

### So what's in the pipeline for next year?

#### Freddy Bear Winter Streaker open

Staunton Harold SC on February 14<sup>th</sup> 2016

There's a new event on the calendar – a winter get-together at Staunton Harold SC in Derbyshire, consisting of 2 Streaker races plus a chance to catch up with friends. We had thought of calling it the 'Winter Championships' but that makes it sound too serious! Instead we're reviving the idea of the Freddy Bear open meeting – an annual open at which the winner is awarded with Freddy Bear, the class mascot. If you were Streaker sailing in the 1990s you'll probably remember this but at some stage poor Freddy seems to have got lost! Anyone know where he is?

Watch out for more info about this event on the class website and details of Staunton Harold SC are at <http://www.shsc.org.uk/>

#### 2016 Nationals

The venue – Rutland S.C.

The date – Friday 8<sup>th</sup> to Sunday 10<sup>th</sup> July

As this year, it will be a 3 day event. The programme will be on the class website as soon as it's available but will include our AGM on the Friday evening.

The club has some accommodation available in bunkrooms in the clubhouse for £12 or £14 per night and there's a campsite in a farmer's field opposite the club grounds. Check out the Rutland SC website: [www.rutlandsc.co.uk](http://www.rutlandsc.co.uk)

Rutland Water is easy to get to being close to the A1 at Stamford and it's the largest reservoir in England by surface area. The club hosts a wide range of top sailing events through the year and the Streakers have been there before, in 2008, when 58 boats competed in the Nationals. That was a good turnout but we're aiming to do even better this time.

#### 2016 Scottish Championship

The venue – East Lothian Y.C.

The date – 4<sup>th</sup>-5<sup>th</sup> June

East Lothian YC at North Berwick has hosted this championship for the last few years as part of their annual regatta but this year the whole event was blown off. So we are due a good weekend of racing in 2016!

3 of its races will also count towards the Northern Paddle series.

It offers proper sea sailing but with sheltered launching. The club's website is [www.elyc.org.uk](http://www.elyc.org.uk)

#### 2016 Inlands

The venue – Welton S.C.

The date – 7<sup>th</sup>-8<sup>th</sup> May

Welton SC is just north of the River Humber, 3 miles

west of the Humber Bridge. It's home to a good fleet of Streakers and its open meeting this year had an entry of 19 boats. The club doesn't allow for camping or have a bar but the locals will be making sure we're not bored on the Saturday evening!

The club's website is [www.weltonsc.org](http://www.weltonsc.org) and you can get an idea of what Streaker sailing's like there from Matt Whitfield's onboard video of the 2014 open meeting:

<https://www.youtube.com/watch?v=U9hxILulmJ8>

#### Northern and Southern Paddle series

The Northern Paddle will include the Scottish Championships but otherwise will probably be much the same as this year. It's already a good circuit with some extremely competitive racing.

In comparison, the Southern Paddle opens tend to get fewer boats as there aren't many clubs that have more than 3 or 4 local boats. However, there do seem to be some fleets growing in Kent and the 2016 SP series reflects the strength of the class in the South East. Downs SC, on the coast near Dover, makes it into the series as does Weir Wood SC.

For dates of SP opens, check out the 'Meetings' list in the Racing section of our website at <http://www.streaker-class.org.uk/Racing/Meetings>

#### Local area series

2015 saw the beginning of a travellers' series focussing on the **South East of England**. The plan is to continue with this idea in 2016; the details are still being confirmed but it looks like being 5 or 6 open meetings in Kent and East Sussex, 3 of which will also count towards the Southern Paddle. Hopefully we will secure a sponsor for the SE Area series to help with prizes at the end of the season.

Another region planning a local series is **East Anglia**, or more specifically Norfolk and Suffolk. Several people from this area have been regular supporters of the Southern Paddle but, with a distinct lack of motorways (or even dual carriageways in a lot of places!) the time spent travelling to SP events can be off-putting. There are some fleets developing (e.g. at Blakeney on the north Norfolk coast where 5 boats have been racing regularly) and keen individuals dotted about at clubs in the Norfolk Broads area and in south Suffolk and north Essex. A series of 5 or 6 opens (including the SP one at Beccles) will enable people meet up and learn from each other.

These open meeting dates will be available on the website very soon.

There is more about the Paddle Series and local circuits on page 15 of this newsletter.

## News from the workshops

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### 'Rooster' Licence

The big news recently is of the transfer of the Licence to build FRP Streakers from Rooster Sailing to The Boatyard at Beer. The Rooster Streakers have been built at The Boatyard at Beer for many years now and this transfer of the Licence has come about to benefit both companies and the Streaker Class itself. Customers can now deal direct with guys at The Boatyard who can more easily fit orders into their busy schedule and SCOA is confident that we will see more 'Rooster' Streakers become available in 2016.

Steve Cockerill of Rooster Sailing sent us the following message:

*"Rooster and Beer have operated as a partnership in creating and providing fast Streakers for the Streaker sailing public. Boatbuilding management has been one of many facets to Rooster and as we move to expand sales of clothing abroad, it is an ideal time to review our arrangements with the Streaker. With Beer's commitments to build classes other than the Streaker it has become hard to maintain a continued supply of boats with Rooster in the chain. However, with some more investment in tooling and the passing of the licence to Beer, they have the option to build boats for stock which I feel sure will help grow the supply of boats to the Streaker Sailing Public; in effect they are happy to commit to larger production runs now they are the rulers of their own destiny.*

*Rooster will continue to support the class with class approved sails and accessories but will direct prospective boat buyers to Beer. I hope you continue to see you on the circuit in the future".*

Ian Teasdale of The Boatyard at Beer writes:

*We are delighted to announce that the Boatyard at Beer now have acquired the rights to mould Streaker dinghies from Rooster Sailing. We look forward to dealing with all new Streaker customers when they collect their new boats direct from the Boatyard at Beer.*

*All boats will be fully rigged outside the workshop for the client when they arrive to collect, and our standard fit out will be endless control lines led to the side decks although other options are available on request.*

*Our boats are completely manufactured and fitted out in house and will come with CNC moulded foils with carbon trailing edges and will be beautifully symmetrical.*

*We are beginning a production run of Streakers in mid-January and we do have some spaces left if anyone wants to order a boat for the early part of the season.*



**The Boatyard at Beer can be contacted on:**

Tel: 01297 23434

Email: [info@theboatyardatbeer.com](mailto:info@theboatyardatbeer.com)

Website: <http://theboatyardatbeer.com/>

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### Seasonal news from Santa's little helpers at Butler Boats:

*As we close in on the festive season and thoughts turn to family, friends, giving and.....chocolate. Here at Butler Boats we are turning it up to eleven and working hard on producing the best Streaker dinghies we can.*

#### **The Streaker of Christmas Past –**

*We have an all wood Streaker in progress which will be out in the new year, interestingly this particular customer has requested we revert to the large Aft Tank, of Streakers past, which from a boat building point of view is quite nice, it means digging out some old templates and looking at the Streaker with fond memories of joining two aft decks and stretching to the limit to bolt on the pintle and gudgeon! We are delighted to be able to offer a retro build if required and we think looking at past Streakers certainly helps us move forward.*

#### **The Streaker of Christmas Present –**

*We are currently working on a batch of FRP Streakers, some of which will be out pre-Christmas, others have*

*been ordered for the start of the season proper in March. The FRP Streaker is really coming into its own and we continue to work as hard as ever to bring the whole package to our customers, the boat we have in the workshop today is prepped and ready for delivery.....now where's my wrapping paper?*

**The Streaker of Christmas Future –** *As we continue to produce competitive Streakers the length and breadth of the UK we are looking to next year's Dinghy Show already and are looking forward to another successful Streaker showing, the Show gives us a platform to speak directly with customers past, present and ideally future and gage thoughts on the Streaker and what we can improve and develop. We are happy to announce that next year's Inland Championships will be held locally at the wonderful Welton Sailing Club in May.*

*All in all, the Butler Streaker remains strong, enquiries a plenty and we would like to wish you all a Merry Christmas and Fruitful and Happy New Year!*

**Butler Boats can be contacted on:**

Tel: 01482 669848  
Email: [dave@butlerboats.biz](mailto:dave@butlerboats.biz)  
Website: <http://www.butlerboats.biz/>



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## Technical Matters

### Rule Changes

At the AGM during the Nationals in July, there were a few changes made to the Rules of Measurement and Construction. These include some changes to the rules about building in FRP, to clarify the licensing system, and about the position of the sail insignia (stripe) just to make it clearer for sail makers.

Perhaps of more interest to Streaker owners is the rule change allowing the mainsheet block/jammer to be located aft of the thwart. Whereas the old rule said the mainsheet block had to be on the thwart, its position is now optional. You can have it on the cockpit floor if you like. Or, as allowed in new rule 10.04a, you can mount it on a support "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."

### Tracks and Travellers

There's been a lot of discussion about centre-mainsheet tracks and travellers over the last couple of years but there was no proposal to adopt them this year. However, some people have been given dispensation to try out tracks and travellers and more responses are now coming in. The rule change to allow the mainsheet block position to be optional will allow more space on the thwart for a track and traveller if they are adopted – and Brenda Hoult's boat demonstrates this. She was given dispensation at the start of the year to have her Rooster Streaker 1914 fitted out with a track and traveller and with the mainsheet jammer on a bracket on the back of the dagger-board case. (There's more about Brenda's boat on page 14 of this newsletter.)

Meanwhile some people are getting pretty good results using the current class-legal system, e.g. Ian Parish winner of the Stewartby open.



Photo by Karen Langston

## Streaker Sails – Clarification of the rule regarding quality of sail cloth used

In the run-up to the AGM, our class Technical Officer Alan Gillard had a good look at some of the rules that we have but which we rarely read and perhaps don't fully understand! One such rule is that relating to the sail cloth that we allow.

The following is an open email between Alan and the very knowledgeable Mike McNamara of McNamara Sails:

Hi Mike,

I wondered if I might ask you a question regarding sail cloth quality.

In the Streaker class rules there is specification regarding the type and weight of sail cloth used. Rule 13.07 says;

*13.07. The body of the sail shall consist of the same ply throughout. Ply fibres shall be of polyester. Sail reinforcements shall consist of the same materials permitted in the body of the sail. The property of the sail cloth, either laminate or traditional woven cloth shall not exceed a modulus of 250 and a minimum cloth weight of 150g/m<sup>2</sup>.*

I can easily understand the minimum cloth weight 150g/m<sup>2</sup>. But what does it mean about a modulus of 250? Is there any contradiction in terms here?

Some years ago the class seemed to want the laminate sails, but I have to say that in recent years there has been a move to Dacron type sail cloths again. I may well have led to this change, as I saw the quality of cloth being used to make 420 sails, and as a result requested that my Streaker sail from P&B and more recently North was made from similar Dacron cloth.

North Sails use DP HTP165.

P&B use Dimension 165sq.

Sail Register use Contender RS3.5 Polykote.

I can only assume that these cloths meet the specification of the rule 13.07, because I don't have the knowledge to know any different.

Any information please would be helpful.

Best regards, ALAN

Alan,

Good questions..... and thank goodness that the sailors are coming back to polyesters. The laminates, wonderful as they are at resisting stretch I find pretty insensitive inland.

Easy answers first: The Dimension (DP), Polyant 165HTP cloth is obviously 165 grams per square metre. This is a great cloth and has a reinforced weave hence the "squared" description....

The Contender RS 3.5 is now replaced with 3.75 RSQ which comes out at 169gms per square metre and has an elongated reinforced weave.

Be aware though that these are nominal weights and rolls do vary slightly.

Now as to the laminate and modulus I am afraid that I do not know the answer and so will ask. I will come back to you asap.

Best Wishes, Michael

Mike then asked Ben Rogers from Dimension Polyant for advice on this. Ben replied:

Hi Mike,

Thanks for your email, not the first time this has cropped up, here are my thoughts on the subject:

- Modulus of a manufactured cloth doesn't really make sense, all cloth suppliers test each cloth lot using a load\extension test and supply graphs of the data. We look at the modulus of the yarns themselves particularly in the laminates but not really the modulus of the finished cloth.
- I believe the reference to modulus was included in the class rules to keep the yarns used in laminates to Polyester\PEN (Pentex), which seems to be how the class are applying the rule.
- In terms of checking whether yarns in laminates are Polyester or PEN and not Aramids\Carbon etc. I think there is another rule that says the sail should appear white, maybe from a certain distance or something like this. This makes it difficult to make a sail from anything but Polyester\PEN, Aramids (including Technora) are yellow or black, carbon is black, dyneema is white but there are no cloth styles suitable for dinghies on the market. If sails of other colours were allowed it would be more complex as polyester is also available in black.

Longer term it might be a good idea to re-write the rule simply stating the yarns in either laminate or woven should be Polyester or PEN with min. weight 150g.

Some sail makers are using our PX style, which are white polyester scrim with an x-ply in black polyester, the overall look is white.

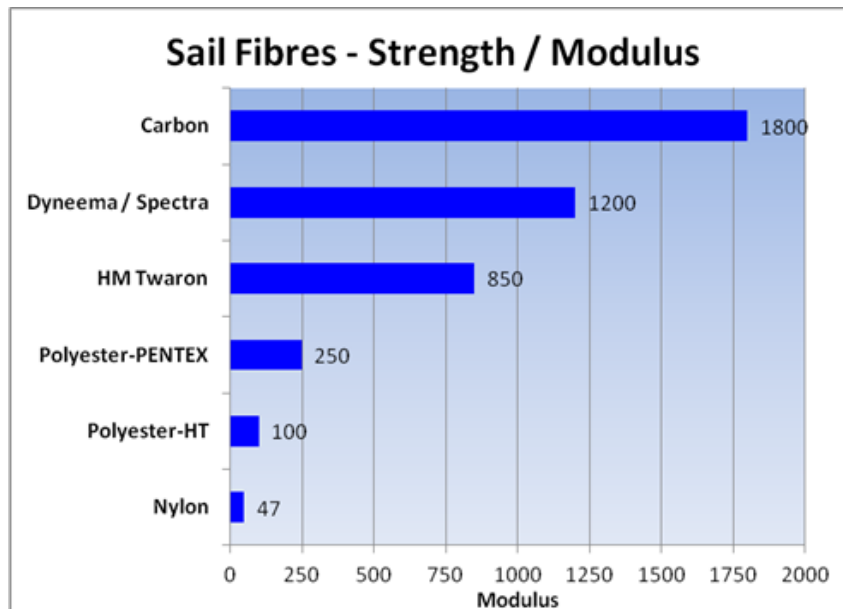
Best regards, Ben.

Hi Mike,

Thank-you for your response, I very much appreciate this information. I think the Streakers on the water are looking very retro with the Dacron white sails, but also the Streaker sailors are starting to appreciate the longevity of the superior Dacron cloth. The Laminate sails look modern when 1<sup>st</sup> used but soon lose their integrity and look old in time.

I did a bit more research myself on 'Modulus' – 'A quantity that expresses the degree to which a substance (Sail Fibres) possesses a property, such as elasticity' So that's what it is trying to say?

I then found this chart on the Bainbridge website:



So I can now see why we have a set Modulus of 250, which corresponds with Laminate sails being specifically manufactured from Polyester. As it says in the rule 13.07; Ply Fibres shall be of Polyester.

Thank-you, best regards,  
ALAN.

Following this email conversation, Alan Gillard comments:

In conclusion the rules around the Streaker sail complement each other such that ply-fibres are restricted to a modulus of 250 and the colour being 'white', both say that sails shall be manufactured from polyester. The good thing for Streaker sailors is that we can all get a quality sail at a reasonable price, which will give a number of years service.

Other similar classes do not have any restriction on the type and quality of cloth to be used and as such exotic cloths reinforced with Kevlar and Carbon are priced accordingly.

Just a little bit of history on the Streaker sails; back in the days when the Streaker was administered by Jack Holt Ltd, the sail originally supplied with the Streaker kit of wood parts was a Dacron sail supplied by Jack Holt. Then Jack Holt opened up the manufacture of sails to other sail makers, but sails continued to be supplied in white Dacron. In the early 1990's Cory Boat builders suddenly started to supply Streaker sails in a form of Mylar manufactured by Jack Holt. Whether this was a decision made by Jack Holts or as a request of Cory's we don't know. It was completely against the class rules and was brought in without consultation with the Streaker Class Owners Association, our rules having to be re-written accordingly.

Many thanks to Mike McNamara and Ben Rogers for helping to clarify this matter.

