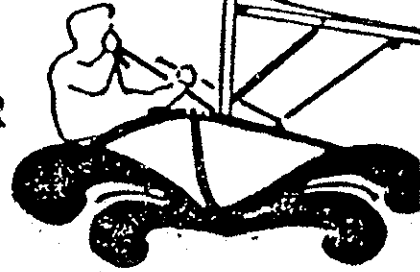


STARBREAKER

CLASS ASSOCIATION NEWSLETTER



Editorial

Welcome to 1986, and this the first Newsletter of the season. Members will recall from the last Newsletter that a managerial change has taken place, i.e. yours truly has been persuaded (and I still cannot straighten my arm) to become its Editor. Sorry George, I do not believe I am secretarial material; for one thing you need to be a diplomat, which I am not. I only hope that I can produce Newsletters half as good as yours were.

My wife cannot understand me taking on the job. She said, you haven't even got an 'O' level. They didn't have them when I left school, dear. But you can't spell, and Engineers are like Doctors, I cannot read your writing. But Bill and John said they would help and if I'm really stuck I can give George a ring. Oh well.....by the way, who will do the typing.....please, dear?

Seriously though, the object of the exercise is to lighten George's workload as he does such a marvellous job for us and we would like him to carry on.

As Editor, the one thing I shall miss though is the anticipation of the next Newsletter dropping through the letter box, I shall no longer enjoy reading it. However, I shall look forward to receiving and reading your letters and articles. The Newsletter is only as good as its correspondants and I shall be relying on the membership to send me items of interest, race reports, club news etc. Also, I would like to include as a regular feature 'Letters to the Editor', so please write with your comments and points of view.

The format will remain much the same and hopefully there will be at least four issues each year. In this issue, as well as the usual message from the secretary, there is the open circuit fixture list, club news, a further chapter of Bill Cooper's Eureka series and details of two kicker systems. This latter item being an addendum to the article published in the last Newsletter.

Finally, a few words about the next issue, which hopefully will contain information regarding the National Championship and Area Championship venues, reports of the early season Open Meetings, also a report from the Sailboat 86 Exhibition. I am also looking for a volunteer to write an item on a Lever Kicker System to follow the article in this issue.

Well, I've now got to the point where an ending is needed for this Editorial.....but all I can think of is to wish you all happy sailing..... see you at Bough Beech and if you are on starboard, give me a good loud shout!

EDITOR: Roy Garrett, 20 Marlborough Park Ave., Sidcup, Kent. DA15 9DJ. tel. 01 300 6074

Sec: George Robinson, 'High Tor' Briar Hill, Danby, WHITBY, N. Yorks. YO21 2NU tel 0287 60734

Open Streaker Events 86

The Streaker Circuits have a reputation for friendly and enjoyable sailing. Do make an effort to travel especially to the three new Clubs - Walton on Thames, Pennine and Mid-Warwickshire. The paddles will be held by the helm with the best nine individual race results if five meetings are held, seven race results if only four (60%) but you must count at least one race from the respective area championship event. The Northern & Southern Championship Cups will be held by the winners of the Walton & Elton meetings. Freddy Bear will be looked after by the winner of the Mascot Meeting! All dates are Saturdays, three races with two to count (weather permitting), 11:30 start, £3:00 entry fee is the standard unless notified otherwise. You can take part in both series.

STREAKER OPEN MEETINGS

Date	Club	Location	Contact & tel. No.
<u>SOUTHERN CIRCUIT</u>			
5th April	BOUGH BEECH S.C.	(Nr. Edenbridge, Kent)	Colin Woodruff 0892 863374
10th May	KEYNES PARK S.C.	(Nr. Lechlade, Glos)	Ken Moreing 036 786 323
14th June	DOWNS S.C.	(Walmer, Kent)	Derek Crossley 0304 372007
19th July	<u>SOUTHERN AREA CHAMPIONSHIP</u> <u>WALTON-ON-THAMES S.C.</u> (Nr. East Molesey)		Roy Garrett 01 300 6074
11th October	BEXLEY S.C.	(Nr. Dartford)	Steve Skudder 0322 21440

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27th September	<u>THE FIRST MASCOT (Freddy Bear) MEETING</u> <u>MID-WARWICKSHIRE Y.C.</u> (Leamington Spa)		Martin Seaton 092 681 3903
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NORTHERN CIRCUIT

17th May	PENNINE S.C.	(Nr. Sheffield)	Gavin Kuhnel 0742 377269
7th June	<u>NORTHERN AREA CHAMPIONSHIP</u> <u>ELTON S.C.</u> (Nr. Bolton)		Harry Caine 061 973 5288
12th July	FILEY S.C.		John Edwards 0723 364039
13th September	GREEN WITHENS S.C.	(Nr. Halifax)	Richard Wilde 0422 832364
4th October	SCALING DAM	(Nr. Whitby)	George Robinson 0287 60734

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THE EVENT OF THE SAILING SEASON IS OF COURSE

SATURDAY & SUNDAY 16th / 17th AUGUST 1986 - EASTBOURNE S.C.

THE STREAKER NATIONAL CHAMPIONSHIP

Association tankards for first ten boats

Help support your Class by sailing in the main event



SINGLE HA' ER MEETINGS

The following singlehander events fit into the Association programme if you are looking for additional meetings. Streaker owners will be participating and visitors will be made very welcome.

Sun. 15th June	Huddersfield S.C.	tel: Andrew Hobson 0484 666123
Sun. 20th July	Hampton Pier Y.C.	tel: Tony Batchelor 0227 364148
Sat/Sun. 6th/7th Sept.	The National Singlehander Trophy - Pagham Y.C. tel: Kay Ecclestone 0243 267385	

On the 24th, 25th, 26th May, West Riding S.C. (Winterset) is holding the Association of North Eastern Y.C.'s (ANEYC) annual event. To take part we need a team of six boats. If interested please contact the Association Sec.



SECRETARY'S MESSAGE

For the first time I painted 'Blue Meanie' a week before the end of last season and now she is tucked up neatly into the garage roof surrounded by three to four foot snow drifts! There she will stay until after the Dinghy Exhibition. With snow since Christmas - it must thaw soon...surely? Talking of the Dinghy Exhibition, I should say 'Sailboat 86', we look forward to meeting members again - please do come & chat to visitors and collect your Streaker carrier bag. Unfortunately Brian Garside has been called to America on business and hence Ian's boat will not now be displayed. Frank Catt, National Champion in 1984, has at very short notice agreed to show his boat which has only recently been completed.

Work is now underway on the Year Book and in checking Clubs with members owning Streakers we could see several new fleets appear in 1986. Remember you need five paid-up boat owning members to be allocated fleet status. Some of the early clubs no longer satisfy this requirement and hence have been dropped from the Fleet List. I do feel it is important to show an accurate picture. The good news is that Blackpool Lightcraft & Mid Warwickshire Y.C. both now have four members, whilst Ardleigh, Keynes Park, Coleraine, Island S.C. and Wilsonian have three each. If you belong to these Clubs and know there are more boats...how about chasing up the non-members?

With this newsletter you will find the subscription renewal form. Subs become due on 1st March unless you joined after 1st October 1985. It always cost the Association much money to send out reminders. Please do help by renewing promptly. We do need your help to continue to promote the class nationally and to improve our service to members. You will also find an option questionnaire slip. Information will be treated confidentially although used in a general way to give some information on our general membership. If you have other ideas on how we can be more effective, please do write.

The list of Open Meetings is included in this newsletter. Please do visit a few and enjoy a good chat with fellow members. By chance I found 'Freddy Bear' looking rather lost in a Middlesbrough shop wearing a 'Yorkshire Bear' tag. So I paid the ransom and am presenting him to the Association for the annual MASCOT RACE. This year it will be held at Leamington Spa, home of Mid Warwickshire Y.C.

Finally a special word of thanks to Roy and to his wife for taking on the newsletter. I know the work involved and it is a lot. Please help by writing at least one letter, article or even a poem! Post to either Roy or myself.

Yes I am feeling smug with the boat already painted. Wouldn't you?



Club News

FILEY SAILING CLUB

Encouraged by Richard Plowright's obvious enjoyment and enthusiasm for streaking the Commodore and his Vice (yours truly) purchased new Streakers last winter in the hopes that a racing fleet would be formed at Filey in the 1985 season. Unfortunately, our hopes have yet to be fulfilled - but we have not given up.

One of the reasons must surely be the atrocious weather which we experienced during the 1985 season. There were quite a few Streakers in the berthing area but not enough in the bay! Those (fool) hardy Streakers who took to the water therefore had to be content with handicap racing.

In this respect, the Streaker showed itself to be a very effective little competitor. In the medium wind range (there were a few!) the Streaker planes very readily and sails well to the PY rating of 124. She's not quite so good at creeping and crawling, I feel. The boat is not very powerful (by design of course - no criticism intended!) and therefore tends to lose out in very light conditions to boats such as the Enterprise, which carry their way better. I am not yet sure about the heavy stuff. In theory, one should have an advantage over e.g. the Laser, which should become overpowered earlier, but I should be interested to hear of the experience of others in this context! Boats such as the Osprey are no doubt better able to power over the waves which we experience at Filey when its blowing but they still have to get a long way ahead to win!

I am quite frequently left with the feeling that there is some untapped performance in the Streaker waiting to come out. I think this is to do with the rig but as I have already expressed my views on this subject in a previous newsletter I will not bore you with a second dose!

There was some talk at this year's Annual General Meeting of approaching Filey as a venue for the 1987 Nationals. This is, of course, a matter for the Association and far be it for me to pre-empt discussion on this important topic. But I can assure you, gentle reader, that this is a proposal which would have the wholehearted support of the Commodore and Vice-Commodore of Filey Sailing Club!

JOHN EDWARDS

(Str. 1289).

Thank you John for your interesting report. George tells me he remembers sailing at Filey in the 1971 Osprey Nationals in a fleet of 114. I understand Filey have been officially asked to host our 1987 Nationals. Wouldn't it be great if the Streaker Fleet was to have half that Osprey entry? Ed.

N.B. Filey currently have 5 members and is the newest fleet.

SCALING DAM SAILING CLUB

The winds blew on the North Yorkshire Moors as much as anywhere else last season and as a result many of the fourteen strong home fleet were rarely seen although those who did sail regularly enjoyed some exhilarating racing.

The season at Scaling is divided into three series with the Aphrodite trophy going to the over-all winner. Martin Sowerby who showed his skills at the nationals through finishing third won both the Spring and Summer Series

Scaling S C.

and now holds the much sought after statuette. Unfortunately, Martin has now sold his boat and hopes to sail a Merlin this season with his son. Bill Norman won the Autumn Series and finished second in the other two. Don't ask him where he finished at the Nationals! The Association Secretary finished second in the Autumn but also claimed the Over Trophy at the Nationals and - surprise, surprise - won the Northern Paddle (I thought I said good-bye to that when I varnished it!).

We had four qualifiers in each series which was disappointing but that did include eight different helmsmen. Richard Cooper also finished second in the Wednesday Night Series.

As a Club we sailed at each of the Northern Open Meetings with Bill scattering mudguards along the Al. This season we may be fewer in number travelling with two regulars changing to crew boats to sail with sons but hopefully Scaling will be seen on the Circuit. Our Open Meeting this year is in October....we will be very pleased to welcome you. If you have not yet been to the Dam...it is an attractive spot to sail and not quite as high as Green Withens. Talking of Green Withens reminds me that we also won the 'Altogether Shield' at Winterset!

GEORGE ROBINSON
(Str. 1189).

Wilsonian Sailing Club

The Club is situated on the northern bank of the tidal River Medway, in the wooded area of Cockham Reach, between Upnor and Hoo (Ordnance Survey Sheet 178), and is the largest dinghy-only sailing club on the river.

Formed in 1959 as the Old Wilsonians SC, the name was changed in 1969 to Wilsonian SC. The original Club headquarters were on an old converted Dutch Iron Barge moored in the river; however in 1982 the decision was taken to build a shore based Clubhouse which was completed in 1984. The saloon with bar and kitchen upstairs has scenic views over the river and start line whilst downstairs are the changing rooms, showers and toilets.

The Club is a recognised RYA training establishment and runs courses from National Dinghy Sailing Certificate through to Instructors and Safety Boat Handling.

The sailing season starts in March and continues until October, but in addition, a 5 race "Frostbite" Series was inaugurated last year and will be repeated this season (by popular demand this Series will be open to non-members also).

At present there are four Streakers at WSC sailing in the "B" Handicap Fleet (FY 121 and over) the opposition coming from a substantial Solo Fleet together with Graduates, Mirrors and Toppers. There are Class starts for GP14's, Miracles, Lasers and Tasars, also Handicap "A" comprising Fireballs, a Cherub, Toy and a couple of Hornets.

A popular General Handicap Club event is the South Kent Race. This is a long distance race to the South Kent Buoy at the mouth of the Medway and

Cont.....

Wilson: C. cont'd

back. Within limits, start times are optional, the idea being to judge your run downstream on the ebb, so as to coincide with the tide turning at the South Kent Buoy for the run back. Depending on the wind and helms judgement, this race can take from 3 to 5 hours (note: take food and drink).

For those who prefer cruising and pottering to racing, the Medway abounds with interesting creeks and islands to explore, some with Forts built to repel Napoleon; you can also sail upstream past Upnor Castle to Historic Chatham Dockyard and see the site where Nelson's famous "Victory" was built and launched.

During the summer the river is alive with cruising and racing yachts, Thames Barges and of course commercial shipping trading to Chatham and Rochester, so there is always something of interest for boating enthusiasts to see.

If this has whetted your appetite for a sail on the Medway, then why not swell the Streaker ranks at the Medway Yachting Association Medway Regatta on Saturday 19th. and Sunday 20th July. Streakers will compete in the Handicap "B" Fleet (PY 121 and over) but if six Streakers guarantee to start then we can compete for our own prizes.

More details later, see you there?

TERRY WRIGHT
(Str. 1064).

Bexley Sailing Club

Those who travelled to our Open Meeting in October may well remember that the Local Authority chose that day to condemn our wooden jetty as a safety hazard.

A few days later, club members received letters advising that the water level was to be lowered by some 3 - 4ft. to enable inspection of the piles, and therefore sailing would be suspended from 11th November. Now, this was not the sort of blow that was expected as the Winter Series got under way, and a depression seemed to settle over certain areas of the Borough for the next few Sundays. However, on the occasional sortie to our watering hole, a JVC was observed clearing the silt and debris from the banks which was good, but the water level seemed painfully slow to rise, being mainly dependant on surface drainage.

Fortunately, by mid-December we were back in business but the jetty is still out of bounds. We have not yet heard the results of the survey, and probably the water will again be lowered for remedial works later this year.

During the preceding months Alan Bambrough, with new MAC', found his old form to convincingly win the Summer Points Series, The Streaker Class Statuette and Ye Olde Sea Dog Trophy (an elegant rosewood walking stick for the over 50's). Well done Alan.

Currently, Bexley have 14 Streakers, eight or nine of which are sailing on a regular basis.

ROY GARRETT
(Str. 1084).



EUREKA! THE STREAKER

PART 2

Bill Cooper

A further discourse on the evolution of the Streaker, skin abrasions, heart failure and cold showers.

The Streaker comes together very quickly and soon shows itself to be as 'Boaty' as any craft is likely to be. Bows sharp enough to cut paper! Once the deck and side deck strengtheners are in place and the bulkheads are fitted in, progress is fairly rapid up to fitting the chine panels.

When I arrived at this stage my confidence was growing by the minute. (I wonder if the new QE2 was a 'stitch & glue' kit? he mused.) However, all my new found confidence soon evaporated when the time came to stitch the front bow panels together to produce that lovely sharp prow. You see, although you can get all the panels to meet, it requires a fair amount of persuasion, therefore, when you put in the copper stitches, the pressure on the panels tends to pull the stitches right through the wood. The only way I could get around this was to soak the ends of the panels with water so they yielded enough to get the copper stitches in without tearing. Once they are in place and the chines faired in, the glass tape seams were straight forward.

Now, there are those experts in the art of Glass-Fibreing who find it no more difficult than creosoting the garden fence, and tend to be rather blasé about the whole thing, but I've been told so many horror stories about the stuff that I treat it with great respect. Mind you, it was a relatively new material and we were still finding out about it, but I was warned that you should at least wear some protective clothing. I always wear gloves and goggles to protect the hands (just in case there are any minor cuts or abrasions, and I always manage to obtain some), and the eyes from any splashes.

The stern deck panels come in two halves, I presume this is necessary for packaging purposes, but I have seen boats where the replacement aft deck has been laid in one piece and the affect is very satisfying. Having sailed my boat for a number of years I have, of course, had to refurbish some areas. For instance, in a recent strong blow, my rudder pintles were pulled clean out of the hull. I screwed the new pintle in using 2" screws and fixing them into self tapping plastic cappings. You may have seen these items, they come in various sizes and they prevent the screw from being pulled out. To fit them, the drain plugs had to be removed and the plastic capping temporarily stuck on my finger tip with 'Seelastik' and carefully offered up through the drain plug hole until I located the end of the screw. It was then a simple matter to screw the pintle up tight. They are removable and are not for life fixtures.

Having built my Streaker, I was delighted with it's performance. It took a bit of getting used to though, and I discovered how easily it is to capsize and very difficult to right. The main problem, as most people have found, is that the Streaker has so much buoyancy that if you are unfortunate enough to capsize (and I frequently am), it rides very high out of the water. Some have got over this by fitting safety lines around the outside or cut out the first bulkhead to allow it to flood and bring the deck level down. Mind you, I've since found that the most simple answer is to be very nimble and move fast. Most of my capsizes seem to stem from the fact that I could not free my jammer in time and once the boat heels over too far, there is no

Cont....

way you can lean inboard to free the jammer. Frank Hamblin of Bexley S.C. solved this problem by reversing the action of the jammer (as supplied by Jack Holt). By inverting the jaws, it does not matter how far the boat heels as the jammer can always be freed by a quick tug. I was going to say by a little jerk, but I can imagine the comments that would be coming my way, (particularly from FH).

I notice Roy Garrett prefers the free running centre sheet block, this seems to work well, although I am assuming this as I've never been able to catch up with him to find out! (you're too modest Bill. Ed.)

I've often thought it would be a good idea if drawings could be made available to those who have no idea of the internal fixings etc. but wish to add cleats or inspection hatches, and do not wish to cut through a bulkhead support. It would save an awful lot of correspondence to Mr. Holt and some strangled cries of agony from the garage.

Experience has also taught many members of our (Inland Water) Club that during our brief visits to other coastal clubs, in a big swell, washboards are essential. Many of the coastal clubs have already learnt this lesson. Without them, waves simply pour over the foredeck and fill up the cockpit, so you need something fairly substantial to deflect the water. You can buy these ready made from Jack Holt and are fairly simple to fit, I understand.

If anyone is daring enough to ask an expert possessing a hammer, rusty screwdriver, penknife and an 'O' level in Domestic Science intimate questions on the Streaker's construction, you are quite welcome to write to me, I'm always happy to talk to Streaker's drivers, or anyone else for that matter. You see, we don't get a lot of visitors in here and they only let you have crayons and dot-to-dot books, and the television is switched off after Childrens Hour, so I need the stimulation of erudite conversation to help me while away the hours until I've got this tunnel finished.

Next week, they are going to give us real writing paper and show us how to do joined up writing, so I might be able to smuggle out a letter when the coast is clear.....if not, I'll see you at the Nationals.

BILL COOPER (978)
Bexley S.C.



Association Note : Sailboat 86 8th & 9th March 1986

Formally the RYA London Dinghy Exhibition, this years event will again be held at Crystal Palace. After much campaigning by our Sec., the Streaker Stand will be in the main hall alongside the Moth's, OK and Europe etc. We will be very pleased to see members on the stand where Frank Catt's boat will be on display. George, Roy and Colin Woodruff will be on hand but we do require further assistance, so if you can help please contact George.



In the previous newsletter in the article dealing with through-deck central controls for the outhaul and cunningham, mention was made to experiments planned for a kicker through deck system.

The following is an addendum to that article, giving details of two rigs tried and conclusions made after the trials which took place during the 1985 season.

Whilst there is nothing revolutionary in the systems described and variations of these can be seen on many classes of boat. It is hoped that the details given will be of assistance to those who wish to change or modify their existing kicker arrangements.

1. ABOVE DECK.

1.1 THE RIG SYSTEM

Two basic systems were tried, the first (fig.1) being designed as a low friction, low windage, high purchase system and the second (fig.2) a more conventional multi-block device with less purchase but of more robust construction.

The aim with both systems was to finish with a single control line passing through the deck via a central bushed hole, and to overcome the problem of line friction at the deck hole caused by the varying radial deflection of the control line as the boom swings in or out. This latter problem was easily cured by fitting a micro-block to the kicker attachment on the mast, thus limiting the radius of swing to the length of the block & shackle and keeping the line through the deck virtually vertical. See fig.3.

The rig shown in fig.1 proved to be very efficient and even in strong winds little effort was needed to adjust the kicker. However, the amount of movement in the cockpit control line was rather excessive and there was a tendency to over kill the sail i.e. induce too much leach tension, due to the lack of feel in the control. Also, with the amount of line movement several attempts were needed to get the line lengths and distances between blocks right. The main disadvantage though with this rig, is that the leading line over the upper block takes the full load which makes it vulnerable. It is therefore, advisable to use flexible multi-strand wire for the first and second sections of this rig.

The rig shown in fig.2 was an adaptation of the overdeck system indicated in the previous article and was also found to be quite effective, and certainly more efficient than the overdeck version. There is more friction in this type of system, particularly with the type of multi-block used in which the sheaves tend to bind on the block side plates under load. However, with better quality blocks this can be alleviated. Also, with this system one cannot avoid the lines crossing at one point between the sheaves. The advantage of this rig is that it is more robust with the full tension shared between four lines.

1.2 BOOM ATTACHMENT

The method of attaching the kicker to the boom is shown in fig.4 which hopefully is self-explanatory, but note should be made of the plastic tube utilised to prevent the wire strop wearing into the boom and damaging the anodised coating.

It may be worth considering the rule change that became effective in 1985, which allows the boom attachment device to be optional, providing the position is unchanged, i.e. 560 mm from mast. Therefore, an anchorage strap similar to HA4203 or a keyslot bracket HA4313 can be rivited to the boom sides. If adding these items the existing eye on top of the boom should not be removed. Use the eye to position the new attachment such that the kicker lies on the same line axis, from boom to mast, as the original system.

1.3 DECK HOLE

The deck hole layout is shown in fig.5. The bush used should be stainless steel lined, item HA4439, as more wear will be experienced with the kicker control. Please note also that the Rules of Measurement state 25 mm minimum distance between deck hole centres.

2. BELOW DECK.

2.1 BLOCKS AT KEELSON

The block arrangement as shown in the previous article was modified slightly, as it was found necessary to raise the kicker block to a higher level than the cunningham and outhaul blocks. This could have been achieved using a short wire strop or long shackle, but a rigid device seemed to be more preferable. This required the purchase of an extra long clevis pin and a stainless steel drilled flat bar. See fig.6.

2.2 CONTROL LINES TO CLEATS

The final 2/1 control line to the thwart mounted cleats retained the same principle as shown in the previous article.

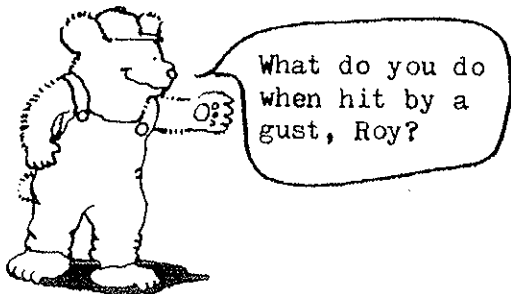
3. FURTHER COMMENT.

Micro-blocks were used in the fig.1 rig, being app. 16 mm ϕ , whereas the fig.2 system utilised larger blocks app. 25 mm ϕ . For the wire section in fig.1 brass sheaved blocks are advisable. If the proper tools are not available the local Dinghy Shop will usually make-up the wire sections.

The fig.2 system could be improved by substituting a triple block at the boom end to increase leverage although the system shown, having a final purchase of 8/1, is quite adequate for most requirements.

Both systems work best if non-stretch lines are used and 3.5 or 5 mm Kevlar is ideal, however pre-stretched polyester line can be substituted, but of a slightly larger size. For the final 2/1 control line to the cleats, 5 mm 8 plait matt polyester, is recommended.

Finally, it should be mentioned that other kicker systems can be used on the Streaker, it's all a question of personal preference. Another simple arrangement is the lever system and I know two Bexley helms who have made their own levers, but proprietary items are available such as HA292 or HA4192. So how about an article please for the next newsletter on a lever kicker.



ROY GARRETT
(Str. 1084).

BEAR AWAY !



The Kicker cont.

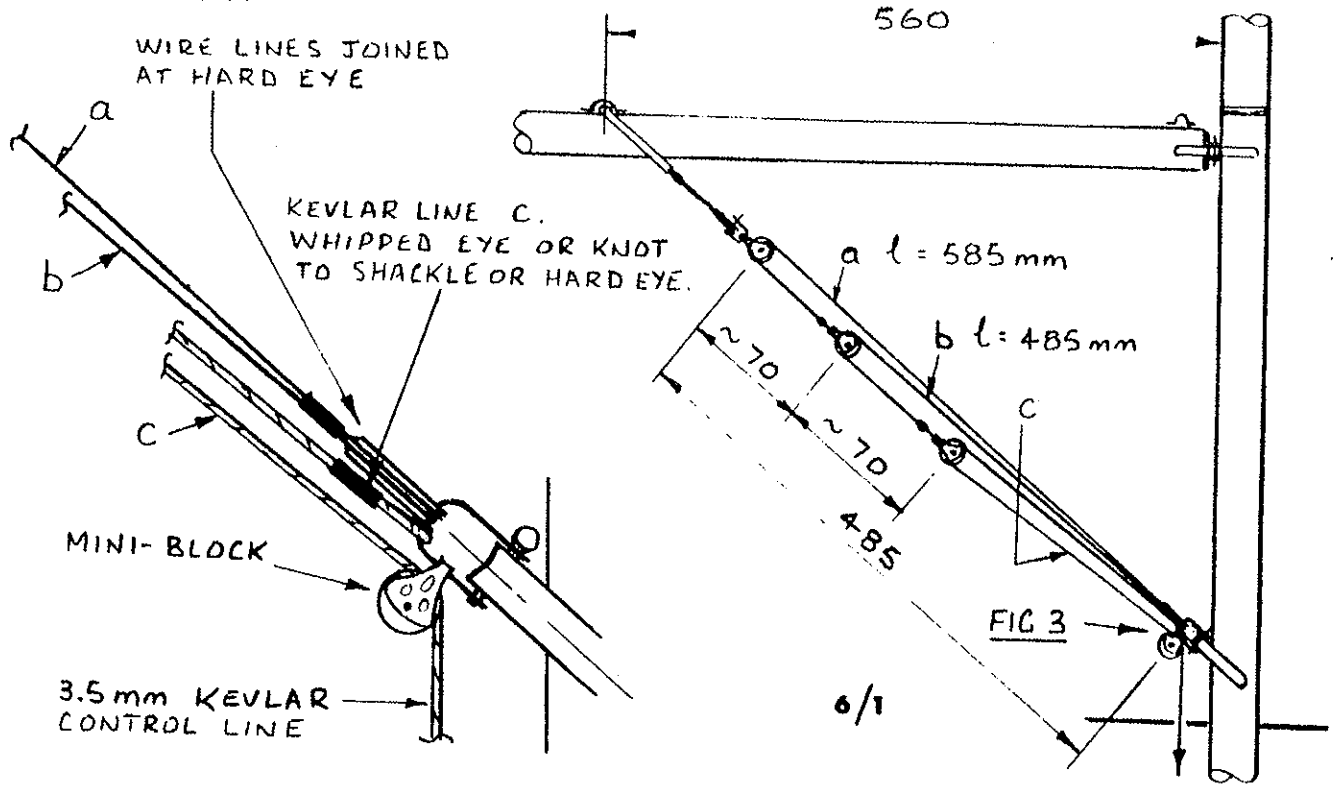


Fig 3

Fig 1

l = CENTRE OF BLOCK TO HARD EYE INNER FACE.

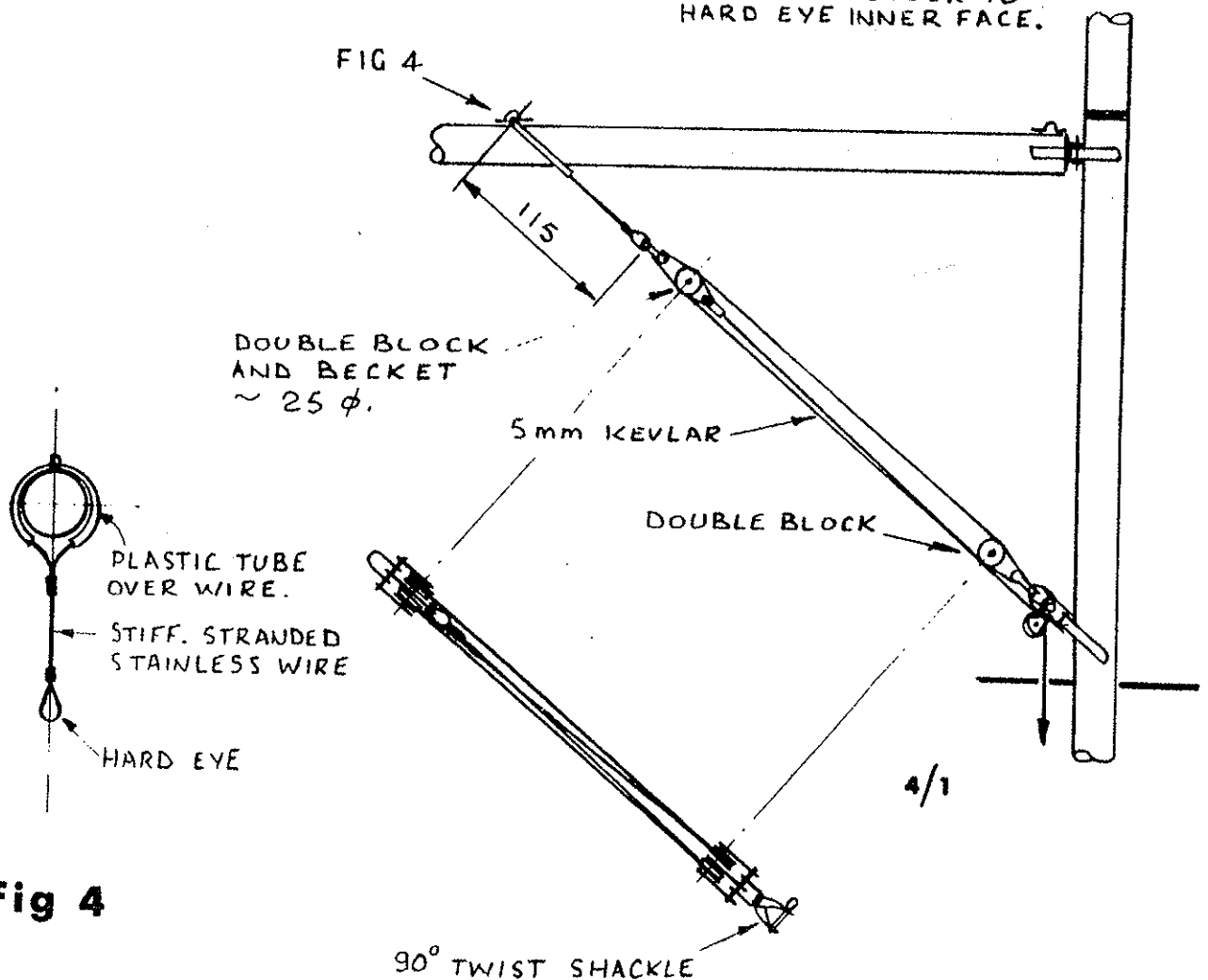


Fig 4

Fig 2

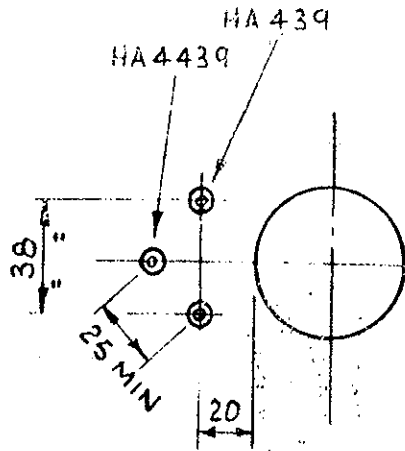


Fig 5

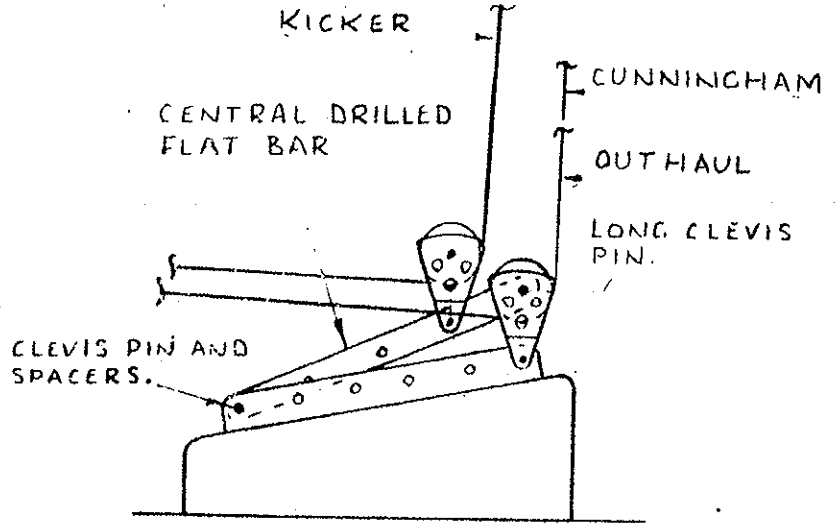


Fig 6

N.B. Cunningham & outhaul blocks joined with drilled bar between them by long clevis pin.

Letter Review

Arthur Civill wrote regarding progress on the construction of his Streaker (1285) and asked this question:-

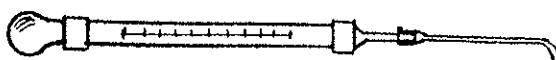
Can you give me a measurement to fix the position of the foot of the mast, just as a starting point?

This question is often asked and the following answer is taken from an earlier newsletter giving dimensions taken from the first four boats at the 1983 Nationals:-

	Sail No.	Dimen.A.	Dimen.B.
Dimen. A (mast foot) taken from aft side of mast to cockpit forward edge.	1104	267 mm	264 mm
Dimen. B (deck level) taken from aft side of mast mortice in forward deck to fore end of cockpit.	847	267	254
	2030	273	257
	1207	267	260

Streaker Tip

Getting those last drams of water from the buoyancy tanks, particularly in the bow, can be much easier if you have a car battery 'hydrometer' and a short length of tubing. This makes an ideal suction pump, but please wash out the hydrometer before and after use as batteries contain acid.



Hi! George
I'm Still Here

