



# Streaker Class Owners Association

April 2010

## Welcome to the second *Streaker Newsletter* of 2010

This newsletter is circulated to members of the Streaker Class Owners Association. Only paid-up SCOA members receive the full newsletter. **If you were a member in 2009 but have not yet renewed for 2010 you will receive just the first page.** To see the full picture, renew your membership by visiting the website ([www.streaker-class.org.uk](http://www.streaker-class.org.uk)) and clicking on the 'join today' link.

Did you receive your copy of the January issue? If you were a member of the Class Association in January but did not get a copy of the newsletter, then we have slipped up – probably by not knowing your email address. Let us know (by sending a message to [newsletter@streaker-class.org.uk](mailto:newsletter@streaker-class.org.uk)) and we'll put things right.

**All contributions gratefully received. See foot of last page for address, deadlines, etc.**



*An exclusive bird's-eye view of the Streaker stand at the Dinghy Show, March 2010 – photo taken from the Alexandra Palace organ loft by Nick Lovell. Full report on page 4.*

## Chairman's message

### Hello Streaker sailors –

The Dinghy Show has been and gone. Looking across the aisle from our cover and sail stand, the class stand always seemed busy, with our helpers ready and willing to greet existing and prospective members. Hugh and his team worked hard and deserve our sincere thanks. The show provides a kick-start to the season for clubs and industry. Our two main builders both report a surge in orders.

Many sailors start at Easter, which came early this year. The clocks have gone forward and barbeque evenings become a prospect.

We look forward to some new venues for our open events. In this part of the world, Yorkshire Ouse SC, a few miles south of York on the river, is a beautiful spot. The wind can be tricky, but this all contributes to the atmosphere. I understand Beaver Sailing Club at Snaith now have a fleet. In the south, Bosham and Alton water will be attracting visitors.

The National Championship is at Stewartby on 12 and 13 June, with a training day on the Friday. I cannot

imagine a more central location, and we hope for a record turnout. Since this is an inland venue, there will not be a separate national inland championships this year. The Southern Areas are at Broxbourne, which will be familiar to many of you (on 26 June).

The Northern event, on 3 July, is at Hykeham SC. This location near Lincoln has become a favourite in the last few years.

We can but hope for good wind and weather after the abominable winter we have just endured, the worst since 1963. That year at Grimsby, the dock was frozen on Boxing Day. Bob Suggitt was thrown out on to the ice every Sunday thereafter. He didn't go through until Good Friday.

Now it's time to locate the boat in our back garden, try the mast and sail etc., ready for action!

Happy sailing!

*Mike Rimmer*

## What's on in 2010 – the Streaker racing calendar

**This year sees several changes to the Paddle series.**

First, there are some new meetings. In the north we have a first visit to Yorkshire Ouse SC, just outside York; we have our first sail at South Yorkshire's new water; and we will be back at Ulley, Ripon and Filey after a brief hiatus.

In the south we have new meetings on the salty stuff at Weston SC on Southampton Water, at Bosham (near Chichester) and at Hunstanton in Norfolk (if you can still sail after the delights of the real ales at the Ouse the day before). Unusually for the class, we will be going to the same venue twice. This year's Southern areas are at Broxbourne in June, and the club will also host its regular Streaker open in September.

Further details of all the meetings (times, how to get there, etc) can be found on the web at [www.streaker-class.org.uk](http://www.streaker-class.org.uk). Also in the racing area of the website is a poster for the whole 2010 series – please print it off and display it on your club notice board!

### April

Sat 3	<b>Greensforge Sailing Club</b>	NP/SP
Sat 10	<b>Tamworth Sailing Club</b>	NP/SP
Sat 17	<b>Hornsea Sailing Club</b>	NP
Sat 17	<b>Weston Sailing Club</b>	SP + extra day
Sat 24	<b>Welton Sailing Club</b>	NP

### May

Sat 1	<b>Yorkshire Ouse Sailing Club</b>	NP
Sat 15	<b>South Yorkshire Sailing Club</b>	NP

### June

Sat 5	<b>Filey Sailing Club</b>	NP + extra day
Fri 11	<b>Stewartby Water Sports Centre</b>	Training
Sat/Sun 12/13	<b>Stewartby Water Sports Centre</b>	<b>NATIONALS</b>
Sat 19	<b>Ouse Amateur Sailing Club</b>	NP/SP
Sun 20	<b>Hunstanton Sailing Club</b>	NP/SP
Sat 26	<b>Broxbourne Sailing Club</b>	SOUTHERNS

### July

Sat 3	<b>Hykeham Sailing Club</b>	NORTHERNS
Sat 10	<b>Pennine Sailing Club</b>	NP
Sat 10	<b>Bosham Sailing Club</b>	SP

### August

Sun 29	<b>Deben Yacht Club</b>	SP
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### September

Sat 4	<b>Ripon Sailing Club</b>	NP
Sat 11	<b>Elton Sailing Club</b>	NP
Sun 12	<b>Broxbourne Sailing Club</b>	SP
Sat 18	<b>Rotherham Sailing Club</b>	NP
Sun 26	<b>Yeadon Sailing Club</b>	NP

### October

Sat 2	<b>Girton Sailing Club</b>	NP
Sat 9	<b>Alton Water Sports Centre</b>	SP
Sat 16	<b>Ulley Sailing Club</b>	NP



Photo: Paul Allen



Photo: Sailpics

**NP, Northern Paddle; SP, Southern Paddle. See page 3 for explanation!**

## How the Paddles work

### Or, 'What are these open meeting thingies anyway?'

*Class Secretary Ian Bradley provides an explanation for the uninitiated – and a reminder for those of us who may have forgotten ...*

Open meetings are dinghy meetings at a particular club that are open to members of other clubs. In the Streaker class our open meetings are organised into two **Paddle competitions**, North and South. In each competition, the Paddle is the trophy awarded to the winner of the series, based on the best race scores achieved across all the open meetings the sailor attends during the season.

This year, in addition to the National Championships, there will be 25 Paddle meetings on the Streaker programme. Of these, 17 qualify for the Northern paddle and 12 qualify for the Southern Paddle. The numbers don't add up because the four meetings across the middle of the country qualify for both. Among the Paddle meetings are the Northern and Southern Area Championships, which are usually two of the best-attended meetings. There are some meetings which have a large attendance because there is a large home fleet: Among these are Deben and Broxbourne in the South and Hornsea and Girton in the North. The venues range from rivers to the open sea, but most are on inland lakes.

To qualify for either Paddle, you must be a current member of the Class Association, and you need to get 14 results, meaning that you'll need to go to at least five open meetings (there are three races per meeting). If you compete in more than 14 races you can pick your best 14 results. These can include retirements etc.

The Streaker Class Owners Association is keen to encourage new sailors to try open meetings, so to make it more interesting this year we will be trying out **'clusters'** of meetings. This means that members who fancy trying out an open meeting will be able to qualify for a Cluster Award by going to as few as two meetings and getting just five results. The Award will be made to the best sailor who does not qualify for one of the Paddle Series.

So, apart from the glory, why go to a meeting? One of the main reasons I go to opens is to race against good sailors. A second reason is the crack and the chance to catch up with all the friends I've made on the circuit. A third and very important one is that it gives me a change from the handicap racing I usually take part in at home. This keeps me sharp and means I can often beat much faster boats on the water at home because I've been sailing against better sailors on the Streaker open circuit – I've been practising at a higher level. Since I started doing Streaker open meetings I've never won so many trophies at my home club!

**Ian Bradley**



## See you at Stewartby!

The **Noble Marine Streaker Nationals 2010** will be held at Stewartby Water Sports Centre, Bedfordshire, over the weekend of **12/13 June**.

Stewartby Lake is situated a few miles from Bedford and just a few minutes' drive from both the M1 and the A1. The lake is almost 220 acres in size, with a dedicated 100 acre sailing area. The sailing area enjoys a good steady breeze, uninterrupted by natural features, for most of the year.

#### Facilities include:

- a warm, comfortable clubhouse
- a large wet-bar and galley
- a licensed lounge bar
- a large car park and plenty of space for boats
- safe launching slipways and shingle beach



The Notice of Race will be available shortly on the Streaker and Stewartby websites. We are guaranteed a warm welcome, and we are hoping for a record-breaking turnout. Please come along and help to ensure that the Streaker Nationals is one of the biggest and best sailing events of the year!

Further details at [www.swsc.org.uk](http://www.swsc.org.uk), and at [www.streaker-class.org.uk](http://www.streaker-class.org.uk)



## Behind the scenes at the Dinghy Show

*Months of preparation, all packed away in less than 30 minutes*

### What do you say when the SCOA committee asks you to organise the Streaker stand?

Foolishly, I said yes, and then spent the next six months regretting it. No, not really. Above all, however, I appreciated all the hard work that others had done in previous years, and the valuable hints they passed on.

### How do you organise the Streaker competition?

The annual competition (this year, Guess the Weight of the Streaker) is a great way of getting some pre-show publicity, attracting visitors to the stand, and gathering names and contact details of potential Streaker sailors. We couldn't do it, however, without generous sponsorship, provided this year by **Rooster Sailing**, **Butler Boats**, **Noble Marine Insurance** and **Sail Register**. So the main task consisted of speaking very nicely to these people – and we are extremely grateful for their support! Next year's competition question will be 'How long is a piece of string?'



*The early stages of setting up the stand, Friday afternoon. Carpet-layers about to discover that they have run out of the blue stuff. (Photo: Nick Lovell)*

### How many boats should you have on display?

Two? Three? How about displaying one vertically to take up less space? No, can't do that – strictly against health and safety regulations. So we settled for two, one from each of our main suppliers, one epoxy, one wooden, and there was plenty of space for visitors to walk around and admire the boats from all angles – which was just as well, as the Streaker stand was permanently packed!

### What do you do when you discover that the text you wrote for the Official Show Guide has not been included in the guide?

Yes, even though we thought long and hard, consulted widely, discussed just how to present the Streaker class to the public, lovingly crafted some words that projected just the right image, kept (almost) to the stipulated word length, submitted it on the official form before the deadline, and received an official acknowledgement from the organisers, it somehow got



*Show volunteers looking remarkably wide awake on Saturday morning – Hugh Brazier, Nick Lovell, Matt Whitfield, Ian Bradley, Ian Whitfield, Dave Shuster.*

lost and was nowhere to be seen in the guide. I had a long discussion with the ~~guilty parties~~ nice people from *Yachts & Yachting*, and it WON'T HAPPEN AGAIN NEXT YEAR.

### How do you find volunteers to help on the stand?

This was surprisingly easy, in fact – and a big thank-you to Jeremy Daniell, Michael Neaverson, Dave Shuster, Alan Simmons, Geoff Town, Ian Whitfield and Derick Willis for helping out over the two days. More especially, I am grateful to Ian Bradley, Matt Whitfield and Nick Lovell for making a massive contribution before, during and after the show.

### What colour of carpet should you choose for the Streaker stand?

This was the subject of discussions late into the night at committee meetings – but at the end of the day it made no difference. By the time the carpet-layers reached Stand C28 they had run out of the beautiful shade of blue we'd ordered, and we ended up with what they had left – a soft grey. And very nice it was, too.

### After the show, how are you going to fit all that carpet in the boot of the car?

Not just the carpet – we had 101 things to pack away, including display stands, tables, chairs, posters, photos, a TV and stand (did anyone recognise the old Laser mast?), a PC, extension cables, a cupboard, heaps of leaflets, pens and pencils, unsold T-shirts – oh, and two boats. The boats were easy, as one was being picked up by its new owner and the other was being reclaimed by Dave Butler, but the rest all had to fit into two cars. And we did it all in record time – less than 30 minutes after the show closed, we were ready to drive away.

### Would you do it again next year?

No comment.

*Hugh Brazier*

The volunteers on the Streaker stand were asked to take a note of any particularly interesting questions. The best came from someone who asked if he could dry out an old fibreglass Streaker using a method his friend had used on a Laser. He hired an industrial dehumidifier, left it running for a day, and reduced the hull weight by 7 kg.

## Wave Sail – latest news

*Alan Gillard has now tried out the second version of the Wave sail, and has some good news*

As we said at the time, we were dipping our toe in the water here, trying to achieve a smaller sail as an alternative to the standard sail for lots of good reasons and with the best of intentions. The SCOA Committee has taken note of the concerns raised by the membership in response to the initial press release about the Wave sail – but at the same time it is worth noting that there were many votes in favour of this development, and many people asking, 'When can I have one?'

Well, sail makers tend to be rather busy at this time of year, so time to develop a second version of the Wave sail has been a while coming.

The main issue with the original Wave sail was that it was not big enough. So there is no confusion here, we are talking about actual sail area, not the nominal area that is usually quoted – and by this measure the standard Streaker sail is 8.25 m<sup>2</sup>. The second version of the Wave sail has 6.4 m<sup>2</sup>, close to a 20% reduction in area. The main change since the first version has been an increase in foot length, with a slight increase in overall luff length. The profile of the sail fits inside the standard sail, but to support the leech two full-length battens are employed. This gives the Wave sail that 'fat head' look seen on some International Moths.



The photos show the second-version Wave sail's first outing at a rather windy Sheffield Vikings on Easter Sunday. In the sort of conditions where most of us are thinking twice about launching I had a cracking day's sailing. There is still enough performance in this sail to make things interesting, but it was more than manageable. Gybing with the Wave sail gives you just that little more time before the boom comes across, and because the sail has a shorter foot there is less risk of the sail/boom hitting the water. Most importantly, the boat still feels very balanced. There is very slight weather helm, and it is better balanced than the first version of the Wave sail. The local sailors were not aware of this Streaker sail development, but I had a number of very positive comments on how good the Wave sail looked – as well as Solo sailors wishing they had a similar initiative.

What I did not notice whilst sailing with the Wave sail is the extra length of mast and boom which is not effectively being used. But, as a Sheffield Viking Laser Radial sailor said to me, 'You don't have to buy a new mast to use the Wave sail.'

The Streaker Wave sail will be available only from the SCOA approved sail makers. The dimensions of the sail will not be made general knowledge, but the approved sail makers will manufacture to a SCOA specification that we will give to them. As with the standard sail from one of the approved sail makers, the Wave sail will not then require to be measured, although we will reserve the right to measure a Wave sail as we feel necessary.

Currently the use of the Wave sail at SCOA open meetings and Championships is not allowed. A proposal to allow the Wave sail will need to be made to the Class AGM on Friday 11 June 2010. A two-thirds majority will be required to make such a change. A successful vote will allow the Wave sail to be used at the National Championship on 12/13 June as an alternative to the standard sail. In SCOA events there will be no handicap difference between the two sails.

There is no reason why SCOA members should not be able to use the Wave sail at their own clubs. I would recommend to sailors wanting to use this sail that they ask their home club if this is acceptable and tell their club that SCOA recommend a PY handicap of 1190.

We will try to allow as many of our members as possible to see the Wave sail at Paddle meetings. The sails themselves will be available shortly from either Sail Register or Rooster – we just cannot call them class legal until after a successful proposal at the AGM.

**Alan Gillard**  
*Streaker Technical*



*Photos: Alan Gillard*

## Re-decking Streaker 1446, Part 2 *(continued from January Newsletter)*

Once the old decks had been fully removed we were able to see what work would be required inside the previously sealed tanks. Fortunately, and surprisingly, there was very little to be done. There were a few areas where the sides were coming away from the bulkheads, and where necessary we simply added a fillet of epoxy to re-attach them. Having sorted this out, we were able to get on with installing the false floor. First job was to open out the holes in the bottom of the front bulkhead so that there was a clear path for any water that may find its way in there (let's hope not) to get to the back of the false floor where the bungs will be. Once this was done we prepared and fitted the new additional bulkhead, and then built up the mast step to the appropriate height. We added battens on either side of bulkhead 2 (the one at the front of the cockpit) to provide a landing for the false floor. We next marked out and cut the new-shape hole in this bulkhead and cut the first section of the floor to fit, all the time working to the required measurements. Once everything was the right size we went ahead with sealing the wood and gluing it all in place.



*Mast step and new optional bulkhead (Photo: Matt Whitfield)*

We began working backwards, installing each bulkhead for the false floor. As the false floor should not have any weight on it we decided to go for as few bulkheads as we could and still be within the regulations. To install the bulkheads, rather than totally remove the existing floor battens, I chose to simply cut grooves in them and slot in the bulkheads. This helped to hold the bulkheads in place whilst we glued and filleted around them. Once all the bulkheads were in we sealed all the exposed wood. As this was being retro-fitted there was no need to seal the entire area under the false floor as most of it was already varnished. To fit the final two sections of the false floor, we clamped long pieces of wood across the width of the boat and wedged smaller pieces underneath this to put pressure over the bulkheads and hold the floor down whilst the glue set.

Then followed a long week of sanding, sanding and more sanding. We took the varnish off right back to the wood in the rest of the cockpit area so that when we epoxied and varnished the boat again it would be as close to the new decks in appearance as possible.



*False floor held in place (Photo: Matt Whitfield)*

At last we set about putting the new decks on. We began with the aft deck, cutting the panels close to the correct size and clamping them down using long pieces of wood clamped at either side to apply pressure across the deck and hold it in position. After this we moved to sloped parts of the side decks. We held these in place with strips of wood along the lower edge of the deck. We then put another strip over the top and clamped the deck between the two. The strips on the top helped apply even pressure and protect the deck from being damaged by the clamps. The foredeck was held in place by clamps around the edge, around the gunwale and across its aft edge. We put some weight on boards directly on the mast gate to make sure the deck stuck well in this area. Finally we moved on to the top side decks, which were held in place by clamps on the gunwale and weight on the inner edges. We did have an issue where one of the decks came away on the inner edge. To fix this we simply packed it with glue and left the weight on it a bit longer.



*Sloping side decks glued and clamped (Photo: Matt Whitfield)*

To replace the gunwale we removed what was left of the old gunwale using a jigsaw and then the router to provide a good flat surface. We then glued and screwed the new gunwale in place. It had to stay like this for a good week, to allow the glue to harden sufficiently to

*(continued on page 7)*



Ready for coating with epoxy (Photo: Matt Whitfield)

hold the gunwale by itself, before the screws could be removed. While we were waiting for this we cut the holes for the new bailers and made sure they fitted. Once the glue was hard enough we removed the screws from the gunwale and plugged the holes with plugs made from the excess wood removed from the gunwale when we cut it to length. All that was then required was to put a round edge on the gunwale. We used the router and a specially shaped cutter, making the job quick and easy.

Finally we sanded down all the decks and the cockpit, before filleting around the false floor and one area in the cockpit which had been damp. As I finish writing this (mid March) we have applied two coats of epoxy to the decks and we are waiting for the second to be dry enough to be taken back before we varnish. Two things are currently slowing us down. First, the cold weather, meaning the resin is taking longer to dry – and second, the varnish has not yet arrived!

Will it be ready in time for the start of the season? Or will I be missing one or two opens in April?

*Matt Whitfield*

## Patterns, plans, kits and self-builds

Very shortly we are going to be in the position where for the first time in the Streaker Class's history we will be able to offer members and future members the option of building from official SCOA plans/patterns.

The class history and current rules state that plans/patterns are available as an alternative to the supplied kit. Jack Holt Ltd agreed to this building option, but certainly in my time with the Streaker Class (dating back to 1988) I am not aware of Jack Holt Ltd supplying such plans or patterns, and they were not advertised for sale by Jack Holt Ltd. (Some of you guys may know differently – and I would like to hear from you if you obtained such copies.)

I believe that plans/patterns were only made by potential Streaker boat builders by copying the Holt kit. Effectively such plans/patterns are uncontrolled copies, and people building boats from them have done so at their own risk. In copying, things are liable to get missed, and there is always the possibility that the boat does not measure or conform to the design.

Ron Beasley currently supplies class-approved Streaker kits. Ron has also been producing copies of the kit in plan/pattern format, which he was asked to do by a previous class secretary. But with any of these boats being built from plans or patterns SCOA has had no control over who is building such boats.

Hugh Ambery has been contracted by SCOA over this winter to build a Streaker from plans that have been developed by Alan Simmons from the original Holt kit patterns. The plans/patterns are on a CD in a format suitable for taking to a print shop to be printed full size.

Alan has also updated the building instructions. Mike Rimmer and I will measure Hugh's boat to check that what he has built is a Streaker, and Hugh will comment on any problems or mistakes in the supplied information. Once all is confirmed, it is the Committee's intention that all new Streakers will be from an approved supplier as confirmed by SCOA. No Streakers will be built without the supplier/builder first obtaining a sail number (the building fee). The building/supply options will be as follows:

- approved professional builders of **wood, FRP and composite** (FRP hull with a wood deck)
- approved kit suppliers
- controlled copies of the plans/patterns available through SCOA

The price of the plans/patterns has not yet been decided, but it will cover the CD, a building fee (sail number) and membership of SCOA. It may also include the loan of Mylar patterns – we are considering making full-size patterns of the main hull and deck panels from Mylar, a stable material that will not change in size or shape, unlike paper patterns.

If someone builds a Streaker from the plans and then passes them on to a third party, that third party will have to buy a sail number at the full plans/patterns price.

It is considered that this new system will give the Streaker Class Owners Association full control over the building of the Streaker Class Dinghy, to the benefit of all Streaker sailors.

*Alan Gillard, Streaker Technical*

## Membership report

Membership renewals for this year have been very prompt, with some very keen members sending them in at the beginning of the year! Currently the membership total stands at 142, consisting of 136 single, 3 family and 3 junior members.

This year's membership card has a combined membership number/password and a user name on the back. This is because the website will soon have a members-only area.

Don't forget to use your membership to get a great deal on your boat insurance from Noble Marine Insurance, who again are kindly sponsoring the Streaker class. You can either use the link on the class website or, if you contact them by telephone, don't forget to ask for your discount!

Hope to see you around on the circuit

*Nick Lovell*  
SCOA Membership

## Guess the weight of the Streaker

The Streaker competition once again attracted several hundred entries, thanks in no small part to generous sponsorship from **Rooster Sailing**, **Butler Boats**, **Noble Marine Insurance** and **Sail Register**. The photo below shows Steve Cockerill (Rooster Sailing) and Dave Butler (Butler Boats) drawing the winners' names out of the box at the Dinghy Show, assisted by Class Secretary Ian Bradley and Chairman Mike Rimmer (also representing Sail Register).



*Photo: Nick Lovell*

Streaker sailor Chris Woodard from Deben Yacht Club scooped £200 worth of Rooster kit, Karen Bishop won £150 worth of boat repair or refurbishment from Butler Boats, Richard Stedman won a £100 voucher for insurance from Noble Marine, and Liz Hall found herself £50 better off than she expected when she went to buy a Sail Register boat cover.

## AGM ... AGM ... AGM ... AGM

*This is **not** the official AGM notice (which will come separately) – just an early reminder*

The AGM of the Streaker Class Owners Association will be held at Stewartby Water Sports Club on the evening of **Friday 11 June 2010**. There's lots of important business to get through, including the election of committee members (under new procedures as agreed at last year's AGM) and a vote on the proposal for the Wave sail (see page 5, above). So let's have a good turnout.

And if you're planning to travel to Bedfordshire for the AGM – well, you might as well **stay for the Nationals!** Five races over two days, in a fantastic location, close to the M1 and easily reached from any part of the country, and all the fun associated with a Streaker National Championship! What more could you ask for?

## See you at Stewartby!

## What's in a name?

The Streaker dinghy really is a headline-writer's dream boat, lending itself to all sorts of puns. The *Yachts & Yachting* website, for example, has recently had articles under such titles as 'Streakers – the naked truth on display', and 'Enjoy a winning streak at the Dinghy Show'. The punning streak (there we go again) is also evident in the names that Streaker sailors bestow on their boats – some of it in rather questionable taste, perhaps. So surely we can come up with a good name for this newsletter. There must be something better than **Streaker Newsletter**. Please send your suggestions to [newsletter@streaker-class.org.uk](mailto:newsletter@streaker-class.org.uk), and we'll see what emerges from the shadows.

The **Streaker Newsletter** is published three times a year, in January, April and October. Deadlines for submission are 15 December, 15 March, 15 September. Please send contributions to [newsletter@streaker-class.org.uk](mailto:newsletter@streaker-class.org.uk) or to the editor, Hugh Brazier, at 9 Moor Lane, Strensall, York, YO32 5UG.



[www.streaker-class.org.uk](http://www.streaker-class.org.uk)