

the british o.k. dinghy class association

NEWSLETTER No. 14

WINTER 1965

This newsletter is long overdue - my apologies for its late arrival. I rather underestimated the amount of work involved in other aspects of class affairs - some of these are briefly reported in the accompanying international newsletter. I rather hope that these activities will not repeat themselves too frequently and that more time will become available next year for the important business of communication. I ask the indulgence of the class in respect of these rather lengthy pauses, and acknowledge with thanks and a deep bow the forbearance of the membership.

Alan Winton has reported the principle events of the class both here and in the national press. He does it extremely well and what is more to the point gets his copy in on time. Cold editorial hearts in Fleet Street are warmed by such things. For that reason I will not add much to this newsletter on the subject of racing results except to congratulate Roy Martyn in winning the class championship so convincingly and for carrying the flag with such élan to Roskilde. His reception at the prizegiving was tremendous. He made a great impression both on and off the water.

The purpose of the class is racing and every year depends on the fixtures list. A preview of this is attached and you will see that most of the old favourites are there. The two big events that are coming are of course the world championship at Hayling, July 12-16th and the British national championship at Plymouth, August 9-13th. For the former event a sub-committee has been formed and is hard at work on the organisation of this event. The degree of responsibility is roughly that the Hayling Island Sailing Club will be responsible for the racing, some accommodation and some feeding, the remainder of the organisation being the responsibility of this association. This includes guaranteeing the financial success of the event, acquiring the prizes, organising outside accommodation, social activities, and measurement. Help from experienced members in running this event is badly needed. Are you prepared to stand down and help in this event? If so, please come forward. It is unlikely to be run again in this country for some years.

The new rules are being printed at the present time and it is hoped these will be circulated before Christmas. A brief summary of the important changes they introduce appear in the international newsletter. If anything, they have been rushed through although this might not seem apparent from the amount of time that has been taken. Inevitably as they are acted on some snags will turn up and some points will require clarification. These will have to be left to the international technical committee and to the future international annual general meetings. Three people have helped considerably in the preparation of these rules, the first two being Jean Dutertre of France and Stig Caap of Sweden. Jean has been responsible for tidying up the table of offsets and for much of the dimensional work and Stig did a great deal of work at Roskilde looking at the rules from the measurement aspect. And finally, Graham Treasure has helped us enormously with his patient and extremely careful proof reading. I should also like to acknowledge the help I have had from my own staff who have typed and re-typed the rules so many times.

An item will be introduced in the Agenda of the A.G.M. on January 14th which will take the form of an amendment to the constitution in respect of measurement, certificates and boats. We are going to ask that these be produced at Open Meetings and principle events; the omission of this provision in the constitution was an oversight. This inclusion

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is necessary to enable us to ask Clubs running Open Meetings to call for the production of valid measurement certificates at the meeting.

The numbers of boats measured now approaches 700. In the twelve months to December 1st 1964 we have put on 176 boats, and in the same period last year the increase was 152. Since March four more Clubs have joined us; these are Burton S.C. Felpham S.C., South Yorkshire S.C., and Waldringfield S.C., and in the international field we have made contact with the Japanese and Austrian national authorities, both of whom are interested in sponsoring the O.K.

Please be informed that the 1965 Annual General Meeting
of the Class will be held at THE PRINCE OF WALES HOTEL, DE VERE GARDENS,
KENSINGTON, LONDON, W.8 at 7.30 p.m. (Please enter through No.30,
De Vere Gardens).

PLEASE TRY AND TURN UP.

THE O.K. NATIONAL CHAMPIONSHIP

Roy Martyn, sailing "Unicorn" from the Sussex Motor Yacht Club, Shoreham, won the British O.K. Open National Championship at Hayling Island in July.

The organisation by the Hayling Island S.C. was excellent, an especial feature being clever course setting by the Commodore, Mr. Jim Byford, which made the choice of starting positions a tricky problem and provided very close competition throughout the fleet. Six races were sailed, four round Olympic-type courses outside the harbour and two inside Chichester harbour. The wind varied in direction and strength from Force 0 to 6 during the week, the weather was kind and the sailing in these tidal waters was ideal.

Monday's race

Roy Martyn and Graham Bell (Hayling Island S.C.) made good starts on starboard tack at the end of the line and by working the tides judiciously rounded the windward mark together, thereafter to remain untroubled leaders. Alan Winton (Frensham Pond S.C.) followed closely behind them but was soon challenged by Lewis Bilton (Royal Forth Y.C.) an ex-National Champion, and Leon Taylor (Helensburgh S.C.) the present Scottish champion. By the final lap they were joined by two river sailors, Graham Treasure and David Macklin of Bristol Avon S.C., who in spite of good tactical sailing on the windward leg, were unable to break the leaders' defences.

Tuesday's race

A cleverly laid starting line which confounded competitors by the presence of a tidal gradient along its length, soon split the fleet into two halves, some seeking to lose a foul tide and others to leebow it. Alan Winton and David Macklin chose to tack out to sea and although overstanding, rounded the first mark well ahead of the rest of the fleet. Once again Graham Treasure and Lewis Bilton worked their way through the fleet and together with Leon Taylor were soon attacking the lead. The final placings were in doubt right up to the line with continual changes on an awkward reaching leg.

Wednesday's race

A stiff overnight breeze had left a much troubled sea in the Solent and together with a Force 4 wind the conditions were ideally suited to the heavy weather boys. However, the competitors were given an excellent exhibition of tough sea sailing by Lewis Bilton, a veteran helmsman with 40 years' experience, and a series of determined attacks by Mike Millard (Lyme Regis S.C.) a newcomer to the class. These two although unable to break away from the fleet, fought a hard race around a long four round course which made a magnificent spectacle.

Thursday's race

By this time the main contenders for the championship were beginning to eye each other with suspicion. Lewis Bilton the leader on points became a centre of attraction at the starting line; however, at the windward mark he had caught Roy Martyn and Alan Winton, all well placed on overall points. By the second round they had been joined by David Macklin and Leon Taylor who seemed to revel in the light conditions. At the leeward mark the wind began to die right away leaving a tantalising beat against a foul tide. It was probably at this point that the championship result was decided. Lewis Bilton and Alan Winton decided to tack out to sea and then for the mark, whereas Roy Martyn and Leon Taylor chose to work along the shore in search of slack water. It was a difficult choice to make and it is easy to be wise after the event, however after an hour long beat over 300 yards, Roy Martyn got the gun, Lewis Bilton finished ninth, and Alan Winton sixteenth half an hour later.

Friday's races

With the change of fortunes on the previous day, Roy Martyn had now assumed the overall lead on points and needed only to have a comparable performance with Lewis Bilton to win. In the morning a 9 mile course was set inside the harbour in a spanking force 6 wind. The race was extremely fast with strenuous beats, very fast planing reaches and a final 2 mile close reach to the line. These conditions suited Roy Martyn who worked out a convincing lead, although continually chased by Alan Winton and Lewis Bilton.

In the afternoon the wind moderated slightly and Alan Winton sailed a comfortable race to win easily. Roy Martyn needed only to stay near Lewis Bilton who in his turn needed to come first and four places better than Roy Martyn to win the championship. In the event Roy Martyn reached the windward mark ahead of Bilton and thereafter ruthlessly covered him making sure of the championship.

The standard of sailing within the O.K. fleet has improved considerably in the last year as was evidenced by the close racing at the front. It is hoped that a British helmsman and sail will win the world championship at Roskilde, Denmark, in August.

Overall results

		A. Winton
"Unicorn"	K.399	8 $\frac{1}{4}$ pts.
"Waif"	K.79	17 $\frac{3}{4}$ "
"Troid"	K.131	20 "
"Sabre"	K.180	22 $\frac{1}{2}$ "
"Top Hat"	K.453	44 "
"Just Straw"	K.592	46 "
		Roy Martyn
		Lewis Bilton
		Leon Taylor
		Alan Winton
		Graham Treasure
		Bristol Avon S.C.
		David Macklin
		Bristol Avon S.C.

LA ROCHELLE TRIP - Charles Everall writes -

The new Viking 1 Southampton - Cherbourg car ferry has brought the south of France a good bit nearer! The 10.30 a.m. ferry from Southampton put us on our way in France by 15.40 with a good sample of a smørbrød lunch to see us through the rest of Thursday May 14th. By 22.00 hours, 220 miles knocked off and being a bit apprehensive about unlit cyclists turned into the back of the van to await daylight. Completed the 308 miles to La Rochelle by 07.30.

In the afternoon we had our first race with the widest representatives of Nationalities yet gathered. Two Swedes, two Americans, two British, a Belgian girl, a Dutchman, a Canadian and the rest Frenchmen.

This was a full Olympic course well out to sea in a force 4. Dahlström, S.1211 first, Arnesson, S.685 second, Soulard F.63 third, and Colin Park K.C.51 fourth.

Some five hours later saw us back in port. On Saturday we had two races, the second starting about fifteen minutes after the last boat finished. Again S.1211 was first, S.685 second, F.63 third, and Quancard F.201 fourth. Race 3, S.1211 first, S.685 second, but Mademoiselle Lachapelle B.30 third and US.100 Axel Olsen fourth, with force 3-4 wind still prevailing.

On Sunday again two races with the wind down to 1-2. S.1211 first, US.100 second, K.C.51 third and S.685 fourth. Race five saw K.C.51 US.100 and K.541 in that order at the windward mark then off to the gybing mark with the Swedes in pursuit. Then a hawk-eyed helmsman further down the fleet spotted a buoy with a broken top mark in a more appropriate position so reluctantly we turned tail and set off in reversed order.

This race was won by Mademoiselle Lachapelle, B.30 with K.C.51 fighting his way back to sixth place.

Monday had lost the blistering sun and a less enthusiastic crowd faced a 9.10 start in a young gale. The start slipped to give ten and the wind had eased off. Dahlström was taking a well earned day off, so the result was S.685 first, F.176 Malservet second, F.63 Soulard third and U.S.100 fourth.

OVERALL RESULTS

- | | |
|---------------------------------|----------------------|
| 1. Dahlström S.1211 | 2. Arnesson S.685 |
| 3. Mademoiselle Lachapelle B.30 | 4. Axel Olsen US.100 |
| 5. Malservet F.176 | 6. Soulard F.63 |
| 7. Colin Park K.C.51 | 8. Quancard F.201 |
| 9. Grou Radenez F.56 | 10. Lebret F.4 |

Conclusions

We do not have to worry about the present plastic boats; they are heavy, one sank and broke up on being towed back. The Swedes are not quite invincible; they have beautiful conventionally built boats and rather nice Swedish sails. Everyone seemed happy and determined to do better at Roskilde.

HOBART, TASMANIA - Richard Blundell writes -

A few weeks ago John Powell the present O.K. champion of Australia left the class and also resigned from his job as Publicity Officer for Australia. I was asked to take over and intend to try and get out a bulletin in the next month on O.K. doings in Australia and the world. Please would you send me all present topical O.K. doings worldwide - anything that was decided at world A.G.M. - result of same. If this was sent out as a bulletin could you please send this airmail and I'll have it copied and distributed. I intend to publish the local bulletin by printing process and get advertisements etc., and print photos and so on, get in guest articles and try and make a permanent magazine. The ad's will easily pay for the magazine and postage to all OK owners, Australia and a few overseas.

By now you might have got the invitation to the Australian championships that I sent out. It went to about 50 overseas addresses but I have had no reaction yet. I don't really expect it but I hope it might get Australia on the map somewhat OK wise. At our next Aust. championship I hope to bring up the question of sending the current OK champion to the world championship. So could you let me know where it is so we can work out cost of fares etc. If the motion doesn't come off this time it is sure to in the next few years anyway. We would like to do rather as the 505 boys here did, raise all fares and transport by going around local business houses and then going over and winning the world championship for two years running with different skippers. But I don't think that is likely Australiawise. We have all states except WA for the championship, even at this early date. Since entries do not come in till fairly late we are very optimistic we hope about 40 or so boats.

We started sailing in Hobart last weekend but I pulled out and went skiing instead; we have reasonable slopes only 60 miles from Hobart about 1½ hours drive and still have 7 ft. of snow on the main runs. Yesterday and today it has really been winter again with the mountain behind Hobart really covered. I think I will be sailing on Saturdays and then skiing on Sundays. I bet there are'nt many places where one can do that.

NEWS FROM OVERSEAS

SYDNEY, AUSTRALIA - Alan Clark writes -

Our recently completed season was a very successful one culminating in the N.S.W. Championships held at the Western Suburbs club in May.

Four heats were staged over two days and needless to say the Western Suburbs boys again took out the honours. This time however, the order was reversed with Don Board in 'Delba' winning from John Hardie in 'Gremlin' and John Powell in 'Pandora IV'.

Two of the races were drifters and the other two in a howler. John Powell was a little unlucky to lose as in my opinion he is by far our best skipper and the only one of us up to international standards.

The Class is growing steadily in Sydney, where 3 clubs are sponsoring O.K.'s. Vacluse now has 8, Mosman 3 and Western Suburbs about 15. However, next season should see a big increase particularly in Mosman.

Canberra is also forming a group to sail on their newly acquired artificial lake, Burley Griffin.

The N.S.W. O.K. dinghy association are a very keen group, anxious to gain new converts. A brochure along the lines of yours is now in process of production. Practical sailing demonstrations of the O.K. are also carried out at the request of various clubs.

We are all glad to see that the international body are nearing agreement and are anxiously awaiting the outcome.

BARBADOS - Jack Leacock writes -

In Barbados we now have six O.K.'s racing in winds which are usually pretty strong (15-25 m.p.h.) and very open water. We're all pretty good at righting the boat and the sea is always about 70°, so capsizes are almost a pleasure !! We find difficulty (using Sitka Spruce) in keeping our masts up to weight. Why not reduce the permitted minimum? Two boats have aluminium alloy boards which are rather an advantage - they don't warp, stick in the slot or break, and the extra weight, which isn't much, is in a useful place. Expensive though.

We expect two new boats to join us this year, and in October, the Inter-Island championships (Trinidad, Barbados, Grenada) will be sailed here in Catamarans and O.K.'s We hope the other two islands will adopt the class.

Any O.K. helmsmen who pass through Barbados will be very welcome.

MOROCCO - Michel Cas writes -

The first Moroccan built O.K. sails since the end of March and there have been three more sold and delivered. We still have orders for three others which are nearly ready, and we go on building up to 15 which is the minimum under which the "Federation Royale Marocaine de Yachting a Voile" would not give agreement as an official Class.

We sailed quite a lot and found the O.K. to be very tricky and pleasant, we found too that we could run as fast or even a bit faster than FDs (and they were the three first of National Champs).

Our first boats launching has been quite a big meeting with Champagne and a speech of the "Société Nautique de Casablanca" President. (Oldest and most important Sail Club in Morocco).

Building is not at all going as fast as I planned in March and it is a pity, but every thing is very difficult in this country, there are no skilled workers and the boatyard ought to be bigger, I make plans to rent a small factory here in Mohamedis and this would be a first step towards turning out 4 or 5 O.K.'s per month.

I think it is the fastest start of a new boat in Morocco at any time.

Do you think that some skippers from Great Britain would like to come and race here some time? We would enjoy it so much and what an encouragement it would be. Besides I'd love to get regularly your Newsletters, is it possible and how much would you charge?

COOKHAM REACH - A.Castles writes -

A great many clubs, like mine at Cookham Reach are drifting along with less than six O.K.'s. We therefore all lack real experience of racing. This we soon discover on the occasional Open Meeting we attend. Would it be possible to arrange a provisional date in May or June next year, at a Club with amenities like those at Hayling Island S.C. where O.K. helmsmen could meet for a week of informal racing. I visualise an entry of between six to eighteen boats, sailed by the not so successful helmsmen, all having a most enjoyable week and gaining enough practice and experience to help them during the rest of the racing season. If this idea is possible, perhaps a note in the next newsletter could ask for names of those interested. Always provided a suitable club has a week available to take us.

FELPHAM SAILING CLUB - P.L.Pilch writes -

You will be very pleased to hear that at a General Meeting of the Felpham Sailing Club on Sunday last, 29th November, it was decided to adopt the O.K. as a class boat of the Club.

At the present time we have three O.K.'s with the promise of another two members building. For the present, until we obtain greater numbers, the O.K.'s will be racing in handicap races, but as soon as there are sufficient boats we shall have class racing.

Our membership is only limited by the size of our pound and we have been promised by Bognor Council more room for the coming year.

Our launching facilities are excellent as we have a concrete promenade with two long concrete ramps down to the beach, which is gradually shelving and consists mainly of sand.

Launching can be carried out at any state of the Tide and virtually, in any weather, and, of course, this is sea sailing.

For the record, the subscriptions are as follows:-

Initial entrance fee	£1. 1. 0.
Full Sailing Member	£3. 3. 0.
Family Membership (2 members)	£3.10. 0.
Boat Stowage fee	£1.10. 0.

I have given you all these details in case you care to pass them on to any interested applicants.

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.
Burton S.C.	Halifax S.C.	Harwell S.C.
Felpham S.C.	Kingsmead S.C.	Leigh S.C.
Frensham Pond S.C.	Lilliput S.C.	Littleton S.C.
Keyhaven Y.C.	London Corinthian S.C.	Loughton S.C.
Linlithgow Loch S.Cmte	Lymington Town S.C.	Midland S.C.
Lockheed S.C.	Nantwich & Border	New Quay Y.C.
Lowton S.C.	Counties Y.C.	Rugby S.C.
Monklands S.C.	South Shields S.C.	Stone S.C.
Sheppey Y.C.	South Yorkshire S.C.	Thames Estuary Y.C.
Sussex Motor Y.C.	Sutton-in-Ashfield S.C	
Waldringfield S.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.

- * Aln Boatyard
- * Berthon Boat Company, Lymington, Hants.
- * Bossoms Boatyard, Medley, Oxford.
- Capstan Craft, New Street, Glascote, Tamworth, Staffs.
- Clyde Chandlers Lt., 200 Great Western Road, Glasgow C.4
- Crescent Boats Ltd., Riverside, Bathpool, Taunton, Som.
- Dawbryn 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 Rd, Birmingham 29.
- Melville Marine (Perth) Ltd., Lower Harbour, Perth, Scotland.
- F.V.Norton, 9, Glebelands, Lymstone, Devon.
- Plycraft, Kenn Boat Yard, Clevedon, Som.
- H.T.R.Pooler, 15, Burton Road, Westbourne, Bournemouth.
- * J.C.Rogers, Gosport Street, Lymington, Hants.
- * H.C.Sands, Faskally Boat Station, Pitlochry, Perthshire, Scotland.
- Gordon Scutt, Remenham Hill, Henley-on-Thames, Oxon.
- Scientific Sailing Ltd., 1074 Pershore Rd, Stirchley, Birmingham 30.
- Swan Sailors Ltd., 9 Station Road, Swanage, Dorset.
- Woodcraft Marine Ltd., Brewery Street, Hanley, Stoke-on-Trent, Staffs.
- Wyche & 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.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.
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.
Zephyr Racing Pennants, Northall, Stag Lane, Chorleywood, Herts.

SPARMAKERS

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

QUESTIONNAIRE NO.14

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 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 plan6/-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 _____

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 196520/- Full member
{10/- Associate
{ Junior or Overseas mbr.
{ (Junior, under 18)

{ I have paid my 1965 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. _____