determined a bunch of young men as one is likely to come across. They have been interested in the O.K. dinghy from some time, in fact one of their members starting building one about twelve months ago. Now they have five racing and a short time ago held a meeting to form a North of Ireland Association, the Chairman of which is Brian Fitzsimons, who has been pushing the O.K. for some time now. Henry Fletcher is Hon.Sec. and Arnold Morris has taken on the job of class measurer. One can very easily criticise this move on their part, saying that they are confusing the single-handed issue, ignoring the U.D.R.A. advice and so on; but at least they are going ahead as a group with club backing, and any move which is going to increase our Olympic hopes cannot really be a retrograde one. There are all too few sailors in this country familiar with getting the most out of a single-hander. Highlight of the season was the organisation of the N.I. GP 14 championship in July, when the 39 starters raced in perfect sailing conditions. Winner was Bill Whisker of Ballyholme, with Paul Rowan of East Antrim runner up. Points racing on Wednesday provided the following class winners: GP14's Hi-Fi (H.G. Fletcher) Flying 15's, Kosfi (R.Adams). Monday racing was exclusively for single-handers, the major class being the O.K. in which racing was always extremely close, many races being still in doubt within yards of the finish. O.K's - OtO (P.F. Rowan and M. Ford-Hutchison) Sharpies - Ranger (R.P. Rowan). The season was rounded up by running a one-day GP14 racing league, in which 8 clubs took part. Winner was East Antrim, who defeated Ballyholme in a very exciting final. The club also reached the final of the U.D.R.A. Nelson cup for team racing, in which they are to again meet Ballyholme.

FROM MIKE THOMAS - Single-handed racing in Ireland starts its season

in 1964 with approximately 12/15 O.K's and 6/7 Finns. O.K's will be found in Larne S.C. and Ballyholme Y.C., both near Belfast in Northern Ireland, and at Bray S.C. Southern Ireland, while all the Finns are in Dun Laoghaire. The Finns incidentally are sponsored by the Irish Dinghy Racing Association (I.D.R.A.) and purchasers were given £100 each towards the cost of a new Finn! So naturally we are hoping to get the I.D.R.A. to sponsor O.K's. The choice lies between O.K's, Marks & Solos, and we are trying hard to increase the class here to give a more favourable appearance. The I.D.R.A. is the main racing body here. Membership is open to the whole of Ireland, and each year we have the I.D.R.A. championship week, at various venues both north and south of the border. As for the O.K's, we are holding an Open Meeting in Larne, N.I. at Easter: this will be a two-day event (Saturday and Monday) with a second open meeting planned for September in Bray, near Dublin, to which we hope the Finns will be invited. So any support would be most welcome. Bring your own



boats and we will provide the drinking and entertainment! Some of us hope to appear at the National Championships, even if only to learn how to keep the things upright on dead-runs! Enquiries about Irish events to me c/o A.B. Crosby, Lion Works, Farnham, Surrey, England.

LEIGH ON SEA - P.R. Sweetman writes -

I have been sailing my O.K. for one season at Leigh-on-Sea S.C. and as a result a certain amount of interest has been shown. This year we hope to have three O.K's at the club, but most people are unwilling to buy a boat which is not recognised by the club, and the club will not recognise a class until it can have a turn-out of at least 5 boats per race. We are anxious to contact the owners of two O.K's at the Thorpe Bay Y.C. so that we can start forming a class. In order to help the class along we are hoping to have a class at Southend Yachting Week, we only need 5 entries to be recognised as a class, but we should like many more. Southend Yachting Week is in fact two weekends, the 13th and 14th June and the 20/21st June. Boats can be trailed down for the first weekend and left there during the week, the racing will take place in a large entrance of water over Olympic courses. If anyone wishing to come could write to me I will send them entry form. We are hoping to be able to put several people up for both weekends at the homes of several local helmsmen.

P.R.S.

O.K'S AT A.E.R.E. A.J. Smith writes - The Harwell S.C. has adopted

the O.K. We have four at present and hope to have five by the beginning of our season in mid-March. We sail on a pleasant flooded gravel pit at Dorchester-on-Thames in Oxfordshire. The club is expanding this year and we have vacancies for O.K's and should welcome keen O.K. helmsmen or helmswomen. Anyone interested should write to the Secretary, Miss Barbara Stokoe, Ridgeway House, A.E.R.E. Harwell, Didcot, Berks. We hope to hold an Open Meeting for O.K's later in the year, - provisional date is October 4th.

A.J.S.

INTERNATIONAL EVENT FOR YOUNG HELMSMEN (20 years)

The International Junior Meeting at La Baule (France) is an excellent opportunity for a young helmsman up to 20 years, to participate in an important international event. This is a combined O.K. & 420 event. Accommodation and boats also I understand will be provided free. Anyone wanting further particulars please write to me.

A.B. Crosby.

INTERNATIONAL SWEDISH CHAMPIONSHIP. Stig Caap writes -

Regarding your letter of January 16th, I can at the moment only give you the date of the International Swedish Championship which will take place at Angelholm 29th July - 2nd August. The regatta is open to all foreign or Swedish crews and we hope it will give everyone a good opportunity to compete with the best Swedish helmsmen, and I am sure a good practice just before the world championship at Roskilde August 4/8th. Angelholm is a town with nice beaches in the south-west of Sweden about 3-4 hours drive with a car from Roskilde in Denmark (including ferry). I really hope a lot of you will join us at this event. At the same time I like to thank you very much for your letter of the 20th January. I am sorry that my English is not good enough to give you an article for your Newsletter but I will send you some photos of Swedish O.K. As I am responsible for the small newsletter, published by the Swedish Association 3 or 4 times a year I completely understand you in your effort to get articles. Perhaps Sven Hornewall who both is a good author and perfect in the English language may help you. During the last year we have had an increase of more than 300 O.K. The year before the increase was just about 300. The last O.K. number is now 1165, so we (my wife who has the lion's share and I) have plenty of job with just filing and registering.

S.C.

SOUTH AFRICA.

R.W. Duursma has now taken over from Kenneth Kay as Secretary of the South African O.K. Dinghy Class Association. He writes - 'This is just to inform you that Kenneth Kay can no longer manage the

secretaryship in this country. I will now be taking over. This was decided at the first South African Championship held at Athlone, a very successful meeting with 17 boats taking part. This was won by Kenneth Kay, a nice touch I felt, as he is now leaving us.'

R.D.

NEWS FROM THAILAND. - Robert Gintzburger writes from Bangkok -

"Glad to report that we already have 3 O.K.'s sailing and 7 building!"

NEWS FROM MOROCCO. - Michel Ces writes -

"What we need now is publicity, print and pictures, picturos mostly. If you can send me a small pack you will be welcome. Later on we will need visitors to come with their boats for racing purposes. As 505 Class Hon. Sec. for Morocco I took part in regattas organisations and I am eager to do the same for O.K.'s. In fact I was part of the racing committee at World Championship at Larchmont last summer. My boatyard in Mohamedia has now almost completed the first hull, within a few days time we will start a series of ten - heping to be able to make ten more before the end of May. I will take a few pictures of the building stages and send them to you. We also build 'Simplets' two crewed dinghy, 3.85 m. long with exactly the same sail area as the O.K., and wood 505's. Do you know if there are any O.K.'s at Gibraltar? I plan to try and sell some there too. How much do good sails cost in England? I would highly appreciate it if you would agree to warn me if somebody else asked about building O.K.'s in Morocco, our market is very narrow and I do not think that it would be a good thing for the Class if there is competition at building stage. I want to build fine boats, to sell them at the right price (same as in France) but I am afraid I will have to export a great part of my production if I want to make money. I will continue to give you news of all this and of our first regattas. Once again thank you, it seems as if we are going to have lots of fun with our O.K.'s."

M.C.

MEMBERSHIP SUBSCRIPTIONS for 1964 are now overdue.....

Harry hits on all six - staring down at you larger than life from an advertisement in London's underground tube stations, thoughtfully bent over a drawing board, and also nonchalantly draped over the sheerguard of a splendid O.K., is Poole's latest gift to the Admen, our old chum Harry himself. The product being advertised is a recent scientific breakthrough - ACTIF CAPSULES. The pace and pressure of living in this incredible age often means rushed and irregular meals which do not contain all the vitamins your body needs to withstand continued stresses and strains. Active people are today taking Actifs - and so is Harry, and he is looking fine on it. From your chemist, 8/6d. for forty-eight. You too can lick your weight in wildcats - see you on the water.

AU PAIR.

Basil Crosby,  
Farnham, April 1964.

Denis and Alain Blanchard, (13 and 17 respectively) would like to come to England or Scotland and stay with a family interested in sailing during the month of July. Please get in touch with Claude Blanchard, 29 av Densert, Rochereau, La Varenne, St.Hilaire, Seine.



The following Clubs have adopted the O.K. in Great Britain:-

|                         |                         |                            |
|-------------------------|-------------------------|----------------------------|
| Abbey S.C.              | Aldenham S.C.           | Blackpool & Fleetwood Y.C. |
| Bolton S.C.             | Brandy Hole Y.C.        | Bray S.C.                  |
| Broxbourne S.C.         | Cookham Reach S.C.      | East Antrim B.C.           |
| Frensham Pond S.C.      | Halifax S.C.            | Harwell S.C.               |
| Keyhaven Y.C.           | Kingsmead S.C.          | Leigh S.C.                 |
| Linlithgow Loch S.Cmte. | Lilliput S.C.           | Littleton S.C.             |
| Lockheed S.C.           | London Corinthian S.C.  | Loughton S.C.              |
| Lowton S.C.             | Lymington Town S.C.     | Midland S.C.               |
| Monklands S.C.          | Nantwich & Border       | New Quay Y.C.              |
| Royal Lymington Y.C.    | Counties Y.C.           | Rugby S.C.                 |
| Sheppey Y.C.            | South Shields S.C.      | Stone S.C.                 |
| Sussex Motor Y.C.       | Sutton-in-Ashfield S.C. | Thames Estuary Y.C.        |
| Weston S.C.             |                         |                            |

LIST OF BUILDERS -

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 the builders.

R.W. Austin, 61, Oakley Road, Bromley Common, Kent.  
R.J. Bennee, 91/95, St. Helen's Road, Westcliffe-on-Sea, Essex.  
\* Berthon Boat Company, Lymington, Hants.  
\* Bossoms Boatyard, Medley, Oxford.  
Capstan Craft, New Street, Glasgote, Tamworth, Staffs.  
Clyde Chandlers Ltd., 200, Great Western Road, Glasgow C.4.  
Crescent Boats Ltd., Riverside, Bathpool, Taunton, Som.  
Dawbymain Ltd., Cader View, Barmouth, N.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, Lymptstone, Devon.  
Plycraft, Kenn Boat Yard, Clevedon, Som.  
\* 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.  
Gordon Stutt, Remenham Hill, Henley-on-Thames, Oxon.  
Scientific Sailing Ltd., 1074, Pershore Road, Sturichley, Birmingham 30.  
Swan Sailors Ltd., 9, Station Road, Swanage, Dorset.  
Woodcraft Marine Ltd., Brewery Street, Hanley, Stoke-on-Trent, Staffs.  
Wyeche & Coppock Ltd., Norton Street, Nottingham.

\* Kits supplied, prices on application.

SAILMAKERS

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

QUESTIONNAIRE NO.13.

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, (30/- surface post free) \_\_\_\_\_

" " alternative mast plan, (7/6d. ditto)

" " \_\_\_\_\_ copies of publicity leaflets (over 1 doz. 6/- doz)

" " \_\_\_\_\_ " rules and measurement form.

" " \_\_\_\_\_ " permanent hints leaflet (over 3, 1/- each)

" " \_\_\_\_\_ " Newsletter No.13 (1/- each)

I enclose \_\_\_\_\_ extra for air mail postage as follows:-

air mail for plans in cardboard tube.....17/6d.

" " " " paper wrapping.....12/-d.

" " " mast plan..... 6/-d.

" " " set of literature ..... 5/d.

Who are the measurers operating in your area? \_\_\_\_\_

\_\_\_\_\_

APPENDIX 'M'

Please complete and return to:-

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

My name and present address is \_\_\_\_\_

I wish to remain in/join the association and continue to receive Newsletters \_\_\_\_\_

The name and sail number of my O.K. dinghy is \_\_\_\_\_

I have sold my O.K. and the new owner is \_\_\_\_\_

(I enclose my membership subscription for 1964 ..... 20/- Full member.

( ..... 10/- Associate,

( Junior or Overseas mbr.

( Junior, under 18)

(I have paid my 1964 subscription

(Please tick where necessary).

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

\_\_\_\_\_

Please send me particulars of the National Championship.