



Streaker Class Owners Association

Spring 2013

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

Chairman's Jottings

When I joined the Committee at the Grafham AGM, I little thought that I would become the Chair. When Alan Gillard was Chair he appeared to be involved / organised most that went on, especially when the SCOA had no Secretary. I was persuaded that this would not be the case and this proved to be true; Veronica does an exceptional job as Class Secretary – coordinating the Dinghy Show, web site, Nationals and most of the things that come our way.

At the top our agenda were the changes voted for at the previous AGM. Dave Butler had designed the short stern tank for his new FRP deck layout, Steve Cockerill ran with this idea and had a new deck in production very quickly, which Ian Jones sailed at the Pennine open in October. The first of Dave Butler's new FRP boats is just being fitted out as I write this and should be sailed at the Hornsey open in April.

Once the committee and builders had confirmed the FRP changes, we concentrated on the changes for the Composite and Wooden versions. We ran a postal/email ballot in January and February and this had an excellent response authorising the changes and thus allowing all new boats to have the option of the shorter stern deck. The first composite with this deck layout is Alan Gillard's boat which was on display on our stand at the Dinghy Show.

The new plans, building instructions and measurement forms are nearly complete for wooden boats; the building of the prototype wooden boat with a short tank to validate the plans is underway. Thanks to Alan Simmons for updating the plans and drawings.

The FRP boats have thicker and stiffer floors and so, for wooden boats, we are discussing a proposal to replace the floor battens with pieces of ply in the cockpit area; this is similar to the developments the Solos made when combining their FRP and wooden hull designs. The potential benefit will not only be a stiffer cockpit, with reduced manufacturing cost, but also as a retrofit for older boats, a method to repair

the soft floors due to rotting ply under the battens. We already have a member who wants to trial it with his new boat. We plan to run another email ballot shortly, once enough have been renewed their membership.

Other development areas under discussion are the longer rudder blades - Dave Butler will trial the Miracle rudder blade which is 6" longer than the Streaker's; another suggestion is to allow a limited number of holes in the hog in the cockpit, (similar to the boom), this would help the water swill across the cockpit, and empty through a single bailer (as with the FRP hull). Are there other ideas we should consider? Let the Committee know.

Our main event so far this year has been the **Dinghy Show**; it was my first opportunity to see the Show from the inside. Nick Lovell brought all the display equipment and Veronica had updated the posters, pictures and publicity material. We had two boats - Rooster were providing an FRP boat, and Alan Gillard's composite Butler, with Pinnell & Bax fit out, both with short stern tanks; with sails from Sail Register, Pinnell & Bax and Rooster.



As the Streaker stand is near the main entrance, we couldn't gain access until 4:30pm on Friday. I towed

Alan's boat from South Yorkshire and arrived about 4:00 and, to my surprise, gained immediate access to the Hall; the Rooster was already there and rigged. Alan's boat was soon rigged and Nick and I brought in all the display boards and stands. We had to wait over an hour for the carpet to be fitted, we'd discarded the old carpet as it was worn out; but once it was laid the three of us moved the boats into place and set up the displays. We finished after 6pm and went for a meal.

On Saturday morning, we all arrived early; once Matt Whitfield had installed his laptop and monitor to show Streaker videos and pictures, we were ready for opening. Alan Simmons had brought some of his notes and records of refurbishing an older boat. Veronica had brought a new batch of light blue Streaker Polo Shirts that had only arrived on the Friday morning, for those manning the stand to wear. We sold a few on the stand and they are available for members to buy.

Everyone thought the shorter stern tank was an excellent development. There was lots of chat about possible developments especially the changes to the

wooden hull; some of which the Technical Committee are working on.

The stand attracted lots of interest both from Streaker sailors and many other class sailors. Nick was busy collecting Subs. I enjoyed meeting and chatting to many of you that came to see us; although I've sailed Streakers for a few years, I mainly know sailors on the Northern Circuit, so it was a good opportunity to meet members especially those whose names I've read in reports and newsletters.

A number of people completed the 'Trial Sail a Streaker' form; Veronica will be contacting clubs and members to help. There was some interest from the South West, and there is now a new Rooster on order for Salcombe.

The weekend was long but enjoyable and successful for the class, a special thank you to all those who helped on the stand; we all had a great, if tiring weekend. Thanks to the members who volunteered over the two days to help on the stand and helped to dismantle it.

Peter Cogill

Who's who in the Streaker World?

SCOA Committee:

Chairman	Peter Cogill
Secretary	Veronica Falat
Treasurer	Mike Rimmer
Membership Sec.	Nick Lovell
	Peter Tyerman
	Dave Metcalfe

To contact the Committee use the links on the class website www.streaker-class.org.uk or contact the Secretary:

Mrs V. Falat, Swans Cottage, Waveney Hill,
Oulton Broad, Lowestoft, Suffolk NR32 3PR
Tel: 01502 573570 Email: vfalat@hotmail.co.uk

Licensed Builders:

Butler Boats	(FRP, composite and wood)
Rooster Sailing	(FRP)

www.butlerboats.biz
www.roostersailing.com

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

NOTICE OF AGM

The 39th Annual General Meeting of the Streaker Class Owners Association
will be held at Northampton Sailing Club
Friday 28th June 2013 at 19:00hrs.

Further details will be posted on the class website in due course.



HOT NEWS

AREA CHAMPIONSHIPS

This year's Northern Championships will be at **Elton SC** on Saturday 13th July and the Southern Championships at **Alton Water SC** on Saturday 12th October.

STREAKER KITS

After 10 years involvement with the Streaker class, Ron Beasley has decided to step down as supplier of Streaker kits and keeper of the original Jack Holt patterns. SCOA would like to thank Ron very much for his support of the class and for enabling Streakers to be built with confidence by amateur builders.

The good news is that Streaker kits will still be available.

Butler Boats have agreed to supply them in future so watch the Butler Boats website www.butlerboats.biz for details in due course or phone Dave Butler on 01482 669848.

NEW PY NUMBERS

In March the RYA published new Portsmouth Yardstick numbers for handicap racing.

The Streaker PY is now **1153**, that's 9 lower than last year. Some of the classes we race against most often also have new PYs, including the Solos (now 1148), Lasers (1087) and Laser radials (1117). Not all clubs stick rigidly to the published numbers, in fact clubs are encouraged to take local factors into consideration, but they form the basis of most handicap racing. It will be interesting to see how our results work out over the coming season.

For the full published list see the RYA website: www.rya.org.uk

Please note: The Streaker Wave Sail isn't on the published list. The class recommendation is that 1190 is used as the number for club handicap racing.

FIRST PADDLE RESULTS OF 2013 Yorkshire Ouse SC 6th April

The first open meeting winner of the 2013 Northern Paddle Series is **Ben Ratcliffe** of Scammonden SC. In 2nd place was Robin Jones (Hykeham SC) and Chris Wright (Ripon) was 3rd.



www.yorkshireousesailingclub.co.uk/yosc/

CERTIFICATES AND SAIL NUMBERS

Veronica Falat is now in charge of issuing Measurement Certificates. If you've bought a new or a second-hand boat you need a Certificate in your name. Please contact Veronica for details of what you need to do: tel: 01502 573570 or email vfalat@hotmail.co.uk.

Alan Gillard is in charge of issuing sail numbers. If you are about to build a new boat, contact him: tel: 01427 753925 .

MORE MEASURERS NEEDED

We could do with more Streaker measurers! If you are interested in finding out about how to become a Streaker measurer, please get in touch with the class assoc. As more people in different parts of the country are having a go at building their own boats from plans or kits, it's important we can help them end up with fully measured Streakers and not just random sailing dinghies!

Paddle Preview North and South

After a long cold winter the Northern and Southern Paddle Series should both be up and running by now but I expect you've heard that the Tamworth open, which should have kicked off both series, was cancelled on March 23rd due to snow. There are hopes to re-schedule it but there's nothing certain yet. Never mind, there's a whole season ahead of us – just think positive thoughts!



Sail Register Northern Paddle Series

April 6	Yorkshire Ouse
April 20	Hornsea
May 4	Rotherham
May 19	Burwain
May 25	Girton
June 8	Hykeham
June 15	Filey (tbc)
June 22	Welton
July 13	Elton
July 27	West Lancs.
Sept. 14	Ripon
Sept. 15	Scammonden
Sept. 28	West Riding
Sept. 29	Ouse Amateur
Oct. 5	Ulley
Oct 19	Yeadon
Oct 26	Pennine



Pinnell & Bax Southern Paddle Series

April 13	Emberton Park
May 5	Chipstead
May 18	Newhaven & Seaford
June 16	Beccles Amateur
June 22	Stewartby
Sept. 1	Broxbourne
Sept. 21	Mengeham Rythe
Sept. 29	Ouse Amateur
Oct. 12	Alton Water

To qualify for the **Northern Series** you'll need to compete in at least **15 races** (that mean's doing at least 5 opens) and for the **Southern Series**, you just need **9 races** (that's at least 3 opens). For the full Paddle rules see the class website.

We're pleased that **Sail Register** and **Pinnell & Bax** have continued their sponsorship of the Northern and Paddle series respectively. Every SCOA member who enters a Paddle race automatically gets entered into a draw which takes place at the end of the season. The more races you enter, the more entries to the draw you're awarded – and the prize for the NP draw is a Sail Register sail and for the SP draw it's a Pinnell & Bax sail. Amazing, eh!

The winner last year of the Sail Register sail was Charlie Tebbutt from Ripon and the winner of the P&B sail was Bill Cunningham of Seafarers. **This year it could be you!**



Warm sunshine at Haversham SP open last October. Do you remember warm sunshine?!

Looking ahead to the Nationals . . .

The Noble Marine Streaker National Championships Northampton S.C. June 29th-30th 2013

June might seem a long way off but Northampton Sailing Club is already preparing for our Championships and the event is taking shape nicely. We'll soon be able to publicise the Notice of Race and Entry Form so watch out for details on the class website.

In the meantime, to keep you in the picture, here's what's being arranged:

Friday training:

There's the strong possibility that we can run some class training on the Friday. The club can make a RIB or other safety boat available to us and there can be hot drinks and snacks in the clubhouse. Further details such as cost, start time, etc will be on the Streaker website as soon as possible.

AGM on Friday evening:

The AGM will be held at 7pm in the clubhouse. A supper will be available beforehand (approx. 6pm) and the bar will be open. Camping is available on site so please feel free to have a drink and relax!

Saturday:

Briefing at 11.00 and 1st race at 12.00. Then lunch followed by 2nd and 3rd races back to back. In the evening there's a meal in the clubhouse and of course the bar will be open.

Sunday:

4th race starts at 10.00 with 5th race back to back, and then it's prize-giving time.

Northampton promises to be an excellent venue with easy launching, a nice clubhouse and very friendly members! Check out the club's website at www.northamptonsailingclub.org



Building a Streaker from the CAD plans

Experiences of an amateur boat builder

Part 1: Getting Started

Many thanks to **Chris Smith** for this article. I bet a lot of us would love to have a go at building a Streaker at home. Here's how Chris started his project . . .

Preamble

When my eldest son went off to University it was clear that my beloved Scorpion had to go, as the tame crew was no longer going to be available. So in 2009 I tried out the obvious single handers; Laser - too uncomfortable, horrible contrived sail controls, nasty 78 degree rudder and weather helm. Centre/ transom mainsheet catches around the transom and rudder. Expensive poor quality one design sails etc. etc. Basically just too much like hard work at my age.

Solo - too heavy, too slow, too expensive for a competitive one, too difficult for an amateur builder to build a competitive boat. Big sail area tended to overpower me in anything above force 4. Big plus for me though is pure centre main.

Streaker - Light, responsive, ideal for my weight and height and you can build a competitive boat for circa £2000 but alas - no pure centre main.

Then in 2010 the good news came along that the SCOA changed the rules to allow pure centre main, so then there was no contest for me and I decided to build a Streaker. I had bought the wood but then found out that the SCOA were preparing CAD plans for the boat, so I decided to wait until they were available.

It wasn't then until the winter of 2011/12 that I finally got down to building the boat.

There are good instructions on how to build the boat that come with the CAD plans. I don't plan to repeat all that detail here. This article is really intended to cover the things the plans don't say and my experiences (including mistakes) as I went along.

Printing the plans

The plans came on a CD and were in AutoCad format. To print them full size I needed to find a print shop that has the AutoCad software. None of my local printers could do this. Eventually my friendly neighbour who is an Architect printed them out for me. It's possible to convert the plans to pdf format if you have a copy of Acrobat Pro. It is a lot easier to get someone to print from this format. The only caveat is that the conversion is not always 100%. Either way you may need to budget about £100 for the print run.

Acquiring the materials

Unless you are an experienced boat builder selecting the right wood for the different parts

requires a bit of research. It's easy to use traditional boat building materials but it's also easy to end up with quite a heavy result. Selecting wood which is light, strong, resistant to rot and flexible where it needs to be, is not so straightforward. From my experience the choices are as follows:

Deck supports: Western Red Cedar or Douglas Fir
Keel (or Spine): Western Red Cedar (Light) or Sapele (Heavy)
Gunwales: Obeche (Light) or Ash (Heavy)
Plywood: Robbins Elite (expensive) or other Marine ply (maybe cheaper)

I used Ash for the Gunwales as it is very tough and easy to bend but it is part of the reason my boat is overweight. I have no experience with Obeche but I am told that it is very good and much lighter. You need to track down a timber merchant who can supply it in lengths over 4m if you want to avoid scarf joints. Western Red Cedar (WRC) will be OK for the Keel except it may be more susceptible to wear from your feet and other knocks in the cockpit area as it is quite soft. I didn't use WRC anywhere that I needed to bend it, as I wasn't confident of its bending characteristics. For the Plywood, Robbins Elite is the safe choice as it is very high quality marine ply. The batch of wood used and therefore the final colour varies from month to month so it's important to buy all the ply you need at the same time. It's possible to find marine ply up to 50% cheaper but the quality of veneers may not be so good. Robbins offer more decorative plywood for decks etc. but always at the cost of more weight (& lots of money!). WBP ply is almost the same as marine ply (uses the same sort of glue) but it typically has voids in it and shouldn't be used for boat building.

Screws bolts etc.

There are a lot of companies doing A4 stainless nuts bolts washers and screws on Ebay these days and if you buy in quantity it's dramatically cheaper than Chandlers prices.

Glue, varnish and paint

Modern epoxy resins are definitely the way to go for the adhesive and for coating the bare plywood. The same resin is used for clear coating, gluing, filleting and filling. The resin is modified for each job by means of additives which are mixed with the resin. There are a number of different brands

available each with their claimed advantages and disadvantages e.g.:

West System – long track record for boat building – fairly foolproof especially if you use the measuring pumps. The epoxy is nasty if you get it on your hands and it's not UV stable so has to be covered with varnish. I've had some problems with a white bloom in clear coated areas but I think it was actually due to moisture left over from wet/dry sanding. A big advantage is you can use it down to 5 C which is essential for a winter build in an unheated garage.

SP systems – claimed to be better for clear coating than West. More expensive. Not UV stable. Needs 15C ideally

Sicommin – I've not tried this yet but its claimed to be UV stable and not nasty if you get it on your hands. Also only suitable for use at higher temperatures.

If you are building in the winter you need to use the right hardener (fast) if you are in an unheated garage. Even the fast hardeners struggle below about 10C. In the summer you'll need to use a slow hardener or you will have very short working time. Watch out particularly for mixes with filler powders in them – they can get very hot and go off very fast and even burst into flames if you mix up too much at once!

For paint I used two pack epoxy and two pack polyurethane Varnish. Traditionally most people would use International paints and it's very good stuff but also very expensive. I used Jotun paints and Jotun hardglaze varnish. For the basic colour range it's about half the price of international. The downside is that the colours are a bit industrial. (Think North Sea oil rig!) I found both the paint and varnish to be totally compatible with West Epoxy.

Tools

I bought a **table saw** as I bought all the wood I needed cheaply as fairly big offcuts and sawed it all down to size myself. The table saw definitely paid for itself on one boat.

Clamps - It's not possible to have too many G clamps. They are fairly cheap to buy from online tool stores. Some sash clamps for attaching the gunwhales are a must as well as some one-handed pistol style clamps. Otherwise a good selection of spring clamps . . . and some bricks wrapped in clingfilm to hold things down are useful!

Planes and sanders - A power plane is very useful although not absolutely essential.

I used a belt sander to make the (many) scarf joints. It may be possible to do it with a power plane but I'm not clever enough to do it. You need a good powerful belt sander for the job. It's a very dusty business. You must wear a **dust mask**.

You need a 1metre long **straight edge** for marking out.

A good **power jig saw** is a must. Experiment with different saw blades. I found the metal cutting blades best for cutting ply without splintering the edge.

Otherwise you need a good selection of standard wood working tools.

Consumables

I got through a huge quantity of paper mixing cups, wooden spatulas, disposable paint brushes, sponge paint rollers and latex gloves. It really isn't feasible to clean utensils when you are working with epoxy because often by the time you have finished the job in hand the brush is set rock hard. Fortunately the online suppliers of fibreglass supplies sell all this stuff in quantity at very low prices. Frankly it's very hard to find paper cups anywhere else these days and the plastic drinking cups you can find in the supermarket are no good as they melt.

Just google Fibreglass supplies and you will find the right people. Get your Epoxy from these guys also.

Space

You need a space to build the boat in but you also need a space that you can lay down an 8 by 4 sheet of ply and an A1 drawing to mark it out. If you are limited in space then it may be best to mark out all the parts and cut them out before starting to build the boat. This would then put the scratch builder in the same situation as the kit builder. The disadvantage of this is it's easier to store full 8 by 4 sheets rather than many small cut out parts. Also it's easier to cut out the parts just before you use them. Once you can see the shape and size of the deck from the half built boat, it's very confidence building when you have to cut out the part, especially if it's expensive one side Sapele veneer.

Marking out

Marking out the ply is pretty straightforward. The plans show the shape of the panel and there is an offset table from which you can set out the shape on the ply. You then "join the dots" to complete the marking out of the panel. It's a good idea to coat the finish side of the ply with Epoxy and let it dry before you cut it out. This protects decks panels etc from scratches and marks during the building process. If you spill anything on it you can just wipe or sand it away. It does mean you use some extra Epoxy to coat wood that will ultimately be scrap but on the whole it's a good idea. If the parts are stored for a long time before use you will need to sand any previously epoxied areas that are going to be glued.

If you have pre epoxied the sheet of ply then you want to mark out the bare wood side and cut the same way up so that the jig saw leaves a clean edge on the epoxy side. Be careful with "handed" parts that you get them the right way around so that the finish side will in fact end up on the outside.

Building the Keel

Having done some epoxy coating and cutting out some panels and maybe doing some scarf joints in the panels, I really couldn't put off starting to build the boat proper any more.....

Building the keel is the most critical thing in the whole build process and it's the very first job! The keel essentially defines the ultimate shape of the boat. If the keel is wrong then the boat will not measure as class legal. Fixing an error in the keel once the boat is finished is almost impossible. You have been warned!

Setting out the keel accurately in accordance with the instructions in the plans is therefore essential. The method is to draw a dead straight line on a level floor and to measure the offsets from this straight line. The spines and the centreboard case were clamped with G clamps whilst the assembly dried. It was therefore necessary to chock up the assembly off the floor so that there was room for the clamps. It's difficult to keep the whole thing straight and keep the measurements accurate like this. Maybe there is a way to do this so that the centre board case can lie flat on the floor. I couldn't work it out. The overall rule anyway is to measure and check and check again. Once the assembly is dried you should check the measurements and check the spine is straight before proceeding any further. Better to scrap the

thing and start again rather than build the boat wrong.

It's worth noting that the Streaker kit comes with the centreboard case and spine pre-assembled so if the above puts you off, it's worth considering the kit as an alternative.

Chris Smith

Part 2 of this article will be in the next Newsletter (Summer 2013)

If you would like to embark on a Streaker building project, the CD with the official Streaker plans is available from Alan Gillard: tel: 01427 753925. It costs £130 and comes complete with a full set of drawings in AutoCAD format (these will have to be printed in A0 drawing size), a list of the required wood parts, a standard fittings list, detailed building instructions, a copy of the latest SCOA Rules of Measurement and Construction, a measurement form, the Streaker guide to builders and measurers, a sail number and free membership of SCOA for 12 months if you're new to the class.

The plans are currently being updated to allow the option of the shorter stern deck.



Chris Smith's Streaker 1770 taking shape



Chris with the Cadzow Trophy for the Best Presented Boat at the 2012 Nationals

Fancy some sea sailing this year?

This year there are 2 fixtures that offer the chance for some real sea sailing – tides and waves and salty water!

Saturday 18th May: Southern Paddle open at Newhaven & Seaford SC



© NSSC



© NSSC

Check out the club's website www.nssc.org.uk

The club is at Seaford on the English Channel coast between Brighton and Eastbourne. If you want to visit before the Streaker open, there's a club open day on Sunday 21st April.

Also, if you're wondering whether Streakers are well suited to the conditions here, have a look at Laurence Venus's results on the website!

1st/2nd June: Streaker Scottish Championship at East Lothian YC, North Berwick



This photo was taken in February this year. If it can look this good then, just think what it'll be like in June! Make sure you enter in advance because the Scottish Champs are part of the club's annual regatta and it's extremely popular. Club website is www.elyc.org.uk

Streaker Inlands: Bassenthwaite SC 3rd-4th Aug.

Bass Week, the annual regatta week of Bassenthwaite SC in the Lake District, is popular with many Streaker sailors. This year, as in 2011, the regatta will offer Streaker class racing in the first weekend of the regatta for our Inland Championships. This means that, although Bass is a long way for many people to travel, it gives us the opportunity of staying on for the whole week. It's a great place – marvellous scenery and good sailing waters. There's some information already on the Bass Week website (www.bassweek.org.uk) and entry forms will be there soon.

Bassenthwaite Sailing Club



West Lancs Single Hander 12 Hour Race Saturday 27th April



West Lancashire YC is famous for its annual 24 Hour Race which for 47 years has been sailed in 2-man dinghies like GP14s and Enterprises. In 2012 the club also ran a 12 hour race for Single Handers and this is repeated again this year. The classes involved are Lasers, Solos and Streakers. Only 1 Streaker team took part last time but managed to take 2nd place. Racing takes place on the Marine Lake at Southport and last year the Streaker managed to complete 62 laps in the 12 hours! If you fancy this and can find a few other people to make up a team, check out the club's website: www.wlyc.org.uk. The start is at 8 in the morning!

New fleets developing

Beccles Amateur SC www.becclesasc.co.uk



Beccles is a small club based on the River Waveney, which forms part of the Suffolk/Norfolk border.

It has a thriving, friendly membership that regularly fields around 30 boats of various classes every Saturday for racing. The tidal waters are constricted, especially on the start line, but everybody seems to get away without too much incident.

There is the occasional tree and bush around the course that can throw you the odd curve ball. Then of course, there are the Broads cruisers that love to come through the start line just as the horn sounds.

Having said all that, these are the challenges that make it a lovely place to come and race. It's all part of the charm!

See you on Sunday June 16th for our first Streaker open.

Mark Langston (Streaker 1664)

The Streaker Outhaul System by Alan Gillard

Does your outhaul work efficiently?

I found that the little black slug which is supplied attached to the sail clew for you to slot in the boom sail track, has the tendency to jam. This is especially when it is windy and you would like to ease the foot of the mainsail off, for a little extra power on that all important reach.

A good liberal spray of WD40 can help, but you need to be doing this every time you sail.

To resolve this issue and obtain an outhaul system that works even when you have loads of kicker on. I don't use the little black slug. I use a piece of stainless service track which I screw to the top of the boom. The piece of track is approximately 200mm long, with stops at each end. The slide used in the track is the same as you normally use in the service track underneath the boom for the kicker. I saw off the piece with the locking screw so you just have the slide and eye. Careful positioning of the track on the boom ensures that the sail pulls fully out to where the black band is. Remember it is the sail you cannot pull past the black band, not the slide.



Don't forget to put end stops on the track, but a pan head screw will do the same job.

I then attach a small pulley to the aft side of the slide eye for the outhaul control line to come around. On the fore side of the slide eye I attach a piece of shock cord which takes any slack out of the system but also pulls the sail foreward so easing the sail off. The elastic is one loop which as I said passes through the slide eye and then I loop it through the foreward mainsheet block eye under the boom.

If you have a sail fitted with a slug then you have to saw it off; by the same I usually ask for a new sail without the slug fitted.

The sail is then shackled to the slide eye; this I have found to be more convenient than having to slide the slug down the track every time.

I suppose there is a small down side to this, and that is a little more weight. But I would say that the extra power from my sail takes care of this against the guy who is still struggling to get the outhaul off because the slug has jammed.

OFFICIAL STREAKER POLO SHIRTS FOR SALE

Light blue with embroidered logos on the right sleeve and left breast.
S, M, L and XL sizes.
£18 including postage and packing

Please send your order to:

Veronica Falat, Swans Cottage, Waveney Hill, Oulton Broad, Lowestoft NR32 3PR
Cheques payable to Streaker Class Owners Association.



BUILDING A FLEET - A WORK IN PROGRESS

A report on the East Lothian Y.C. Streaker Fleet by John Hookway



March 2013 – one lone Streaker, but the other five will soon be on the water

Dinghy Classes come and go. So it's quite a challenge to build a Streaker fleet, particularly where the boat is little known in Scotland. We may be achieving this however at **East Lothian Yacht Club** at North Berwick on the outer reaches of the Firth of Forth – 25 miles due east of Edinburgh. Three seasons ago a single boat appeared, and now we are going into this new season with six, with latest No 1834 straight from the Streaker stand of the Dinghy Show. But, as we all know, it's a hard slog building a new class. The good news is that the Streaker seems to be recognised as a great sail in a niche market catering

primarily for "weathered helms" and performs well in handicap racing. This is particularly relevant in building the fleet where it has to be seen to get results. And results it gets. Perhaps the new PY will be more challenging, although the Phantoms will be more so on edge - but the Lasers do really need a break. So it's all up for grabs!. In a relatively small club of predominantly single handers, class racing is confined to Open Events, and so it is not uncommon to fight a mixed fleet of 30 dinghies on the start line for club racing which is run throughout the year.



Clubhouse overlooking the harbour

The boats we have are 50/50 Butler/Rooster & relatively new from 1715 onwards. They have proved themselves well built and stiff to cope with sea conditions and are certainly not under canvassed for our waters. They are sailed by both veterans and relative newcomers alike with good turnouts during the Summer months. The Streaker can be difficult to sail fast to windward in a short choppy sea which we only occasionally encounter, but it flies off wind on a good breeze and picks up quickly for sailing by the lee on rolling waves to give exhilarating performance. Solos can be left wallowing in its wake. That said, the Solo is a dominant class here in Scotland, and presents a real challenge in building a Streaker fleet – but not at our club where they have come and gone, perhaps because they take a lot of grunt for the conditions we experience.

The club is well known and respected for running UK National Championships, including over recent years, Musto Skiffs, International 14s, RS 400, RS 200, 2000, Enterprise, Solo, and Toppers.



Launching is from a sandy beach in the West bay directly from the grass dinghy park adjacent to the links putting green. There are two race areas, West & East, the former between the islands of Craigleith & the Lamb, and the other towards the Bass Rock (known worldwide for its sea bird colony). Both venues are a short sail from the beach.

The coast faces North with the prevailing gradient winds from the West / South West, while Easterlies are the second most common direction, with or

without a sea breeze. The latter often builds from this direction in the summer months depending on the strength of the opposing gradient wind. Tides of 1 knot flood and ebb west to east, running parallel with the coastline, stronger, further offshore. This poses interesting tactical decisions on the racecourse influenced by wind and tide strength.

The yacht club itself is a 200 year old listed building located at the heart of the small harbour and it underwent extensive renovations in 2003 giving generous changing and bar/catering facilities. Apart from the historic harbour, this is also the location of the Scottish Seabird Centre often featured in TV documentaries. The town itself is a vibrant community listed in the recent Sunday Times poll "Best Places to Live"

So what of the future here at ELYC? Well, "slowly, slowly catchee tiger". We have yet to achieve critical mass where good boat on boat racing needs only be 50% of the boats in the park. But we are getting there. 'Lend a boat' and in house Streaker newsletters have already paid dividends.

That said we have the Scottish Streaker National Championship on the 1st & 2nd of June 2013, incorporated within the ELYC Open Regatta, normally restricted to 140 boats (but with a bit of leeway). Last year Dave Butler made the trip North and returned South with the trophy and we hope to see him again this year to defend it, bringing as many friends as possible. All will receive a warm welcome both on and off the water. Accommodation can be found via the Tourist Information Centre – telph 01620 892197; Tantallon Caravan Park – 01620 893348; and from Notice of Race.

For the **Notice of Race** and other relevant information go to www.elyc.org.uk click on **Regatta 2013** in the left hand column and open.

Please note that entries are taken on line from the 12th April.

John Hookway



Peter Cogill shares his thoughts on Buying an Old Streaker

At the Dinghy Show we were asked about the availability of second-hand and older boats and what to look for. Unlike some classes, we don't have information available, although there is a lot of experience out there. We could collect tips on what to look for on the Streaker Forum, and prepare a hand-out. There is a demand for boats of all ages, so if you know of any that are not being sailed, there could be someone wanting to buy it.

My own experience shows some potential issues; I bought an old boat off the Streaker website that had been garage stored in Southport for over a year,

probably with the bungs in; we met halfway in a supermarket car park near Manchester and I brought it home. It looked in good condition except under one of the floor battens, where it was soft. It was down to weight and seemed quick. After I'd sailed it a few times, I thought it was not sailing as quickly; when I came ashore I found the false floor was full of water - there was a crack in the hull at the side of the mast - the ply was soft; it wasn't too difficult to repair. However a week before the nationals the other side cracked - it needed an urgent repair by Pete Gillard so I could sail at the Pennine Nationals.

Tips & Tricks (lessons learnt)

Up-haul length - Keep it short

During a windy sail at the Deben Open, a squall came through which flattened the hardy few of us who were sailing. Once I'd righted the boat, I found I couldn't straighten the tiller - the rudder up-haul had come loose and hooked over the corner of the transom.

The simple solution to prevent this occurring: shorten the line by moving the knot so there isn't enough slack to hang down to catch the corner (it also applies to the down-haul).



Accident waiting to happen!

Leaking Buoyancy Tank

When I took the bungs out of the false floor there was always some water in there. I used a small compressor to pressurize the tanks and soapy water to find any leaks. There was a small leak round the shroud plates which is a common problem, it was soon sealed with bathroom sealant, but this wasn't

the cause of the problem. After many attempts, I found it - there was an empty screw hole for the false floor in the dagger-board case, about a finger length from the bottom, it was soon sealed with epoxy, and I had a dry tank at last.

The **Streaker Newsletter** is published three times a year, in spring, summer and autumn. Deadline for the next issue (Summer 2013) is 1st June.

Please send contributions to:
Veronica Falat, Swans Cottage, Waveney Hill,
Oulton Broad, Lowestoft, Suffolk NR32 3PR
Email: vfatat@hotmail.co.uk



www.streaker-class.org.uk

Previous issues of the Streaker Newsletter can be found in the Members Only section of the class website.

Highly recommended reading!