



Streaker Class Owners Association

Spring 2012

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

Chairman's (slightly longer than usual) message

Streaker sailors down under

Well what a year already! On Saturday morning 7 January, after a rather sleepless night, my wife and I were up very early to follow the events (the highs and lows) as they unfolded in Australia on Twitter and Facebook. We are not talking cricket here, either. An unexpected sixth place for our team in the penultimate race left the leading two boats on equal points going into the final race.

The final race was a nail-biter – our guys won the start and first beat to lead by 200 yards at the first windward mark. Comfortable? Not yet ... they hit the windward mark second time round. No problem – a quick 360 and the lead retained. That then disappeared in one downwind leg. Leaving a gybe too late, and one major wind shift, meant our guys lost the lead coming round the leeward mark with a lap to go. What the Aussies never reported was how the position changed yet again, leaving us all on tenterhooks waiting to find out what happened next!

No problem. Tom telephoned to say he had won the 2012 Fireball World Championship! Phew – we can all go back to bed. Absolutely delighted parents!

I think as Streaker sailors we can all claim Tom as one of ours. He started sailing Streakers long before he sailed Fireballs. What's more, he has not stopped sailing Streakers; the last boat he sailed before flying out to Australia was my Streaker.

So – on behalf of all Streaker sailors –

Congratulations to Tom Gillard and his crew Sam Brearey.



Dinghy Show 2012: a visit to the Streaker stand by ex-Streaker sailor and Olympic Laser champion Paul Goodison (shown here with Matt Whitfield and Nick Lovell). For a report on the Dinghy Show, see page 4. *Photo: Matt Whitfield*

More and more new Streakers and second-hand boats sold

Over the winter there has been a great deal of activity in both new boat orders and second-hand boat sales. It is such a boost for the class to be growing through the sale of new boats; what's more, the effect on the second-hand market is unprecedented in the history of the Streaker Class. What is important here is that the class seems to be retaining members and gaining a few. We really do welcome all the new members to the Streaker class. One look at the 'for sale' page of our website tells its own story – it's not long before each '£... o.n.o.' is replaced by 'sale agreed'.

I watch some of the other classes you might call 'alternatives to Streakers', and yes they also seem to be selling second-hand boats, but in so many cases sales of new boats are flat. They are lucky to have two new boats joining their fleet. But 30-plus new boats a year – that is worth shouting about.

I am delighted that the class can welcome two new boats this year to the Streaker fleet which have both been built from the new plans on a CD. Streaker 1770 has been built by Chris Smith from Island Barn SC, and 1780 by Gerry Ledger from Up River YC. Both boats have been measured, and have full measurement certificates. Gerry Ledger of course is well known for building National 12s and Solos, and I know that he has already been sailing his Streaker at Up River with some success. Both boats took part in the recent Bough Beech Southern Paddle meeting.

Club racing

The Paddle open series is, for some of us, where we can sail against other Streakers, but I am very aware that there are many more Streaker sailors who prefer to club race. In those spare moments I do occasionally check out (on the internet) clubs that I know have developing Streaker fleets, just to see who's doing what. I think through this newsletter it would be great if we could hear from some of you guys about what is happening at your club and how your fleet is growing.



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STREAKER

Streaker history

Some of you who have been following the SCOA website closely will have seen that the History pages have been growing in size. Over the Christmas holidays I trawled through all my old Streaker newsletters, Yachts & Yachtings and the internet looking for Streaker Class National Championship reports. I managed to get reports going back to 1986, but failed to turn over any information before then. So if you have any Nationals reports for Datchet Water 1977, Stewartby Water 1978, Hampton Pier 1979, Pagham 1980, Sandwich Bay 1981, Dovecote 1982, Scaling Dam 1983, Downs SC 1984 or West Riding 1985, please let me know.

I might say there are some great reports included which make very enjoyable reading. Filey SC in 1987

is especially good, as Mr Streaker, George Robinson, included an extra article called 'Twitches, Tweakers and Streakers' – well worth reading.

I also uncovered some Streaker memorabilia which I've added to the History pages. There are early price lists, a copy of the original Jack Holt Ltd brochure and the original Yachts & Yachting article introducing the Streaker in January 1976. It is good reading, so please have a look. If you have anything about the Streaker from years gone by, please let's all have a look. Either send to myself or direct to our webmaster, Chris More.

Paddle series

Yet again we have a very packed year of Streaker sailing events ahead. My thanks to Peter Tyerman, Veronica Falat and Geoff Town for putting it all together. The Paddle Series, both north and south, are growing in size, and we have secured sponsorship for both series. This year the Southern Paddle is sponsored by Pinnell & Bax, while Sail Register is again sponsoring the Northern. New for this year at all our Paddle meetings will be the Association Prize,

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A new 12ft 9in singlehander from Jack Holt designed specially for home construction by the stitch-and-glue method.

STREAKER

WITH the cost of boats soaring, along with everything else, to almost unbelievable heights (who would have believed a few years ago that many two-man racing dinghies could cost over £1,000?), it is natural that some designers should be looking very hard at ways of keeping prices down. Jack Holt was the maestro of the home-built boat during the great kit building boom in the Fifties and so it is not surprising to find that he has applied his mind to the problem and come up with a new, easy-to-build singlehander, the Streaker.

It is interesting to note that whilst most Holt designs are available for anyone to build and with some of them there has been no restriction on the number of commercial builders, this boat is being produced exclusively by Jack's own company and will be sold either as a kit of parts, or as a complete boat with a coat of sealer, ready for home completion; home completion in this case consisting of painting and attaching the fittings which are included. So the commercially expensive operation of painting and finishing will be left to the owner and the advantage to him is reflected in the price.



Streaker has been designed to fall half way between the Moth and the Laser and is intended to appeal to someone who perhaps wishes to graduate from a Cadet or Mirror before moving on into more exotic dinghies such as the 505 or 470. It must, however, be aimed at the same market as the Solo and it will be interesting to see how the two boats fare relative to each other.

The double-chine hull is shallow with a fine entry, fairly flat midship section, and a flat run with almost constant rise of floor from amidships aft. Freeboard at the stemhead is 14in and 6in at the transom, which is fairly low but does keep the helmsman slightly further away from the water than is the case in the sailing surfboard type of boat. Maximum waterline beam is 2ft 4in with an overall hull beam of 4ft 7in. For two-thirds of the length of the boat, the waterline cuts through the bilge panel, which is at an angle of about 30° to the horizontal, and so there will be a rapid build-up in stability as the boat heels. There is a

The foredeck, sterndeck and sidedecks have the same shallow camber and there is a flat across the angle between the side deck and tank front for comfort when sitting out.

Construction is of plywood on a fairly extensive egg box framework which provides both a rigid structure and the frame on which the boat is built; for there are no moulds or temporary frames apart from two spacers across the cockpit which are integral with the sidedeck knees but are trimmed off once the hull is complete. All the seams are glass taped and the hull panels are held by the stitch-and-glue method. The component parts of the kit are machined accurately so it is virtually impossible to assemble anything but the correct shape.

The tank fronts run beyond the limits of the cockpit aft to the transom and forward to a bulkhead set half way

ments — one forward of the forward bulkhead, one either side outboard of the tank fronts, and one beneath the sterndeck. The aft tank and side tanks have drain holes in the transom. The compartment between the forward bulkhead and the main bulkhead at the forward end of the cockpit is not completely watertight for the mast is stepped through the deck into this compartment. No attempt is made to make the join between the foredeck and the mast watertight. Water can, therefore, enter round the mast hole but it drains out through a couple of drain holes into the cockpit. However, this compartment will contribute to the buoyancy in the event of a capsize. The skin is of 5mm marine ply and the transom is of 6mm. Bare hull weight is only 100lb and sailing weight is 130lb. The boat is, therefore, convenient to handle out of the water.

which will be presented to the first Streaker outside the main club prizes. You can only win this prize once, so if you are just outside the club prizes again at the next Paddle meeting you sail at, the prize will be won by the next boat down the fleet. And if there are 12 or more entries two prizes will be awarded. The actual prizes will vary ... generally what we have to hand – a coveted Streaker burgee or a polo shirt. You will just have to wait and see!

Overall prizes in the Paddle series will again be presented at the series end, and the first three will receive association glasses. But all qualifiers will receive a prize – we'll just have to think of something else after two years of presenting burgees!

We will be presenting a new sail in both Paddle series to the winner of the raffle/draw. You will have one entry in the draw for every race you sail in the Paddle series, so the more races you sail the greater the chance of winning. Only open to SCOA members, of course.

So all to sail for. If you have not tried one of our Paddle events before, come and have a go. We are a friendly bunch, and advice is freely given.

Rooster Sailing and North Sails

Those purchasing new Rooster boats this year are being supplied with North sails. The sails are all being supplied pre-measured, North not being one of the class's 'approved sail suppliers'. We will of course assess the situation as more North sails are supplied.

Butler Boats, new moulds, Pinnell & Bax

Butler Boats are now supplying composite boats from their new Streaker hull mould, the original Cory mould having finally passed its sell-by date. The new mould has been developed from the successful all-wood Butler Streaker. At present Dave is only producing composite boats from his new mould; Peter Tyerman's boat 1801 at the Dinghy Show was the first from it. As reported at last year's AGM, a new deck mould is being developed to go with the new hull mould. All in good time, as they say.

Tom Gillard has a new all-wood boat, sail number 1800, which has been built by Dave Butler. Butler Boats and Pinnell & Bax have joined forces to produce the 'ultimate racing Streaker', and the fit-out is believed to be something special. Accessible continuous control lines and adjustable toe-straps are two of the things Tom is keen to develop on the Streaker.

Streaker handicap stays the same

Much to the delight of Streaker owners, and to the dismay of sailors from other classes, the Streaker Portsmouth Yardstick handicap has stayed the same at 1162 on the latest RYA list. It is interesting looking at the latest RYA handicap publication; this it includes the total number of races returned to the RYA in the annual return – and this information shows just how popular the Streaker is at club level. 4375 races have been recorded, making the Streaker 10th in the club racing popularity stakes. Needless to say the Laser came out as the most popular club boat, with 48,900 races.

2012 Inland National Championships – West Riding Sailing Club

The weekend 26/27 May 2012 will see the Streaker Inlands at a former venue of the Nationals, West Riding SC. The club is celebrating its 75th anniversary and, as part of their celebration regatta, we've been invited to hold our Inland Championships. Camping is free. Although the Nationals are at an inland venue, we are holding an Inland Championship again in the same year at the request of those members of SCOA who wanted more two-day events. It will be our usual format of five races with four to count. A Notice of Race will be put on the SCOA website but entry on the day will be possible. Hopefully we will get somewhere near the entry we had at Bassenthwaite last year.

ALAN GILLARD

AGM 2012

The 38th Annual General Meeting of the Streaker Class Owners Association will be held at 7:00 pm on Friday 15 June at Grafham Water Sailing Club (the day before the start of our National Championship). Further details will be posted on the website in due course.

Enthusiastic about Streakers? Keen to see the class flourish? Don't be shy – step forward and join the SCOA Committee! For details of what's involved and how interesting it is, contact Veronica Falat or Alan Gillard.

Dinghy Show 2012

The annual RYA Volvo Dinghy Show at Alexandra Palace provides a great opportunity to showcase the Streaker and attract new sailors to the class. This year's show was held over the weekend of 3/4 March. Once again we had a busy stand in the main hall, with two boats on display – a composite Butler with a beautiful wooden deck and the latest epoxy offering from Rooster – as well as a home-built boat in a special Jack Holt display. Matt Whitfield organised it all, and here is his report.

Yet another fantastic year for the Streaker Class at the Dinghy Show! Once again visitors to the stand were plentiful and all were given the opportunity to win some fantastic prizes courtesy of Pinnell & Bax, Rooster Sailing and Sail Register! The competition challenged visitors to guess the area of a Wave sail, with a little clue, and many took the opportunity to examine the Wave sail on display to get a better idea.

None other than Olympic Laser sailor Paul Goodison popped over to the stand to help membership secretary Nick Lovell draw the names out to determine who, from the closest answers, won the four prizes on offer, two sets of P&B foil bags, £50 off a boat cover at Sail Register and a Rooster Pro Aqua Fleece.



Dave Butler explains the finer points of a Butler composite Streaker to a visitor to the Dinghy Show. Note the smart new pale blue Streaker polo shirts in the background.

With 2012 being Jack Holt's centenary year, a special display of some of the dinghies he designed was shown in the west corridor. Taking pride of place was a beautifully crafted home-built Streaker belonging to Hugh Ambery. This was the first boat to be built from

the new digitised plans, and as such was both modern and traditional, helping to tell the story of the class.



Yes, that's a Streaker Wave sail in the background – part of the Sail Register display.

The Streaker Class Owners Association would like to thank P&B, Rooster, Sail Register and Butler Boats for their participation at this year's Dinghy Show, and all those who helped out with the stand over the two days. May 2012 be a fantastic Olympic year of sailing.

Matt Whitfield

Photos on this page by Matt Whitfield.

The 2012 Pinnell & Bax Southern Paddle Series



By the time you read this, the Southern Paddle Series will be under way. The Tamworth open on Saturday 24 March is kicking off both the Northern and Southern series. We've got 13 opens this year in the south; last year we had nine scheduled but one was blown off. The new venues this time are Blakeney on the north Norfolk coast, Seafarers SC on the Solent, Mengesham Rytte on Hayling Island and Haversham near Milton Keynes.

Most of the events are held on Saturdays, but Seafarers is on a Sunday and there are two weekends with opens on both days. I'm afraid the series is not

very evenly spaced out this year – after two events in March there's a big gap until June (which is very busy, especially as the Nationals are also that month), one in July and one in August, and then it's busy again in September. Then the series concludes with the Haversham open meeting in October; this will have added importance as it's also the Southern Area Championship.

To qualify for the series, you need to sail in at least 11 races. Normally there are three races in each open meeting, although at Blakeney there will be just two races because of tidal considerations. Therefore you need to compete in at least four open meetings.

Like last year, we're planning to run a raffle to win a sail, this time from Pinnell & Bax. Every time you enter a race, you're awarded a raffle ticket. The draw will be made at Haversham. So it really does make sense to do this series! And don't forget that if your boat is 15 years old or more (with a sail number issued before 31 December 1997, i.e. up to sail number 1486) you can compete for the old boats prize.

Veronica Falat

Southern Paddle events 2012

March	Sat 24	Tamworth SC	West Midlands (NP/SP combined)
	Sat 31	Bough Beech SC	Kent
June	Sun 10	Blakeney SC	Norfolk
	Sat 23	Deben YC	Suffolk
	Sun 24	Weston SC	near Southampton, Hampshire
	Sat 30	Bosham SC	Chichester Harbour, West Sussex
July	Sat 14	Stewartby Water SC	Bedfordshire
August	Sun 19	Seafarers SC	Hampshire
September	Sat 1	Mengesham Rytte SC	Hayling Island, Hampshire
	Sun 2	Broxbourne SC	Essex
	Sat 8	Ouse Amateur SC	Kings Lynn, Norfolk (NP/SP combined)
	Sat 22	Alton Water SC	Suffolk
October	Sat 6	Haversham SC	Milton Keynes

The 2012 Sail Register Northern Paddle Series

This year you will need to compete in 13 races to qualify for the Northern Paddle, which means five open meetings.

Generous sponsorship from Sail Register means that there will once again be a raffle for a Wave sail, with the draw to be made at the last event of the year, at Pennine SC in late October.

Otherwise it's all much the same as the Southern Paddle, described on the previous page. All you need to do is get your Streaker along to as many open meetings as possible. Get those dates in your diary now!



*The final Northern Paddle meeting of 2011, Welton, October.
Photo courtesy of Welton Sailing Club*



For full details of both the 2012 Paddle Series, including the rules, see the [Streaker class website](#)

Northern Paddle events 2012

March	Sat 24	Tamworth SC	West Midlands (NP/SP combined)
April	Sat 14	Hornsea SC	East Yorkshire
	Sat 28	Yorkshire Ouse SC	York
May	Sat 12	Girton SC	near Newark, Nottinghamshire
	Sat 19	Rotherham SC	South Yorkshire
June	Sat 9	Hykeham SC	Lincolnshire
July	Sat 7	Ulley SC	South Yorkshire
	Sat 28	Elton SC	near Bury, Lancashire
September	Sat 8	Ouse Amateur SC	Kings Lynn, Norfolk (NP/SP combined)
	Sat 15	Ripon SC	Knaresborough, North Yorkshire
October	Sat 13	Welton SC	near Hull, East Yorkshire
	Sat 20	Yeadon SC	near Leeds, West Yorkshire
	Sat 27	Pennine SC	near Sheffield, South Yorkshire

Looking ahead to the National Championships

I'm pleased to report that preparations are now well under way for the 2012 Streaker Nationals, sponsored again this year by **Noble Marine**. It will be hosted by **Grafham Water SC**, which boasts one of the best stretches of inland water in the country and has terrific experience in running major dinghy events. If you haven't put the date in your diary already, do so now – it's the weekend of 16/17 June – because you won't want to miss it!



The official Notice of Race will be available very soon from the GWSC website (www.grafham.org) and there will be a link to it from our class website. In the meantime, here's some information to give you an idea of what's in store.

Firstly, we'll be sharing the weekend with Laser Masters, who will be having their annual GWSC open meeting. The club and its water are so big that only large classes get to have separate events – most classes have to double up. The Lasers will have three races back-to-back on each day, but we will have our normal five-race series (three on Saturday, with a break between the first and second, and two on Sunday). Therefore, after a briefing on Saturday at 10:00, our first race will be at 11:00. The Lasers will have their first race after we finish and while we come ashore for a quick pit stop. Then we head out again and our races 2 and 3 will be back-to-back. On Sunday we'll have races 4 and 5 back-to-back, followed by the prize-giving. Apart from race 1, the start sequence will be standard Lasers followed by Radials and then Streakers.

Grafham offers great racing, and the launching is easy. However, we know that a really good Nationals isn't just about the sailing. Fortunately Grafham can provide us with the other elements to make the weekend particularly enjoyable. For a start, there's plenty of car-parking space and, for a very modest fee, you can put up tents and park camper vans close to the clubhouse (although, due to a clause in the club lease, caravans are not allowed). The clubhouse itself is big with good-sized changing rooms, a downstairs bar/canteen for wet sailors, an upstairs bar and a function room. There will be food available in the canteen from breakfast until after sailing, but we're also arranging to have a meal on Saturday evening upstairs. Each competitor will get a ticket for this meal when they enter the championship, and extra tickets can be bought for friends and relations. Perhaps some of the Laser Masters would like to join us too.

The racing will be held over two days but in many ways the Nationals could be looked at as a three-day event because many of us will probably be arriving on the Friday. The SCOA Committee is keen that some Streakers are weighed before the racing starts, and Friday is the perfect time to do this, before boats get rigged. Alan Gillard will provide more info on this in due course and will make it clear which boats need weighing. If you want to go sailing, that will be possible; you just have to pay a day fee to the club. A safety boat will be on stand-by. Then, on Friday evening, there will be fish and chips available before we have our AGM.

The entry fee will be £35 (the same as last year) if you enter before 4 June, and £40 after that. Please note that you must be a paid-up member of the class association – and don't leave it to the Saturday to pay up. You must have paid your subs before Friday's AGM.

This won't be the first time that the Streakers have been to Grafham. Twenty years ago the championship was there. The winner was Alan Gillard. Can history repeat itself? I wouldn't bet against it, but the competition is bound to be pretty hot. Grafham is such a user-friendly sort of venue we could attract a really good turn-out. Here's hoping so!

Veronica Falat



Other events

(Note that not all of these are official Streaker/SCOA events)

Streaker Scottish Nationals

East Lothian Yacht Club at North Berwick, on the outer estuary of the Firth of Forth, is hosting its Annual Open Regatta over the weekend of 2/3 June 2012. With the growing number of Streakers at the club, it is planned to incorporate the **Streaker Scottish Nationals** at the Regatta. The ELYC Regatta is probably the largest open regatta in Scotland and attracts many classes such as Skiffs, RS200, RS400, Laser, Topper, Optimist and Handicap.

As in 2011, online pre-entry will be compulsory, and the total number of boats will be capped at 130.

ELYC has excellent facilities with harbour-side clubhouse and changing rooms refurbished in 2003. Launching, from a sheltered beach beside the harbour, provides easy access within 10 minutes' sailing to two distinct racing areas, enjoying steady winds and good sea conditions.

It is hoped that Streakers from the north of England will be attracted to this year's regatta, as well as Scottish Streakers. For more information, look at the club web site at www.elyc.org.uk or contact Derek Braid (derek@braidimage.co.uk).

Derek Braid

Single-Hander 12-Hour Race

West Lancashire Yacht Club, **Saturday 28 April**. The first running of a new event, for Lasers, Solos and Streakers. Further details at www.wlyc.org.uk/12-hour-race.

Streaker Inlands

West Riding Sailing Club, near Wakefield, **Saturday/Sunday 26/17 May**. Keep an eye on the Streaker website (www.streaker-class.org.uk) for further details.

Jack Holt Centenary Weekend

Wraysbury Lake Sailing Club, **Saturday/Sunday 7/8 July**. We are hoping to have old and new representatives of as many of Jack Holt's designs as possible sailing over the weekend. It is hoped that prizes will be awarded throughout the fleet and not just for the best boats overall. More details are on the Classic & Vintage Racing Dinghy Association (CVRDA) website at www.cvrda.org/wp-cvrda/?p=484.

Martin Honor

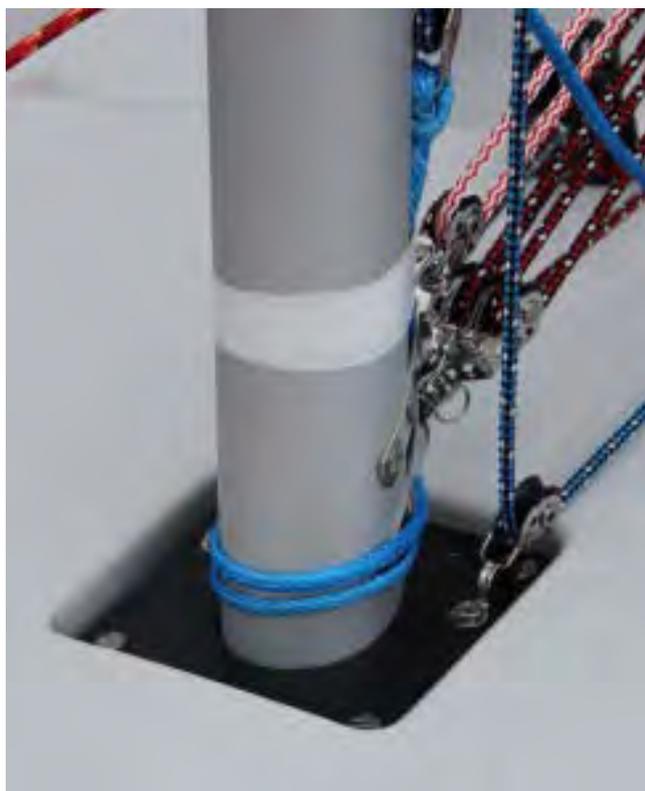


Derek Braid (Streaker 1715) at the 2011 ELYC Regatta. Photo by Richard Miller

Rooster Streaker tuning guide

A lightly edited version of an item from Steve Cockerill's blog, reproduced with permission (thanks, Steve!). For the full blog, see www.roostersailing.com/wordpress

All new Rooster Streakers come with their mast step already placed in what we consider to be the correct position to ensure a balanced feel that encourages you to sail the boat upright rather than leaning away from you. We have improved the mast deck block on our Streakers now so that the mast is held tightly at deck level, which allows us to now adjust the mast bend characteristics by means of the forestay and shroud tensions.



The sail maker has the problem that there are no spreaders to deflect or control the mast, so mast bend is up to you.

I was discussing some settings recently with some friends and they were interested to find out our exact settings in the Scorpion. This information is free to all, but as I knew one of them was a good skier I asked: "would you use the same binding tension on your skis as a man 5 stone heavier than you?" The answer was NO – as these might break her leg when she tumbled. In the same way I explained that masts behave differently when you are hanging out over the side of the boat when comparing your set up with a crew 3 stone heavier. At the same time if hiking out is a challenge – then you will need a more forgiving set-up to allow your mast to bend as if you were taking more power.

Drifter conditions: glassy – less than 5 knots

There is no difference in the set-up here whether you are light, heavy, fit or unfit – unless you are expecting the wind

to increase through the race. Primarily you will need to take out the bag of the sail near the mast – I tend to call this luff curve. You will find it hard to sheet out the luff curve – or sail cloth near the mast as sheeting hard will hook the leech – instead you should be sheeting with relatively light tension, paying particular attention to the top telltale – trying to keep it just flying – or near dying. You should also be putting the boom on the corner of the boat as you do not have a jib to catch the wind – your mainsail is the jib. You can reduce the luff curve bag by pulling on the outhaul – this sucks a little luff curve out of the sail. You can also release the in-haul of the sail which can fool the mast that there is lots of low-down mast bend – which again eases the luff situation and allows you to get the wind to stick to the sail early on its journey across the sail.

Release the Cunningham tension, or even halyard tension, and encourage horizontal creases, which will help you take the draft aft. Lastly – if you are sure that the conditions will not change – you might consider easing the forestay, to allow the mast to bend more with sheet tension. However, if the wind increases by 5 knots you might regret it, as you would then require more power than the mast can now support. You may also find that the vang can help take out luff curve, but be aware that this can also kill your flow off your leech telltales. This is a balance between making the sail flat enough for the wind to flow, and open enough for the wind to leave it. If your forestay is tight and you are still struggling to take out the luff curve bag at the front of the sail, then vang can help, as it bends the mast by pushing the boom inner end into the mast.

5–10 knots

Now in the higher gusts you can start to really work the wind, and suck out plenty of power using your leech.

I use mainsheet tension to gain the most power from the rig – as using the vang (often used by sailors to help take out the luff curve) unfortunately depowers the mast as it pushes the boom into the mast. This wind strength is often the transition between vang sheeting and mainsheet sheeting, which develops lots of power in the rig. A constant eye on the leech telltales to ensure they are still breathing in the gusts whilst also being aware that too much tension can over-flatten the sail and stall the telltales. Constant sheet tension changing is required.

11–15 knots

Depending on your mass and your fitness levels, this area can be very different in set-up. In these conditions it is normal for the wind to start to drag the fullness in the sail aft – causing heel and loss of speed. Those with a fitness or mass advantage are trying to keep the draft 35% back from

the mast – without resorting to using Cunningham (as this also opens the upper leech, which depowers the rig). So heavier sailors will support the mast by using more forestay tension (this reverse-bends the mast at deck level and thrusts more fullness towards the mast). Lighter sailors will be happy to let the mast bend (sucking out fullness and sending the draft aft), which allows them to use more Cunningham tension to pull the fullness back to the mast – and in turn re-establish the balance of the boat. In these conditions I might start to use vang to hold an average power – but over-sheet with the mainsheet when I need extra power. If you use vang, it will tend to pull the draft aft – so be prepared to use either more Cunningham or more inhaul to balance the low-down mast bend.

You may have noticed that I use very slack shrouds on the Streaker – which has caused some consternation from many who consider themselves experts in the class. This set-up means that I can run very deep downwind, which last year enabled me to hang onto Tom Gillard on the offwind flat-water legs at Pennine whilst being 16 kg heavier and then use my extra mass to take him upwind. However, running slack shrouds does encourage the leech to open as the mast bends sideways upwind – which is why I tend to use only mainsheet tension to tension the leech of the sail in these conditions. Personally I prefer the way the mast moves

around with slack shrouds – but be aware that you will find some luff curve starvation creases about 1 m above the gooseneck where the rig starts to bend at this unsupported junction from deck to rig. Don't worry – these creases can be fast.

16–30 knots

Easy sailing. Lots of vang (using the nice 15:1 kicker system on the Rooster Streaker) and lots of Cunningham (using the 6:1 Cunningham on the Rooster Streaker). The rig becomes a puppy – sheet loads reduce and she becomes a joy to sail. Don't pinch to depower – instead, ease the sail for speed and keep the boat flat. You will not achieve a flat boat by hiking alone – you MUST ease the sail – even if it flaps. Remove the vang and the Cunningham downwind for a fuller sail, but watch out for death rolls if you let the vang go to much – unless you like sailing by the lee. Check out the Rooster Boat Whisperer Downwind DVD for some standard corrective measures not listed in any books.

I am sure that this so-called tuning guide has sparked off more questions than answers. My basic rule is sail in 12 knots of breeze: if you are struggling for power and pointing ability, pull on the forestay tension; if you have too much, then let it off a bit. Everything else will follow if you use the rules and cheats above.

Steve Cockerill

Carbon masts (continued from November 2011)

I said I would report back with my findings regarding the Carbon mast which Alan Simmons had on trial. In light winds, as you might expect, there was very little noticeable difference in performance from this carbon mast. I suppose the mast made life a little easier, because I could get that little bit of bend to just take out the fullness in the front of the sail without over-tensioning the leech. But the real test of the black spar came in a blow. I tried it one windy afternoon at Rotherham, gusting a good force 5, and the mast bent a considerable amount more than I was expecting. With the sails we currently use there was never going to be enough luff curve or fullness in the sail to match the bend characteristics shown by this mast.

I spoke with Ian Jones, who had manufactured the mast. Ian had tried to make a mast from the black stuff which was comparable in weight to the original Streaker Cheetah mast in both weight and stiffness. This mast weighed in somewhat heavier than I expected, having handled the odd Phantom class mast and compared weight. Ian explained how he tried to match the weight of the original mast, which meant that the amount of glass fibre and resin was increased at the expense of carbon fibre.

The mast was comparable in weight to an original Streaker Cheetah mast section so gave no performance benefit from being lighter in weight. The problem was that the mast bend characteristics of this carbon fibre mast were not comparable with current sections, as the mast bent far too much.

As an afterthought to this, I was chatting to James Jarvey (builder of some pretty wood Scorpions, Enterprises and a composite Phantom) on the Phantom stand at the Dinghy Show; he told me that the rig alone for a Phantom costs over £2000!

I am not sure we as a class want to be paying any such price for a carbon Streaker rig, even given the simplicity of the Streaker mast. I think we'll shelve this venture for a while.



Alan Gillard

Tweaking your Rooster – part 2

Alan Gillard shares some more thoughts – and a lot of what he has to say applies equally well to any Streaker.



I have had quite a bit of feedback from my first 'Tweaking your Rooster' article (summer 2011). Mostly positive – but then again, it did ruffle a few feathers! As a result the occasional question always pops up, so I thought a second article might cover these.

The Rooster Streaker, which is built by the Boatyard at Beer, is a superbly built boat. I have sailed mine hard for three seasons, and basically there is not a mark on it. No cracks, no leaks – and they are quick.

Shroud adjusters and shroud hole position

The Rooster Streaker has upside-down 'U' bolts through the gunwale to fasten the shroud adjusters to. When connecting the shrouds to the adjuster plates, the adjuster plates should be tight up against the underside of the U bolts. To achieve this I use a small wedge underneath the shroud adjuster while putting the shroud into the correct adjustment hole. This takes out the potential for there to be any unwanted slack in the shroud/shroud adjuster when setting up on shore. But take a look at the photo at the top of this page – see just how slack my leeward shroud is when sailing?



When connecting the shrouds, don't be surprised to find the shroud position on one side of the boat is different to the other side. The Rooster hull sheerline is slightly different in height on one side to the other. So in my case the port shroud is in shroud plate hole number 3 while on starboard it is in hole number 1. I have checked my shrouds are the same length. None of this is detrimental to performance, as the issues are easily overcome – but as long as you know.

Mast gate pod and insert

As in all boats, the mast should be on the centre-line. Fortunately the mast step is central, but in some of the early Rooster the mast gate can be as much as 5mm off-centre. New boats have this issue sorted out now, so nothing to worry about – but it's worth knowing, and worth checking that yours is central. I found that the mast would be touching on one side of the mast gate insert and there would be a gap on the other. It is possible to re-position the black insert inside the pod casting to overcome the off-centre insert. I made myself a new insert, with the mast hole offset 5mm.

The fit-out: not to everybody's taste?

If you're an ex-Laser sailor then the fit-out as received from Rooster Sailing is just perfect – three cleats on the foredeck, all very familiar stuff. But Laser sailing was never to my liking – I was never big enough, or probably fit enough, and neither are the vast majority of Streaker sailors. So it's good that the Streaker allows for much more variation in its fit-out, something we Streaker sailors like to take advantage of.

The main issue with the Rooster set-up is that you cannot adjust the kicker, outhaul or downhaul whilst sitting out. Not, that is, unless you have long arms. The cleats are easily operated, but they are too far forward. Also, while you are sailing the control lines drift to the leeward side of the boat, which means the ropes don't exactly come to hand easily either. It is a little easier in lighter winds, when perhaps you can sit on the thwart and the cleats and control lines are closer.

Downwind in a blow, though, you don't really want to be going forward to adjust the control lines – and it's certainly better to stay upright than capsize looking for those loose ends.

The initial answer of course is to tie the loose ends of the three control lines to the toe-strap elastic. In the end, though, this is only a compromise which still does not allow you to adjust any of the controls while sitting out.

In my Rooster Streaker I recognised this issue very early and asked Rooster Sailing to install only two of the foredeck cleats. I was adamant that I wanted the kicker fed back to both sides of the boat. But be aware that to install the cleats on the side deck you need the backing supports installed by Beer Boatyard while the boat is being built (though I suppose it would be possible to install a hatch close to the thwart area so you can install cleats where you want them with backing support).



Kicker

I looked at my own sailing technique: the main control I adjust whilst going upwind is the kicker, so obviously I wanted the control line/cleats where I could easily adjust. But the pull also needed to be such that I could grab a good 'handful' and pull loads of kicker on in one go.

A number of Streakers have the kicker coming straight from the mast area back to a cleat on the side-deck next to the helm, but when you want to pull some kicker on there is not enough room between the helm's body and the cleat, which restricts the amount of kicker that can be put on in one pull. My kicker allows me to pull it on until the control line comes over my shoulder, and it is where I can get at it whilst sitting out on either side of the boat.

I have always used a couple of triple blocks (currently a triple and a double) for my kicker. I have taken the pull direct from this using a splitter pulley back to two turning blocks for the control line which are attached to the toe-strap plates on top of the false floor. My kicker is only 10:1, which is a little short on power for most – but it means I don't need to pull quite as



many yards of control line in. The more eagle-eyed will notice the extended shackle that I use to connect the lower triple block to the mast. This fitting I have specially made by welding a short length of stainless rod between two shackles. The reason for this fitting is that it raises the lower triple block so that the kicker control line then clears the deck and deck cleats. But also it brings the lower triple block away from the mast area where the control lines for outhaul and downhaul descend.

The other important thing is to use some quality cleats with a front fairlead. You cannot expect performance if the cleats don't work or don't cleat easily.

Outhaul

The outhaul is mainly adjusted while going downwind. So I could compromise with the cleat on the foredeck, but the loose end is led back to a flip-flop block on top of the thwart. When I thought about it, the main change to the outhaul was at the beginning or end of a downwind leg. So I compromised, and rather than bringing the control line to either side of the boat I led it back to the thwart close to the mainsheet block. Let's face it,



your mainsheet hand comes quite close to the mainsheet ratchet block on a regular basis, and the outhaul control line will always be just there. To let the outhaul off, just grab the line in front of the flip-flop block and lift out of the cleat. To pull some on you can either grab the line from behind the flip-flop block and pull from any angle, or you can still pull on from in front of the flip-flop block. Either way, there is no need to go forward to find the control line.

The outhaul control line (the blue one in the photos) ties off through the deck eye that the turning block is attached to on top of the black mast insert. You can see that the lead line from the boom has a turning block attached that the blue control line goes around, giving that simple extra purchase.

Downhaul

This is the control that is very often overlooked, and yet it has a big effect on the fullness of the mainsail. Because it is overlooked people do not realise that you need plenty of purchase. I use a 6:1 purchase, which is really just a simple 3:1 block and tackle. It doubles through the pulley on the luff of the sail, before tying off on the side of the mast (the black ropes in the photos). I scrapped the bits of rope that were wrapped 'Laser style' around the kicker attachment to hold a block, and fixed my blocks on the black mast gate support, adding an extra block for more purchase. This also has the added advantage that the downhaul is solely attached to the boat when de-rigged, which means the ropes are not dangling from the mast when travelling to open meetings.

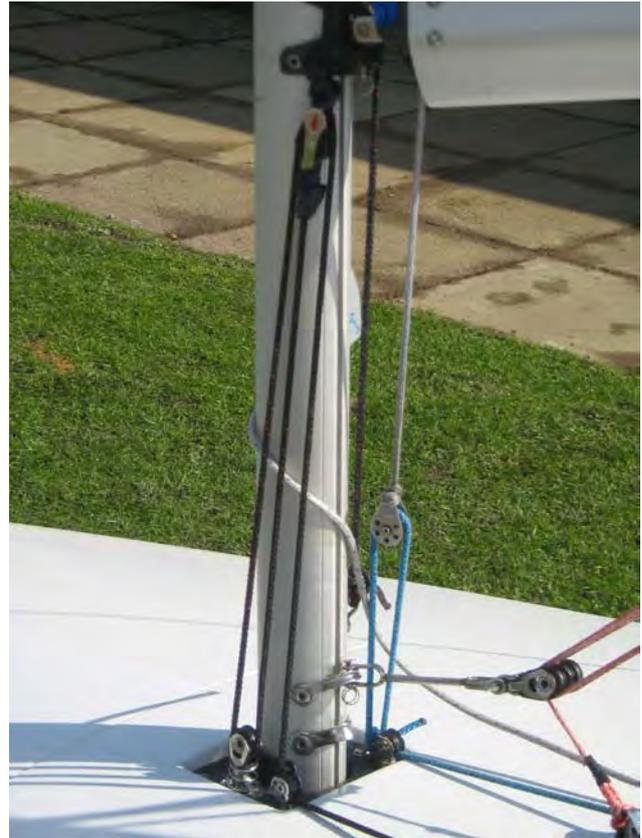
I still use the deck cleat on the foredeck, but as for the outhaul I lead the loose end back to a flip-flop block on the thwart.

Halyard storage

I use one of the nice little Pinnell & Bax halyard bags stuck to the side tank with the Velcro supplied. So much tidier than stuffing your halyard behind an elastic bungee around the mast or allowing it to float around under the foredeck.

Daggerboard

I use a wooden daggerboard manufactured by Dave Butler – the main reason being that at the time I bought my Rooster I could not do the Velcro in the board case job and get a Rooster board in there as well. But Rooster has changed to a new daggerboard and is installing the Velcro as well. There is a whole article around daggerboard protection on the Streaker website, so I won't go any further.



All photos in this article by Alan Gillard

Rudder assembly

The Rooster rudder assembly which uses the Seasure stock is spot on. This is the only stock that does not drag in the water when sailing. All the others do. The overall assembly is also very lightweight.

I change the position of the rudder blade in the stock (I re-position the pivot hole in the rudder blade for the rudder bolt) so I can get a little bit of forward rake on the rudder blade. This also allows me to put a rubber stop in the front of the stock, so that when the blade is pulled fully down the leading edge hits my rubber stop and not the alloy of the stock, which would eventually damage the rudder blade.

When fully down, I have the rake of the rudder so it is parallel with the aft face of the transom. I find this reduces the amount of weather helm on the boat and is easier to control in a blow. You can always sail with the blade vertical in lighter winds to give you a little more feel.

Alan Gillard

Is it ever too cold to go streaking?

Winter sailing... Do you? Or don't you? Personally I do. The question was asked of the committee this winter, 'Why do you not run a Streaker winter series or championship?' The answer to this question is simple: there has never been enough interest. I sail all year round, regardless of the weather, but I understand how many people are put off by the cold.

The fact of the matter is, with the correct clothing, you won't even notice the cold. Wearing the right clothing is the first step to enjoying the winter sailing season. There are two main options, a really good steamer wetsuit or a good drysuit. This comes entirely down to preference. I prefer a wetsuit as I find drysuits too bulky. Combine either of these two with the right base layers and you're sorted. Modern materials allow for much thinner thermal gear, making it much more comfortable. The key thing to remember is that it is not about the thickness of the layers, but the number of layers. You can experiment with this until you have a combination that works for you, allowing you to be comfortable on and off the water. Most dinghy clothing retailers will be happy to give you advice on the sort of layers you need to suit your preference.

Once your clothing is sorted, the question remains – where to sail? This is easily answered, and the choice of events over the winter is huge. Many people are happy just to go down to their club and enjoy racing there, but for those with more ambition there are a number of other options. Top of the list for many sailors is the Global Warm-Up, a series encompassing the five big handicap regattas held in January and February. There are also many clubs that run open



Matt showing a few other dinghy classes how it's done – Grafham GP, January 2012. Photo by Champion Marine Photography.

winter series, which are perfect if you want to do some winter sailing. There has been a handful of Streakers popping up in these winter series all over the country. Alan Gillard has been competing at West Riding SC and Leigh and Lowton SC, Veronica Falat and I both took part in the Grafham GP, part of the Global Warm-Up, and I also completed the Blithfield Barrel.

So in the absence of a Streaker winter series there are many options open to anyone wanting to carry on sailing their Streaker in the winter. And you never know what could happen, if there are enough people sailing in the winter that are willing to travel, a Streaker winter championship might be possible in the not too distant future.

Matt Whitfield

Web developments

On the Streaker website, have you seen ...

- ... lots of historical material, including Nationals reports from 1986 to 2006?
- ... reports of Streaker sailors' successes in various winter events in 2011/12?
- ... the boat list ? Please add details of your own boat!

And have you seen the **Streaker Facebook page**? It's at www.facebook.com/groups/171933142816771. There are 42 members of this group – which means that about 150 Streaker association members are not following it. **Until now ...**

Streaker handbooks: time for a revival?

It's been a few years now since SCOA produced a handbook, and the Committee is wondering whether we should produce one for this year. We have a lot of information on the class website, so perhaps a handbook isn't as important as it once was, but providing it in a handy printed form could still be worthwhile. For example, you might need to refer to the class rules when you're doing maintenance work on your boat. A list of members can help you stay in contact with other Streaker sailors, and a list of fleet reps at clubs around the country can be really useful if you're planning to go to open events and regattas.

Therefore, I'm having a go at producing a 2012 handbook. It will be in a similar format to that used in the past, but if you have particular views as to what sort of information you would like it to contain, let me know. If I manage it and the Association thinks it's worth continuing with, I can do it again next winter with the aim of having them ready for the start of the 2013 season. However, this year the books probably won't be ready for several weeks yet, maybe not until the Nationals in June. So perhaps this won't be a year-book – just a 6-months-book!

Veronica Falat vfalat@hotmail.co.uk Tel: 01502 573570



Fleet and club reps

It would be great to include a list of fleet captains and club reps in the handbook. This could be useful even if there are just one or two Streakers at a club, because someone interested in sailing there will know who to contact for information and encouragement.

If you would like to be included in this list, please email or phone me – or volunteer someone else! Even if you think everyone knows you're the fleet captain, please tell me too. I'm still quite a newcomer!

Veronica

**Grafham Water – see
you there in June!**



Photo courtesy of Grafham Water SC

New Streaker clubs

South Coast success

Following on from Veronica Falat's article in the Autumn 2011 Newsletter ('The Streaker class is spreading – pass it on!'), I am pleased to report that Seafarers Sailing Club will have four new Rooster Streakers for the 2012 season.

The club is situated on the south coast in the Eastern Solent between Hill Head and Lee on the Solent. Racing takes place at all states of the tide, with launching from a sand/gravel beach directly onto the Solent. Racing is mainly handicap racing with races on Saturday afternoons, Sunday mornings and Thursday evenings from April to November.

The club has a large fleet of Solos, Lasers, Topazes, Wayfarers, etc. Four existing members have just purchased the new boats, moving from Solo, Topaz and Laser. We are expecting more members to buy Streakers in the near future, once people see what an excellent boat the Streaker is.

Paul Whyld (Streaker 1787)

<http://seafarers-sailing-club.org.uk>

Streaker infection spreads to Scammondon

In terms of spreading the good word, I recently moved house so switched clubs from Dovestone to Scammondon. My Streaker has been such a hit at the club we now have five Streakers including a brand new Butler. That means I have acquired a new one too (a Rooster), having sold my old one to a Lightning sailor from Oxford – his parting shot was 'see you at the Nationals next year!'

Onwards and upwards, as they say!

Unfortunately the man who bought my Streaker has since sold it again and bought another Lightning. He agreed that Lightnings were pretty rubbish, nose-heavy and about two foot shorter in the nose than they would have been if the designer had not lost his pencil sharpener, but he found the Streaker too lively. Too lively ... this was a man in his thirties. All I can say is, we must have some very competent and athletic over-seventies in our class!

Ian Lees (Streaker 1784)

<http://scammondensailing.com>

Membership report

The Streaker class membership is still growing! We ended up with membership finishing at 226 for last year.

Renewals are coming in nicely at the moment. Some members have already renewed this year, bringing the total up to 142. So if you see any Streaker sailors at your club who have not yet joined or renewed, remind them that they still get a discount on Noble Marine dinghy insurance and if they sail any Northern or Southern Paddle open event, they can win anything from a class burgee to a new sail! You have got to be a member to win it – all for a modest £12.00 annual membership. Well, it just goes to prove that once you get the Streaker bug you're hooked on sailing one.

Hope to see some of you out sailing this year.

Nick Lovell, Membership Secretary

Transom stickers

Every paid-up member of SCOA is being issued with one of these this year.
Have you stuck yours on yet?



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