

## Who used what this year?

There are some years when everyone seems to be using the same kit but 2015 was definitely not like that!

OK, so we have a choice of 2 professional builders for hulls but they are so evenly matched it's amazing. And when it comes to choice of sail, how does one decide?!

The biggest event was the **Nationals**. In the top 10 there were 5 sail-makers represented and it's clear that helmsmen of very different sizes and weights can find rigs to suit them.

	<i>Helmsman</i>	<i>Helm (kg)</i>	<i>Sail no.</i>	<i>Hull</i>	<i>Sail</i>
1	Tom Gillard	72	1926	Butler FRP	North
2	Ian Jones	68	1920	Rooster FRP	Rooster
3	Ian Morgan	80	1900	Butler FRP	Morgan
4	Dave Butler	105	1618	Butler composite	Sail Register
5	Chris Catt	65	1696	Rooster FRP	P&B
6	Jon Aldhous	87	1703	Rooster FRP	Gibson
7	Alan Gillard	78	1832	Butler composite (P&B fit out)	North
8	Mike Hobin	82	1814	Butler FRP	North
9	Lawrence Creaser	74	1923	Butler FRP	P&B
10	Ian Bradley	68	1817	Butler composite	Morgan

It's also clear you don't need a brand new boat to be up there at the front of the fleet. Chris Catt was sailing his father's 6 year-old boat, showing that the Rooster hulls stay nice and stiff – and Dave Butler's 1618 is 8 years old and still flying, especially upwind.

Butler Boats are well represented in the Nationals results, with 7 of the top 10 being either FRP or composite Butlers. However, it should be pointed out that coming into the last race, Tom Gillard and Ian Jones were level on points, each with 3 race wins and 3 seconds. Tom's Butler and Ian's Rooster dominated the championship but not each other!



*Tom Gillard (1926) National Champion 2015  
Photo by Karen Langston*

All the top 10 boats at the Nationals were using the laser-style aft mainsheet system but there were plenty of others who prefer a centre mainsheet system. As mentioned elsewhere in this newsletter, Brenda Hault was experimenting with a track and traveller mounted on the thwart of her Rooster; she was 11<sup>th</sup> overall and counted a 3<sup>rd</sup> place.

There were several boats at the Nationals that had been home built. Peter Robinson's 1772, built from a kit by John Chambers in 2010, was the best placed wooden boat in 20<sup>th</sup> place, while 3 others, built by their owners from class plans, were just behind – Peter Lawson's 1924, Hugh Ambury's 1711 and Chris Smith's 1844 were 22<sup>nd</sup>, 23<sup>rd</sup> and 24<sup>th</sup>.

At the **Inlands**, Ian Jones was the convincing winner, with Alan Gillard 2<sup>nd</sup> and Dan Phillips (Rooster) 3<sup>rd</sup>. The **Northern Paddle** ended up as a very close battle between Ian Bradley and Steve Blackburn, with Steve just finishing on top. Steve's boat is 1881, the Butler FRP in which Tom Gillard won the 2014 Nationals, now sporting a Sail Register sail. The final event in the series was also the **Northern Area championship**, won by James Wilson in his 7 year-old Rooster with P&B sail.

In the **Southern Paddle**, Ian Bradley was dominant. Veronica Falat was 2<sup>nd</sup> (Rooster with P&B sail) and Mark Langston 3<sup>rd</sup> (Rooster with Morgan sail). The **Southern Area Championship** was won by Howard Frear (Rooster with P&B).

So, not only were all the major events won by different people, their boats were also different with no single combination of hull and rig able to claim total mastery of the class. Morgan sails have certainly made an impact and it's interesting to see that Gibson sails are appearing in the fleet; with the class becoming stronger in Kent, where Gibson Sails are based, perhaps we'll see more of them next year. Peter Lawson's Sailblade sail has also proved competitive, finishing 5<sup>th</sup> in the Northern Paddle.



*Ian Jones (1920) runner-up 2015  
Photo by Karen Langston*

# Measurement at the Nationals

By Alan Gillard

What an event Weymouth was!

Great weather ~ Great Sailing ~ Great Venue ~ Great organisation ~ Great people to sail against and with.

Perhaps as a surprise to some and maybe not to others the weekend started off with Veronica and Ben Falat and Ian Bradley conducting pre-event measurement checks. It has not been the normal thing but occasionally the Streaker Class goes in for these checks. The table below is a record of the measurements taken. To save embarrassment I have not shown the various boat numbers and helms/owners of each record. The committee decided that we would check the weight of all the boats present and also check that the daggerboard being used did not protrude below the hull more than the allowed 750mm. You will see from the results that we did not exactly record everything, but it was a hot day and things do get rather busy at times.

Without trying to read too much into the record the measurement checks of course did throw up a few issues that in general the owners were not aware of. The SCOA works closely with the builders of Streakers. Our professional builders 'self certify' the new Streaker they are supplying measures in all respects. The SCOA though check measures every 6<sup>th</sup> FRP/Composite Streaker built. It is not fool proof and as recorded a number of members found that their Streaker was underweight by as much as 2kg.

The responsibility whether your boat is in class or not is the responsibility of the owner/helm, even though the new boat you have purchased is supplied as 'in class' and with a Measurement Certificate. The SCOA though are only too happy to help and will check weight your boat whenever you want. The guy who did not present his boat for any measurement checks, no doubt will be first in the queue next time!

**Streaker Nationals Record of Measurement at Weymouth – July 2015**

	<i>Weight on certificate</i>	<i>Corrector weight on cert.</i>	<i>Correctors in place?</i>	<i>Recorded weight</i>	<i>(1000 max) Length of board</i>	<i>Height of board case</i>	<i>(750 max) Length of board below hull</i>	<i>All OK?</i>	<i>Builder/type</i>
1				57.3	985	258	727		Holt kit
2				53.2	1026	260	766	board long	Holt kit
3				48.1	987	267	730		Cory Wood
4				68.5	972	256	716		Cory GRP
5				53.7	993				Butler FRP
6	not on cert.	2.0	yes	48	1005	260	745		Butler Comp
7				57.6	1013	261	752	board long	Gillard wood
8	48.4			55.5	974	261	713		Rooster
9	49.5			51.4	1005	263	742		Rooster
10	48			48.5	1000	255	745		Rooster
11	48.3			51.5	1000	260	740		Rooster
12	49			50	996	260	736		Rooster
13	48		2.0 added	46.2 + 2.0	1000	260	740		Rooster
14	48.1		2.0 added	46.1 + 2.0	1000	257	743		Rooster
15	not on cert.			63.4	1005	255	750		SCOA plans
16	48			49.6	999	260	739		Rooster
17	49			51.5	1005	256	749		Butler Comp
18	48		0.5 added	47.6 + 0.5	997	258	739		Butler Kit
19	48		1.5 added	46.7 + 1.5	998	259	739		Rooster
20	48			Not measured at Nationals				Not measured	Rooster
21	48			48.1	1000	260	740		Rooster
22	51.5			52.9	996	260	736		Butler Comp
23	48.7			49	1000	260	740		Rooster
24	50			53.2	1004	?	?	board long	Butler FRP
25	48			49	988	260	728		Butler FRP
26	49			51.5	1004	257	747		Butler Comp
27	48			48.4	999	259	740		Rooster
28	48.5			49.4	1003	258	745		Butler Comp
29	48			50.3	997	259	738		Rooster
30	48.4			48	998	?	?		Rooster
31	50			50.5	1004	261	743		Butler Comp
32	47	1.0	yes	49.8	1004	260	744		SCOA Plans
33	48			48.5	998	259	739		Rooster
34	48			47.3	999	257	742	Under weight	Rooster
35	48.2			49	999	263	736		P&B/Butler FRP
36	48			48.9	1004	256	748		Butler FRP
37	48			48.6	998	263	735		Rooster

38	not on cert.			48	996	260	736		Rooster
39	48			48	1000	?	?		Rooster
40	not on cert.			48.5	999	260	739		Rooster
41	48.4			49.9	990	262	728		P&B/Butler FRP
42	48.5			50.5	1007	260	747		Butler FRP
43	49			50.4	1010	260	750		Butler FRP
44	48			48.4	999	260	739		Rooster
45	47.7	0.5		48.1	999	261	738		Rooster
46	not on cert.			48.2	1003	258	745		Butler FRP
47	not on cert.			53	999	259	740		SCOA Plans
48	47	1	0.2 added	47.9 + 0.2	1000	?	?		Butler FRP
49	48			49.4	1003	257	746		Butler Comp

Whilst measurement of Streaker hulls was taking place Peter Cogill and I were busy on the Friday afternoon in the WPNSA hanger measuring sails from Morgan, Sail Register, North, P&B and Rooster.

One of the good things in Streakers is we have 'Approved Sail suppliers', sails come pre-measured by the sail supplier. The RYA/ISAF conducts a similar scheme for National and International classes they call 'In house measurement' at sail-makers. The National championships this year was the perfect place to check measure at least one sail from our Streaker Approved sail suppliers.

Of course it is not in the interest of any Sail-maker to manufacture a sail which is out of class; it is hassle and money if a sail does not measure. There are some 50 to 60 Streaker sails new each year. The approved sail supplier scheme serves the SCOA extremely well. Members don't have to find a Measurer to measure their new sail and the SCOA don't have to measure the 50-60 sails before the 1<sup>st</sup> race of the National Championships, which is what used to be the case.

All the sails measured were new that day and in general all measured to the class rules both in terms of dimensions and quality of cloth used.

There has been an issue with one supplier who does not put a trade mark in the tack region of his sail. A little strange as you would have thought saying who made the sail is an important feature, especially if you want further business. Seriously though; if the sail supplier is an 'Approved sail supplier' to the Streaker class we need to insist that a trade logo is placed in the tack region of the sail. This way we all know who manufactured a certain sail and whether it requires to be measured or not.

There was one sail in the fleet at the nationals which had the sail numbers you might say the wrong way round. For those that are not aware the Starboard sail number should be uppermost on the sail, whilst the Port side number is the lower of the two. It is an easy mistake to make, and amazingly unless faced

with a whole fleet of Streakers takes some picking out.

The final issue we found with sail measurement was the positioning of the Blue class Insignia. One sail was out of class on the blue insignia by 5mm. The class rule says;

*Rule 71. Sail – Position of Insignia – The bottom edge of the insignia positioned above the middle batten measurement point and positioned parallel to the middle batten pocket.*

That all seems straight forward until you consider just where is the 'middle batten measurement point'? We have a Leech measurement point for the width of the sail at  $\frac{1}{4}$   $\frac{1}{2}$  and  $\frac{3}{4}$  of the leech. The 3 sail batten pockets have to be within 50mm of these leech points. One sail maker had decided that the centre of the batten pocket must be the 'middle batten measurement point' whilst all the other sail-makers had taken the leech measurement point.

This is where the SCOA puts up our hands and says sorry we have made a mistake we need to reword that particular rule. So the rule has been re-written this month so it now says;

*Rule 71 Sail – Position of Insignia – The bottom edge of the insignia positioned parallel and above the centre of the middle batten pocket.*

It just goes to show it is not easy writing rules. The new rules available on the SCOA website will reflect this change along with the rule changes voted upon and passed at the AGM.

**FOR SALE:**

**STREAKER WAVE SAIL**

**Demonstration sail owned by SCOA**

**Still in excellent condition.**

**£150**

**Contact Alan Gillard 01427 753925**

### Elton SC

Joy Read reports:

Elton Sailing Club in Bury has always had a wide range of racing dinghies, and to add to that, now has a rapidly growing Streaker fleet. From the first Streaker arriving at the club in 2012 the fleet has grown over the last three years to an impressive 14 today, including 7 lady helms. Elton's 'Ladies Who Launch' initiative, designed to encourage more ladies into sailing has proved extremely popular, with many ladies purchasing their own boat and the Streaker seems to fit the bill perfectly. Three of the lady Streaker owners are now qualified RYA Assistant Coaches and are moving up the ranks to hopefully become RYA Dinghy Instructors next year. All the Streakers have been competitively raced throughout the summer in Elton's packed sailing programme including club racing, opens and individual trophy days. Four of the Streakers made the journey to compete at the Streaker Nationals for the first time this year at The Portland and Weymouth Sailing Academy where they had lots of capsizing and recovery practice in the strong winds! The Streakers will be raced throughout the winter and visitors are welcome for the Snowflake Open series next January and February. Elton also has a provisional day for their Streaker Open on 9th April 2016 and all Streaker

sailors are welcome regardless of ability. Come along and race, enjoy the brand new changing facilities and the galley and bar will of course be open. A prize can't be guaranteed but what can be guaranteed is great day at what is reputed to be one of the friendliest clubs in the North.



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### Downs SC

Situated on the Kent coast, not far from Dover, Downs SC has played a significant part in Streaker history. The Nationals have been held there twice, in 1984 and 1990 and at least two Downs members, Frank Catt and Simon Cory have figured prominently in the results over the years. Both are still going strong, in fact Frank has bought a brand new Streaker and Simon, despite now sailing a RS200, is a driving force behind getting a Southern Paddle

Streaker open at Downs on May 15<sup>th</sup> next year. It will be a joint event with Toppers, Lasers and Aeros and there will be a good shore team to help everyone launch and recover. The Streaker fleet has seen a recent resurgence and now consists of 7 boats so the open looks like being a really good event. More info will be on the class website in due course. In the meantime check out the club's website at <http://www.downssailingclub.co.uk>.

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### Blakeney SC

There are currently 5 Streakers at Blakeney SC in North Norfolk and they hold their own 2-day event within a club regatta in late summer. This year it was won by Alan Robinson with Hugh Ambury second. Next year this will be on the weekend of September 3<sup>rd</sup>-4<sup>th</sup> and will be part of a small regional series, taking in other events in Norfolk and Suffolk. The

race times are governed by the tides – so it will be an early start on both days – and when I say early, I mean very early!!! First race at 07.45 on Saturday and 08.15 on Sunday – but hey, it will be a lot of fun! There are B&Bs and camp sites not too far away. The club's website is <http://blakeney sailing.co.uk>.

#### How to keep in contact with all that's going on in the Streaker class:

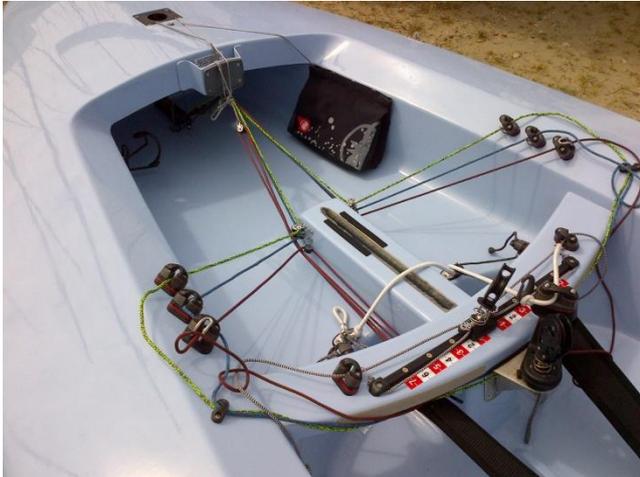
- Keep looking at the class website <http://www.streaker-class.org.uk>
- Follow us on Facebook. We have a page <https://www.facebook.com/StreakerDinghyClass> and if you're a Facebook user, ask to join our group 'Streaker Dinghy Sailing'
- We're also on Twitter <https://twitter.com/StreakerClass>

## Focus on Boats

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### Brenda's Boat

As mentioned earlier in this newsletter, Brenda Hoult's boat, 1914, is not your usual-looking Rooster Streaker. For a start, it's been allowed to experiment with a centre-mainsheet track and traveller. Coming from the Solo class, Brenda was keen to see if a track and traveller will fit and work OK on a Streaker.



This picture shows not just the track and traveller but also the bracket that's attached to the back of the dagger-board case to take the mainsheet swivel jammer. Of these fittings, the track and traveller are not yet allowed in the class rules (Brenda was given dispensation to trial them) but at the AGM the bracket was allowed. (By the way, the shockcord going through the mainsheet jammer is just pulling it forward so it doesn't slop around when trailing.)

With the jammer now on a bracket, there's more room for the track and traveller on the thwart. One of the problems with the current centre mainsheet system using strops and the block/jammer being on the thwart, is that everything is rather far forward; the blocks on the boom have to be further forward than they should be for best efficiency. So anything that helps move the system back a bit in the boat could be very useful. Now, since the AGM, everyone is allowed to move the block/jammer aft of the thwart

so that might help other boats with centre mainsheets.

Brenda's boat also has continuous control lines, unlike most Rooster Streakers, although the Boatyard at Beer are planning to offer this layout as standard next year. She is thinking of leading the 'tails' of the control lines through rings in the gunwhales so she can tweak the leeward controls from the windward side.



At the Nationals Brenda had some excellent results, despite being one of the lightest helms in the fleet in consistently breezy conditions. She came 11<sup>th</sup> overall, with a 3<sup>rd</sup> in race 2. Her worst result was 15<sup>th</sup>. Her best point of sailing was reaching, overtaking boats by flying through their lee! But she could also hold her own going to windward and it's interesting to consider how far her mainsheet system was contributing to her boat speed. Certainly it gave her confidence as this is what she's familiar with from Solo sailing. All the boats ahead of her were using the usual 'laser-style' aft mainsheet system so you can't argue that her system was faster – but maybe it had an edge over those boats using the class-legal centre mainsheet system using strops.

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### A Streaker like no other!

A year ago there were photos circulating of an absolutely amazing Streaker, built from plans by Peter Glynn at Elton. Has it been completed? It looks truly awesome!

Will it be sailing in 2016? Please say yes - but with extreme care!



Just look at the point of the bow!

# Thoughts on the Paddles and other series

By Veronica Falat

There can't be many classes that offer as many open meetings as the Streaker class does. This year's Northern Paddle series lost a couple of events to low water levels or weed problems but still had 12 opens. The best attended were Hornsea (24 boats), Welton (19) and West Riding (18). The competition is good, reflecting the strength of the class in the north, especially in Yorkshire and Lancashire.

It's easy to say what its purpose is – to provide good racing for the Streaker sailors in that part of the country. Many of the clubs concerned have good numbers of Streakers within them; some can offer fleet racing on a regular basis. The class is well known and respected in the region.

Only one NP open this year had fewer than 10 boats (Hykeham with 9).

With the Southern Paddle, things are rather different. This year we had 12 opens (One of them, Tamworth, counts for both the Northern and Southern Paddles) but none attracted more than 15 boats. The best attended was Burghfield (13 boats), perhaps because it was also the Southern Area Championship, and Bough Beech (12). Nine events had fewer than 10 boats, including four which had 5 or fewer. Those of us who do travel to most opens can be disappointed by such low turnouts.

The natural reaction is to cut back on the number of opens by weeding out the poorer attended ones. To an extent that's what's happening for 2016. Newhaven & Seaford, Frensham Pond and Deben won't be in the SP series this time. Alton Water and Chipstead are also doubtful. However, we need to think about the purpose of this series. While the Northern Paddle links together clubs with strong ties to the class, the Southern is often a means of educating clubs who know very little about the class. Most Streaker sailors in the south are spread thinly at scores of clubs with no history of Streaker sailing. So SP opens are a means of supporting those brave individuals who have gone ahead and bought Streakers.

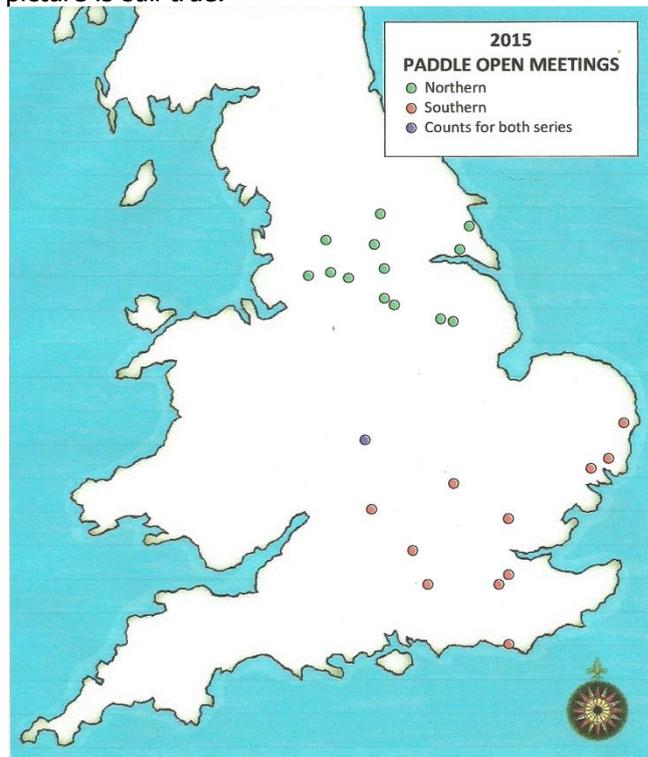
I think we need to emphasise the value of going to open meetings if you are new to the class. The Streaker seems such a simple boat – but there are all sorts of valuable tips that can be gained when you compare your boat and sailing technique with that of someone doing well at National level. The SP opens are vital for this. Perhaps we need to go further and build in some aspects of training and boat tuning to SP racing days.

For 2016 there will probably be 9 SP opens – Tamworth, Bough Beech, Burghfield, Downs, Beccles, West Oxfordshire, Weir Wood, Broxbourne and Stewartby. Those events near the motorways (M25, If we extend the Paddle series too far, there's a danger that distances will be too daunting, especially

M4 and M1) are being thought of as core events, with the others being outliers, reaching out into areas where Streakers perhaps need most encouragement. So, the two Paddle series have different roles to play. Maybe in due course the Southern Paddle will be as well attended and competitive as the Northern; I think that by continuing to promote the Southern Paddle and encourage people to join in is the way we'll get there. Of course there's another role for the SP events and that's to showcase the class to other sailors. We usually share our opens with Lasers or Solos and many of those sailors have rarely met Streakers before. It's a valuable part of their education!

Of course, even with the extent of the two Paddle series, there are huge parts of the country that don't have Streaker opens at all.

This map shows the distribution of the Paddle opens this year (2015). 2016 will be slightly different, especially as the Scottish Championships at East Lothian will count as a NP event, but the general picture is still true.



No opens at all in the far north of England, Wales, or the South West. In fact very few in the central band between the two Paddle series.

Is there a demand for opens in these blank parts of the map?

if the likelihood is that few boats will be at the far flung places.

Perhaps the way forward is to set up smaller regional series to get things going in particular areas. This year, thanks to the efforts of Gil Cumming, we got such a series set up in the South East of England. It already had some SP opens but the plan was to reach out to areas such as east Kent and so an open was held at Redoubt SC. Only 1 visiting boat made the trip to Redoubt – but the fact that 6 local boats turned out and made it a good day's racing suggests that this is something worth building on. The other non-SP event in the series was at Weir Wood and this was also a success, for the opposite reason – 6 visiting boats joining with 1 local.

The plan is to run this SE Area series again in 2016. Also, there's a series being put together in Norfolk and Suffolk (the East Anglian series?) which will

include the SP event at Beccles plus local opens at Blakeney, Hickling Broad and Oulton Broad. Maybe also Alton Water? In particular it would be great to get more Streakers sailing at clubs in the Norfolk Broads – but I'm biased as that's where I'm based! For this to happen we need to be proactive.

If you live in an area that's not served by either of the two Paddle Series and you would like to have a go at setting up a regional series, please let me know. As class secretary, I might be able to put you in contact with other Streaker sailors in your area and help you contact clubs that might be willing to run events.

How about a Scottish series?

Anyone fancy having a go at starting one up?



Streaker open at Redoubt SC in Kent

Photo by Nigel Fordyce

## Who's who in the Streaker World?

### SCOA Committee:

Chairman	Alan Gillard
Secretary	Veronica Falat
Treasurer	Peter Cogill
Membership Sec.	Ian Bradley
	Peter Tyerman
	James Wilson

To contact the SCOA Committee use the email links on the class website at <http://www.streakerclass.org.uk/Contact/Committee> or contact Veronica Falat on 01502 573570 email: [vfatat@hotmail.co.uk](mailto:vfatat@hotmail.co.uk)

### Licensed Builders:

Butler Boats	(FRP, composite, wood and supplier of kits)
The Boatyard at Beer	(FRP)

[www.butlerboats.biz](http://www.butlerboats.biz)  
[www.theboatyardatbeer.com](http://www.theboatyardatbeer.com)

To purchase a CD of Streaker plans for home building, contact Alan Gillard Tel: 01427 753925

**Best wishes for a Merry Christmas!**