



## Streaker Class Owners Association

**December 2015**

A newsletter circulated to all members of the **Streaker Class Owners Association**



*Photo by Karen Langston*

## Chairman's Message

**By Alan Gillard**

It has been a strange sort of year in a way. First I really could not get enthused to sail my Streaker at all, whether at an open or at the club, maybe it was that I had been sailing Streakers every year for the last 26, but then I go and volunteer to become class Chairman again. Maybe it is just me, but I did not want to see the Streakers without a Chairman. So much work over recent years potentially would be lost so here I am again.

2015 was of course the class's 40<sup>th</sup> Anniversary which culminated in the National Championships at Weymouth. Without a doubt a big thank-you needs to be directed towards Veronica for all the work and organisation she put into creating a sailing event and a celebration of Streaker sailing. If you were one of those that missed this event then I am sorry to say you missed a cracker. It was also the 1<sup>st</sup> time the class has had a championship that was held over 3 days rather than the usual weekend. It seemed to go down well, certainly with those at the AGM. But

maybe you did not come as a result of the event being over 3 days rather than 2? I think we would like to hear your view if this is the case.

I did a bit of research into who came along to Weymouth; of the 48 entries that came to Weymouth, 28 were also at Carsington (we had 55 entries at Carsington). So 23 did not come to Weymouth (for whatever reason). 4 had changed class.

Also, of the 48 at Weymouth 19 were new entries for this year. (Thank goodness you came).

So how do we get all these Streakers to come to one event? I am thinking the entry would be 55 less the 4 who changed class plus 19 new Streaker entries from Weymouth. That equals 70 Streakers! What a Championship that would be? How about it? Rutland Sailing Club in 2016.

The Streaker has generally been very resilient to the influences of the Dinghy Market place. Recently new classes have been launched which are aimed

potentially at the same market as the Streaker. Sales of new boats in 2015 were down to 28. In previous years that number has been nearer 40 new boats. Some of these losses can be put down to the economic climate, but mainly to the new classes (RS Aero). The problem if any is that potential new sailors of Streakers are buying the RS Aero without even trying the Streaker.

A small number of our members have (purchased) tried out the new RS Aero with one of the varieties of rig sizes available. What is extremely pleasing is that to my knowledge these people have found that what a great concept the Aero may seem turns out to be not as good as a Streaker. As such these sailors are coming back to their Streaker. Stability whilst launching has been one issue as the Aero easily falls over as you retrieve the launch trolley. Getting back in the Aero after capsize is another.

As you will read elsewhere The Boatyard at Beer has been granted the Licence to build FRP Streakers, we wish them every success. Obviously the guys at Beer were building the boats for Rooster Sailing, but not been able to plan production in to a busy schedule has resulted in less boats being built and orders lost. There is still though a large market area in the south of England that the Streaker fleet has only scratched the surface of.

In writing these notes I feel I will be back sailing again on the Northern Paddle circuit and no doubt turning up at the odd Southern Paddle meeting in the New Year. The Northern Paddle Series is still one of the best open circuits in the North of England. A little disappointing this year has been the total lack of reports written about events. Having had a year off I know I was not writing all the reports when I sailed? The extra prize presented at opens was supposed to encourage that person to write a report, but it seems to have been forgotten. The writing of the reports for those that don't know keeps our sponsors on board. Sponsorship of all our events does not come easy as such we (you) need to help by writing those reports and making mention of the Sponsors good will.

In the New Year the class are to hold an event which has not been sailed for in maybe the last 10 years. I am referring to the 'Freddy Bear' meeting at Staunton Harold SC. The Freddy Bear was 1<sup>st</sup> sailed for on the 27<sup>th</sup> September 1986 at Mid-Warwickshire YC (Leamington Spa). The class mascot was bought from a second hand shop, basically a cute little bear. Unfortunately Freddy went missing but was last sailed for at Tamworth SC when the mascot meeting seemed to be one of the Paddle meetings that counted for both North and South. The committee and some of the paddle sailors had discussed for a number of years the possibility of a winter event hence the announcement of this meeting. We could

have called it Winter Championship, but that sounds rather cold. Freddy Bear is a bit warmer.

Hopefully when you read this, the class rules will have been updated on the website to reflect the changes made at the AGM. So you don't have to go reading through to see what has changed, here is an abridged version of the updates:

#### **1.08. Measurement Certificates**

1.08d. The Measurement Certificate is only valid if the owner is a current member of SCOA.

#### **3.00. Construction –Glass Reinforced Plastic (GRP), Foam Reinforced Plastic (FRP) and Composite Boats.**

3.01. GRP/FRP boats and GRP/FRP hulls for Composite boats can only be built by a licensed builder as approved by the Streaker Class Owners Association. At the discretion of the Streaker Class Owners Association a builder's license may be reviewed from time to time. The licensee may sub-contract the manufacture of the Streaker to a 3<sup>rd</sup> party.

3.01a. All moulds for the construction of FRP/GRP and Composite Streakers shall be registered with the SCOA. Each mould will be allocated a mould number, which shall be recorded on the measurement certificate.

3.01b. A Licence to build FRP/GRP Streakers shall only be granted by the SCOA where there is a clear and defined market for the introduction of a new builder.

3.01c. Potential new builders can apply for a licence to build FRP/GRP and Composite Streakers. New builders will need to demonstrate that they have the expertise to produce a Streaker, which will match or improve upon the current licensed builders offering in terms of build quality, technical competence and boat finish.

3.01d. New moulds shall be the responsibility of any potential new builder. Before new Streakers are produced from the moulds, the moulds shall be measured and approved by SCOA and given a mould number.

3.01e. FRP/GRP Composite hulls may be finished by either professional or amateur builders.

3.02. The interior and deck design of GRP/FRP boats can be modified to allow for the construction techniques required by these materials. Any such modifications must be as approved by the Streaker Class Owners Association.

3.03. The thwart may be constructed of wood, or GRP/FRP, minimum width 110mm. Cut-outs are permitted. Curved thwarts are permitted within measurement tolerances.

3.04. Composite boats must incorporate a wood deck, bulkheads and interior fitments as per the wooden Streaker. These fitments must conform to similar profiles and design – allowing for skin thickness differences - as used in the wood kit.

3.05. Composite boats may have a false-floor fitted which shall conform to Rule 2.11.

3.06. GRP/FRP and Composite boats may have a lengthened cockpit and a shorter aft deck of similar proportions to that allowed for wood boats by rule 2.15.

#### **10.00. Mainsheet System.**

10.04. *The position and type of mainsheet Centre Jammer and/or Pulley/Ratchet Block for mainsheet lead to hand is optional.*

10.04a. An optional mainsheet block support may be added to the aft side of the thwart and/or daggerboard case. Any such support shall not extend by more than 150mm into the cockpit from the aft side of the thwart.



**13.00. Sail – Standard Racing Mainsail**

*13.06. The Class Insignia is a blue diagonal stripe, between 165mm and 140mm wide across the full width of the sail positioned parallel to the middle batten pocket. The bottom edge of the insignia shall be positioned 475mm maximum and 425mm minimum above the centre of the middle batten pocket. The insignia will be on both sides of the sail.*

I will sign off by wishing you all a Merry Christmas and a Happy New Year, see you all sailing somewhere soon.

Alan Gillard.  
Streaker 1832.



**Some images of 2015, our 40<sup>th</sup> year**

Getting the Dinghy Show stand ready



Cake . . .



. . . and Glen Truswell (centre) arrives to cut it

The Nationals at Weymouth & Portland National Sailing Academy featured the old and the new . . . .



Mark Earley sailing Streaker 129 *Sixpence*. She didn't survive the week unscathed but lives to fight another day!



1924 Sailblader, built and sailed by Peter Lawson, and winner of the Cadzow Trophy for the best presented boat



The youngest competitor, 16 yr old Alex Butler from Hayling Island SC. He won the 'Under Trophy' and finished in 18<sup>th</sup> place.

Thank you to Karen Langston for the photos of the Nationals

## Who won what in 2015?

### Noble Marine National Championship

at Weymouth & Portland National Sailing Academy (48 entries)

1. 1926 Tom Gillard
2. 1920 Ian Jones
3. 1900 Ian Morgan
4. 1618 Dave Butler
5. 1696 Chris Catt
6. 1703 John Aldhous
7. 1832 Alan Gillard
8. 1814 Mike Hobin
9. 1923 Lawrence Creaser
10. 1817 Ian Bradley

### Clamcleats

#### Inland Championship

at Northampton S.C. (18 entries)

1. 1920 Ian Jones
2. 1832 Alan Gillard
3. 1865 Dan Phillips
4. 1926 Dave Turtle
5. 1829 Veronica Falat

### Northern Area Championship

at West Riding S.C. (18 entries)

1. 1668 James Wilson
2. 1881 Steve Blackburn
3. 1817 Ian Bradley



### Southern Area Championship

at Burghfield S.C. (13 entries)

1. 1777 Howard Frear
2. 1817 Ian Bradley
3. 1829 Veronica Falat

### South East Area Series

(30 entries)

1. 1829 Veronica Falat
2. 1700 Alan Simmons
3. 1819 Alex Reindorp

### Northern Paddle Series

(81 entries)

1. 1881 Steve Blackburn
2. 1817 Ian Bradley
3. 1852 Ian Priest
4. 1826 Ian Lees
5. 1924 Peter Lawson



Winner of the NP draw for a Sail Register sail – Ian Bradley

### Southern Paddle Series

(45 entries)

1. 1817 Ian Bradley
2. 1829 Veronica Falat
3. 1789 Mark Langston
4. 1929 Peter Withrington
5. 1828 Nick Carter



Winner of the SP draw for a Pinnell & Bax sail – Peter Withrington

Continued in Part 2 . . . .