



# Streaker Class Owners Association

February 2011

## Welcome to the first Streaker Newsletter of 2011

Circulated free to all members of the  
Streaker Class Owners Association

### WHAT HAPPENED TO THE JANUARY ISSUE?

Alert readers may have noticed a change in the date shown in the masthead above. We have decided that a January issue is too close to Christmas and difficult to produce on time – so the publication dates have been tweaked slightly, and the Streaker Newsletter will henceforth appear in February, May and October.

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



*The Streaker Nationals at Pennine SC in 2006 attracted a record-breaking 60 competitors. The fleet returns to Pennine in 2011, and the push is on to break that record.*

*Photo © Alan Simmons*

## Chairman's message

I was having a read through one of the earliest newsletters I have, from spring 1986. The class was no more than 10 years old; talk was of Sailboat 86 at Crystal Palace. Only 11 open meetings were listed, with the 1986 National Championships to be held at Eastbourne SC. The 'Freddy Bear' meeting was to be sailed at Mid-Warwickshire SC for the class mascot. Still missing, by the way!

How things have changed. The Class Association now has over 200 members, and on our website 20 open meetings are listed, along with our National Championships at Pennine SC and Inland Championships at Bassenthwaite SC. It is getting difficult to fit all the meetings in during the summer months. Even so, for those Streaker sailors who have not tried an open before, please come along. The Streaker fleet is welcoming and friendly, and no matter what your sailing ability there are plenty of others of a similar standard to race against.

It might seem that there is a migration of the class championships to more northerly venues, after successful events at Stewartby and Lancing. But I hope our more southern-based Streaker sailors may take the opportunity to visit either Pennine in the Peak District or Bassenthwaite in the Lake District. Perhaps we have gone for the scenic! Certainly the Inland Championships at Bassenthwaite, on the first weekend of Bass Week, promises to be a relaxed

event with the chance to explore this glorious part of the country or take part in the rest of the sailing during Bass Week. Further details of both of these events will be included in the May newsletter. Pennine have conducted the National Championships for us before with great success. Sixty boats enjoyed the racing there when we last visited in 2006.

This newsletter contains some important news concerning the Streaker Class Owners Association. You will find announcements about the options for building from plans/patterns, and also details of where you can find a copy of the rewritten Rules of Measurement and Construction. The committee has held back on this news, but for a reason. I am keen that members of the Association get to read about such developments before they are announced on the website and made available to those with no more than a passing interest in the class.

The Dinghy Show is only a few weeks away, and I am looking forward to meeting many of you there. Membership of SCOA can be renewed at the show, or you can download a form from the website. Membership of SCOA is probably the best value of all the Class associations, at just £12 a year.

*Alan Gillard*

## PADDLE NEWS

### Rooster and Sail Register to sponsor 2011 Paddle series!

As you will have seen on the website, the Paddle series of events have been confirmed. Thanks to Geoff Town, Ian Bradley, Peter Tyerman and Dave Metcalfe for devoting their time to putting these open meetings together, and also to those clubs who have offered their facilities for Streaker sailors to enjoy.

In an effort to get a few more of you sailing on either the Northern or Southern Paddle series (or both), for 2011 we have two sponsors. **Rooster Sailing** are sponsoring the Southern Paddle and **Sail Register** are sponsoring the Northern Paddle. Perhaps you are thinking, 'Well, I've no chance of winning anything' – but you'd be wrong. All you have to do is take part in the Paddle series, and you may have a better chance of winning the top prize than even that well-travelled Paddle sailor Ian Bradley.

Both Rooster Sailing and Sail Register have agreed to supply a Streaker mainsail. The idea is that for every race you sail in the Paddle series (whatever your finishing position) a ticket with your name on it will be entered into the Grand Draw for a new mainsail. The Rooster Sailing mainsail will be presented to the winning ticket from the races sailed on the Southern Paddle. The Sail Register mainsail will be awarded to the winning ticket from the races sailed on the Northern Paddle. Now it follows that the more races you sail in either series the more entries in the Grand Draw you will have. The SCOA committee will need to draw up the exact rules, to be published prior to the first race being sailed, but the general idea is as outlined here. Good luck – and a big thank-you to our sponsors!

## STREAKER BURGEES

*'How do I get my hands on one of those cool Streaker burgees?'*



**Simple!** If you sail enough races to qualify on either the Northern or the Southern Paddle series you will be rewarded with a burgee at the end of the season. On the Northern Paddle you will need 14 races to qualify. On the Southern Paddle you will need only 9 races to qualify. That could be as little as three opens if you play your cards right – and if it is a meeting which qualifies for both Southern and Northern Paddles, then a race will be worth double. Furthermore, the more races you take part in the better your chance of winning a new mainsail.

## STREAKER PADDLE SERIES 2010

Many congratulations to Ian Bradley on winning both the Northern and Southern Paddle series. The Association could not stretch to a new set of tyres for Ian's car, but perhaps the specially engraved glass (presented to the first three in both Northern and Southern Paddle series) will take pride of place in his trophy cabinet.

In 2010 the following sailors all qualified for a Streaker burgee. Many congratulations, and thank you all for your support.

### 2010 Northern Paddle Series Qualifiers

1st Ian Bradley	Ouse Amateur SC
2nd Alan Gillard	Sheffield Viking SC
3rd= Nick Lovell	Ouse Amateur SC
3rd= Dave Smith	Welton SC
5th Dave Butler	Welton SC
6th Peter Tyerman	Pennine SC
7th Matt Whitfield	Tamworth SC
8th Peter Coghill	Rotherham SC
9th Ian Whitfield	Tamworth SC
10th Paul Jago	Rotherham SC
11th Steve Chilton	Yorkshire Ouse SC
12th Dave Hinks	Yeadon SC
13th Roger Wallis	South Yorkshire SC
14th Steve Abbott	Welton SC

### 2010 Southern Paddle Series Qualifiers

1st Ian Bradley	Ouse Amateur SC
2nd Alan Simmons	Lancing SC
3rd Gary Hogan	Haversham SC

See the Streaker website for details of all the 2011 Paddle meetings.

## Streaker values

It strikes me that as a class, compared to some of our similar-sized rivals that are in the market as 'lightweight singlehanders', we don't do so badly. Thanks to *Yachts & Yachting* and their Racing Classes Review we can compare ourselves. One of the classes that all year have been spouting just how buoyant they are with increased fleet size at their National Championships and open meetings is the Lightning 368. But to be honest 25 boats at their Nationals on an inland lake in the Midlands hardly seems any better than just a good Streaker open. Even with new boats being built by a new builder supposedly giving fresh impetus, there were only four new boats in 2010. Similarly, the Comet class had a championship which saw 27 boats fighting it out. But again only five new boats joined the Comet fleet.

The Streaker, however, has the niche market of lightweight singlehander covered in a way that some of the comparable classes seem unable to match. Our National Championship last year attracted 46 boats, although 48 entered. The North and South Paddle Travellers Series attracted record numbers, with 139 boats taking part in all.

We saw 23 new boats launched in 2010, slightly down on 27 new boats in 2009. Take a look at the 'boats for sale' page on the website. You will need to be quick if a second-hand Streaker is being offered. Perhaps an indication of how well a class is doing is when there are more 'wanted' ads than 'for sale' ads.

My personal view as to why the Streaker is such an attractive class of boat, and why it continues to be so popular, is that it is due to the small changes we have allowed to the original Jack Holt design. Some of the comparable classes can tell us all how one-design they are, but actually this just means that the class becomes a dated design that no one wants to buy. The modern Streaker innovations – FRP with new deck design, wood with false floor, curved thwart and open cockpit – have all kept value in the boat we sail.

Furthermore, it would seem that if a new Streaker is a fresh up-to-date piece of kit, then it follows that older Streakers are sought after on the second-hand market.

Are you not pleased you own a Streaker?

*Alan Gillard*

## Streakers on the forums

How many members regularly read, or contribute to, the forum on the Streaker website? If you don't, hit the **FORUM** button at [www.streaker-class.org.uk](http://www.streaker-class.org.uk) (it's under 'contact', towards the right-hand side of the screen) and see what you're missing.

And while on the subject of forums ... Have you seen the recent discussion of Streaker handicaps and PY numbers on the **Yachts & Yachting** forum? Well, at least it started off as a discussion of the Streaker PY, and whether the Streaker is a 'handicap bandit', though a few other topics have been covered along the way, including Rooster-themed underwear. The thread started in June 2009, went to sleep for a while, but then was dramatically reawakened in January 2011 with the following comment from 'steve123497':

On the 2nd of January at NSSC, the country's third best Laser was beaten on handicap by a 70 year old sailing a Streaker ... It's about time the Streaker class clean its act up and admit that the new version of the Streaker bears little resemblance to the "classic" version and should be given a completely different PY number.

In a further post, steve123497 added 'I am bitter about this as the over beneficial handicap is reducing my enjoyment of what is otherwise a fantastic sport', and later he described himself as 'very angry'.

**What do Streaker sailors think?** Join in the forum discussion at Y&Y (many already have) – but please also send your comments to this newsletter!

The Streaker discussion on the Y&Y forum can be found at [yachtsandyachting.com/forum/forum\\_posts.asp?TID=5561&PN=1&title=streaker-py-number](http://yachtsandyachting.com/forum/forum_posts.asp?TID=5561&PN=1&title=streaker-py-number).



**Streaker versus Laser** – Is the Streaker given an unfair advantage by the Portsmouth Yardstick system? Photo shows Alan Simmons (Streaker 1700) racing at Newhaven and Seaford SC on 2 January 2011 – the meeting that reawakened the thread on the Y&Y forum. For further details, see Alan's Streaker Ramblings blog at [www.streakerramblings.blogspot.com](http://www.streakerramblings.blogspot.com).

*Photo: Bett Simmons*



## Streaker comparisons

Alan Gillard (*see previous page*) is not the only one who has been doing some comparisons. **Pete Tyerman** has also been considering how the Streaker measures up against some other classes, and he has made his conclusions available on the Streaker website – click on 'Why race a Streaker' on the right-hand side of the main page, or go straight to <http://results.streaker-class.org.uk/whichboat/streaker%20why.html>.

Pete's online article includes a comparative table that is worth reproducing here:

	<i>Streaker</i>	<i>Laser</i>	<i>Supernova</i>	<i>Solo</i>	<i>Lightning</i>
Weight	48 kg	59 kg	62.5 kg	70 kg	54.4 kg
Length	12' 9"	13' 4"	14'1"	12' 5"	12'0"
Sail area	70 sq ft (6.5 m <sup>2</sup> )	76 sq ft (7.06 m <sup>2</sup> )	86 sq ft (8 m <sup>2</sup> )	90 sq ft (8.35 m <sup>2</sup> )	75.9 sq ft (7.05 m <sup>2</sup> )
Crew weight	63–83 kg	78–85 kg	—	65–100 kg	—
RYA PN	1162	1080	1063	1155	1148
Champ entry no. (2010)	46	46	37	76	25
Cost	£4,500	£5,000	£4,995	£6,500	£4,450
Association fee	£12	£27	£15	£21	£15
Number of boats	1650	100000	300	5000	340

And his conclusions include the following:

- If you don't like pulling a heavy boat out of the water the Streaker wins every time.
- If you want to sail a boat round the course rather than fight a boat round the course the Streaker is the only choice.
- The Supernova and the Solo use a bigger sail to push a heavier boat, giving overpowering problems in force 5 or above. The lighter Streaker gives similar performance to the Solo and is only slightly slower than the Supernova but can be much easier to handle in stronger winds. The Laser's unstayed rig gives good speed for sail area but proves physically much harder to sail, particularly upwind. The radial rig overcomes the physical problems but at the expense of uninspiring performance.

*Does anyone else have any thoughts on this? Do you agree with Alan and Pete? Can you think of any other useful comparisons – in particular, comparisons that can be used to promote the Streaker? It is in all our interests to ensure that the Streaker has a healthy future as one of the leading singlehanders – sorry, THE leading lightweight singlehander. Ideas, please! Anyone care to open a thread on the Streaker forum?*

## Dinghy Show 2011

Preparations for the class association stand at the 2011 Dinghy Show (5–6 March) are already well under way. As ever, however, we will need some help. If you would like to spend a morning or an afternoon showing off our great dinghy to passers-by at Alexandra Palace, please drop me a line at [hugh.brazier@btinternet.com](mailto:hugh.brazier@btinternet.com). Volunteers will be rewarded with free entry to the show!

*Hugh Brazier*



## Membership report

I remember saying to Ian Bradley after the new committee was formed back in 2007 that my goal as membership secretary would be to see Streaker class membership reach the 200 mark. Well, this total has been surpassed, and it currently stands at **208**.

This brings me on to renewals, which are due on 1 March. If you currently pay by standing order, or if you joined after 1 August last year, your membership card will be posted to you nearer the time. Otherwise, please download the membership form from the website and send me your subscription. Alternatively, there will also be an opportunity to renew your membership at the Dinghy Show.

Hope to see some of you at the show or around the circuit again this year.

*Nick Lovell, Membership Secretary*

## Re-decking Streaker 1446, Part 3 *(continued from April 2010)*

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

When I wrote those words last spring, in my second article about re-decking 1446, we had two coats of epoxy on and were waiting for the varnish to arrive. The good news is that the varnish arrived more or less on time and we were able to get two coats done in plenty of time. We applied the varnish with foam rollers and foam brushes where better access and detail was required – this method gives a nice smooth finish. After applying the first coat it was allowed to dry before being cut back with wet and dry, and a second coat was applied using the same method.



*Photos on this page © Matt Whitfield*

With the decks finished we covered them with plastic sheeting to protect the finish, turned the boat over and began on the hull. We had cut and fitted new panels in various places here, mainly on the underside around the bailers. We again got out the wet and dry and took back the old paint till it was smooth. Because the old paint acts as an undercoat we only needed to apply new undercoat around areas of fresh wood, which we did before flattening back the old paint. Once this was completed we applied the top coat of paint with rollers and allowed this to dry and harden.

At this point we were one week away from the first open of the year at Greensforge SC. Wisely, we decided to miss this open, using the Saturday to attach the fittings in the correct places, run the control lines and set up the boat, with the intention of going sailing at our club, Tamworth SC, on the Sunday. For the most part we were able to use the original fittings, such as shroud plates, deck eyes, cleats, etc. I needed a new mast step after adding the false floor and I chose to replace some other fittings such as blocks as these had worn. All the control lines were also replaced, and I took the opportunity to route these to my taste, as they had originally been done for my dad when the boat was built.

The final touch was a new rudder blade, stock and tiller. I didn't want shiny new decks and a tatty old tiller! Having spent the Saturday attaching all these fittings we rolled up to Tamworth SC on the Sunday ready to race, having only missed the open at Greensforge!

All in all, re-decking appears to be a daunting task, but I have to say once you're into it, it's actually a very enjoyable experience. 1446 was built in 1994 and now, apart from her number, you wouldn't know. Re-decking has given a new lease of life to a boat that was beginning to look tatty and has bought her more in line with today's newer boats in terms of equipment and appearance. 1446 looks like a new boat, at a fraction of the cost, and I can recommend re-decking an old boat to anyone! If the boat was well built to begin with and has been looked after there are relatively few pitfalls in the process.



The final thing about having taken 1446 and refurbished her is the feeling of confidence that it has given me. I have had one of my best years in the Paddle series. I did not make it to as many meetings as I would like, but I still had some great results, and I think a part of this is having an increased confidence in my equipment and being proud of what we have achieved.

**Matt Whitfield**



**Sail Register**

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reduced*

## Streaker options – buying, building, measuring, registering ...

**Streaker Technical Officer (and SCOA Chairman) Alan Gillard outlines the options available to those wishing to build or buy a Streaker, including the new self-build option.**

### Official Streaker plans/patterns for self-build

Some years ago, and I cannot remember how many, the Streaker Class Owners Association recognised that although our Rules of Measurement and Construction made reference to Streakers being built from plans, these officially did not exist.

At last we have reached the stage where these official plans are now being made available so that potential Streaker owners can build from scratch. Obviously a great deal of work has gone into establishing a set of plans. Our thanks for the vast majority of this work are due to Alan Simmons. Without his drafting skills and determination we would not be able to offer this building option.

The official Streaker plans have been used to build a Streaker (1711, Hugh Ambery), which has since been measured and confirmed as a Streaker. This trial build process did highlight a few errors in the plans, but without going through the process we could not be sure that the official plans were error-free.

The Official Streaker Plans are now available from SCOA at a cost of £130. They will be supplied on a CD which will include:

- A copy of the full set of drawings (18 drawings) in AutoCAD format. *These will have to be printed by the builder in A0 drawing size.*
- An itemised parts list of the required wood parts.
- A standard fittings list.
- Detailed building instructions.
- A copy of the latest Streaker Class Owners Association Rules of Measurement and Construction.
- A copy of the latest Streaker Class Owners Association Measurement Form.
- The Streaker Guide to Builders and Measurers
- A sail number
- Free Membership of the SCOA for a period of 12 months if the builder is a newcomer to the Streaker Class.

The AutoCAD drawings of the Streaker plans will need to be printed onto A0 size paper. You will need to visit a reprographic shop that can read the drawings and print at A0 size. The bulkheads are shown in the plans full size, but the panels (deck, side tank and hull) are all half full size. These will need to be transposed using the offsets as given on the drawings for each panel onto the builder's plywood sheets.

**Note:** *Only one Streaker may be built from an official CD. The cost of the CD includes the building fee, and each CD is supplied complete with one sail number.*

### Streakers built from a kit

Streaker Class dinghies can still be built from officially supplied kits. These are available from the approved supplier of Streaker kits, Ron Beasley.

Contact: **Ron Beasley**  
Tel: 01922 495397  
Email: Ron.Beasley@btopenworld.com

**Note:** *Some Streaker builders have previously built Streakers from patterns/plans supplied by Ron Beasley. These non-approved plans/patterns shall no longer be used to build Streakers, and they are no longer available.*

### Streakers built professionally

Professionally built Streakers – all wood, FRP and composite (FRP hull with a wood deck) – are available from the following approved builder:

Contact: **Dave Butler – Butler Boats**  
Tel: 01482 669848  
Email: [dave@butlerboats.biz](mailto:dave@butlerboats.biz)  
Website: [www.butlerboats.biz](http://www.butlerboats.biz)

Professionally built Streakers – FRP – are available from the following approved builder:

Contact: **Steve Cockerill – Rooster Sailing**  
Tel: 01243 389997  
Email: [sales@roostersailing.com](mailto:sales@roostersailing.com)  
Website: [www.roostersailing.com](http://www.roostersailing.com)

### Sail number / building fee

All Streaker Class dinghies, whether built from official CD plans, built from a kit or supplied by a professional builder, shall be supplied with a Sail Number / Building Fee Receipt.

When you buy a professionally built boat or a kit, it comes equipped with a sail number, and part of the price you pay the supplier constitutes the building fee, passed on by the supplier to SCOA.

When you build a Streaker from plans, the building fee is part of the cost of the CD, paid by you direct to SCOA.

Sail numbers are issued by Alan Gillard on behalf of the Streaker Class Owners Association.

### Getting your Streaker measured, and measurement certificates

Before a Streaker is allowed to take part in Streaker Class Owners Association events, the boat must be measured, and must conform to the Rules of Measurement and Construction.

If purchasing a boat from one of the approved builders, the builder will arrange to have the boat measured before it is supplied. The builder will send the completed measurement

... (continued on page 7)



form or builder Certificate of Conformity to the Association. A measurement certificate will then be issued in the name of the owner if all details are correct. The fee for the measurement certificate is also covered by the price you pay the supplier.

If the boat is built from a kit or from plans the owner must contact SCOA to arrange for the boat to be measured by an Association-appointed Measurer. *Note that measurers may charge for their services in measuring your Streaker.* The completed measurement form shall be returned to the SCOA along with a cheque for £7.50, payable to SCOA. A measurement certificate will be then issued in the name of the owner if all details are correct.

## Validation of measurement certificate

A measurement certificate is only valid if accompanied by a current membership card of the Streaker Class Owners Association.

## Second-hand boats

Change of ownership invalidates the measurement certificate. A new measurement certificate shall be obtained by the new owner, by sending the old certificate to SCOA, confirming details of the new owner, along with £7.50 re-registration fee.

Contact: **Alan Gillard – SCOA Technical** · Tel: 01427 753925 · Email: [alan.gillard@magnesita.com](mailto:alan.gillard@magnesita.com)

## Proposed new Streaker Class Rules of Measurement and Construction

I think it is fair to say that nothing happens too quickly within the Streaker class. We had toiled for some time re-writing class rules, dealing piecemeal with typographical errors that had manifested over a number of years. It became clear, however, that a complete overhaul of the Rules of Measurement and Construction was needed, not least because the class is no longer administered by Jack Holt Ltd. The Streaker Class Dinghy has moved on from its former status as a boat predominantly built from wooden kits, with the majority of boats now professionally built in FRP, wood or composite.

I am very pleased to announce that a new set of rules has finally been put together. At this stage, though, the new Rules of Measurement and Construction (RMC) are only a 'draft proposal'. They will be formally presented to the membership at the AGM in June to be voted upon.

I have placed a copy of the Draft Proposal – RMC and a copy of the new Draft Measurement Form in the 'members

only' part of the website. There is a covering letter with the Draft Proposal, explaining in a little more detail the reasons for the changes.

Be assured that a good deal of thought and time has gone into this document. It covers areas of the rules which were previously not covered, such as shrouds, shroud plates, forestay and stemhead fitting.

It should be understood that the Streaker Class Rules of Measurement and Construction are 'closed rules'. What this means is that, unless the rules say specifically that you can do something, you cannot. The interpretation of the RMC is by the Streaker Class Owners Association. Please have a good read of the draft RMC document and compare it with the current set of rules. Your opinion – and any questions you may wish to ask, either now or at the AGM – are important to the class.

**Alan Gillard**



*Part of the record-breaking fleet at Pennine SC in 2006. Will you be there this year? Watch out for full details of the 2011 Nationals in the May Newsletter.*

Photo © Alan Simmons

## Deaf Dave's hints on how to become an instant open-meeting hero

I'm rather deaf, and I have worn two aids for most of my adult life. This gives me a slightly different viewpoint from the average Streaker sailor. I can't always hear other boats creeping up on me, and in the melee of a crowded start line I have to concentrate like mad and anticipate calls for 'water' and 'starboard'. Funnily enough, although they are not waterproof, when I capsize, usually to leeward, my buoyancy jacket holds me up enough to avoid total immersion – so they have lasted a long time.

I love to go to Opens, and for an oldie like myself this is only possible by exercising great cunning, common sense, patience – and by setting limited goals.

First off, don't wear white chinos. Sooner or later you are going to forget to replace the towball cap and smear your pants with black grease. But I'm jumping ahead a bit ...

Do as much preparation as you can well before the event. Time yourself in rigging and unrigging your dinghy, treat it like a drill and keep to a system of established knots and ties. Check your boat from bow to stern. A loose shackle or twisted kicker line can seriously ruin your day.

Download road directions and a sitemap of the venue from the AA, Google or the club website. I applaud those clubs that offer a map of the sailing area with the racing buoys marked on it. Get a clipboard or ply offcut and some permanent markers, and copy off the map and tie it in your boat. So even if you arrive late in the middle of a thunderstorm you have a lot of info.

You should have the postcode and route maps handy in the car with a condensed version near the steering wheel. Sat-navs are becoming prevalent but not always a complete

answer as rural postcodes can cover a surprisingly large area. Be prepared for diversions. At last year's Nationals the A421 was being completely remodelled and I missed the turn. But I had several detailed maps printed off and was able to put myself back on track fast.

Once at the venue, suss it out. Look for bottlenecks. Some large waters have surprisingly few jetties so get your boat on the jetty before changing. Relax with your pals Sid and Ben for a few mins. Don't fail to mention your own club's Open at every opportunity.

The next hurdle is the Race Officer's briefing. With luck there will be a course board with strings attached and the RO will take some pains to match the course with the salient features on the water. But it is not always so. My nightmare goes something like this. 'Your first task is to find eight buoys apparently placed at random round an irregularly shaped and featureless lake. Some are sort of yellowish, some are pinkish and others covered with bird guano – could be any colour at all – they have numbers on them but you can't see the numbers from here.' When this happens I produce the carefully crafted map I made before travelling and get someone reliable to tell me where they are. I think too many first races at Opens are benefits for the home sailors, with their superior local knowledge. If you don't believe me, study the race reports on the Yachts & Yachting website. Not a week goes by without a race reporter commenting on boats failing to sail the course. Incidentally, I loved the brilliant organisation at the Stewartby meeting – not only the 'trolley dollies' who quickly fetched the right trolley off the beach, but also the carefully staked-out Olympic courses with huge buoys.

So you are on the water sailing up and down near the start. Identify one of

the local hotshot sailors – he is your plan B if things go wrong. It is here at the start that deaf people are really challenged. I stay close to the committee boat end until I get the preparatory signal. I never hear the countdown and can easily miss the hooter or bleat of the sound signal, easily confused with the squeal of a passing seagull. Having got the start synchronised on our watches it's time to practise our start manoeuvres. If it all goes pear-shaped it pays to tuck oneself behind one of the local hotshots – plan B. Nerves play a big part here.

So you are tacking up to the windward buoy. The hotshots have raced away but hopefully there are still quite a few boats behind you. You know the way and you have a good map in the boat where you can read it. You are level with Sid and Frank, guys about your age and with similar boats. Sid and Frank are a little bit past their prime – just like you. They no longer lean out much because of the problem of leaning in but they are quick to spot a wind shift and cannily stay on the rhumb line where most of the wind is today. They have enough gumption to approach the windward mark on starboard and, surprise, surprise, move up half-a-dozen places.

We are now broad-reaching down the course again. Patiently loosening the kicker and mainsheet, gently pulling them in again and watching the telltales, and above all keeping still, pays dividends for the old guys. It's time to take stock and think about limited goals. You are spending the day at a sport you love with congenial companions and hopefully you are not the last. You have completed your races without getting in anyone's way, or at least you have done your turns if you were culpable. The podium places will always go to the natural athletes, the talented youngsters and those who have spent many years sailing at the highest level, often with newer and lighter boats. Did you think it would be any different? Dream on! BUT you have managed to beat a few guys too – sailing a complicated course without getting lost, rigging and sailing your boat well in sometimes challenging conditions. Step forward and take a bow. You are a proper Streaker Open sailor!

*Dave Hinks (1563)*

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SAILS COVERS FOIL BAGS  
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Photo Courtesy of Chris More, SCOA Webmaster

CLASS APPROVED  
SAILMAKERS &  
**STREAKER  
SPECIALISTS**

2010 Results  
1st, 3rd and 6th at the Nationals.  
1st and 2nd Northern Area Champs.  
1st and 2nd Southern Area Champs.  
1st Northern Paddle Series (travellers)  
1st Southern Paddle Series (travellers)





**SAIL AWAY FOR £5100**

Rooster Epoxy Streaker  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> at 2010 National Championships

More information, pictures, video and order form available online at [www.roostersailing.com](http://www.roostersailing.com)  
To discuss your interest in a Rooster Streaker call Steve Cockerill on 0845 388 0330.



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#### SCOA Committee 2010/11

Alan Gillard – Chairman and Technical Officer  
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Hugh Brazier – Newsletter and publicity  
Dave Metcalfe – Northern Area Paddle series organiser (along with Peter Tyerman)  
Geoff Town – Southern Area Paddle series organiser  
Matt Whitfield – Committee member

## Editorial embarrassment corner

The October issue of this newsletter contained an error, which your editor spotted just too late to prevent the imperfect product being sent out. So (taking advantage of the wonders of modern technology) a corrected copy was hastily emailed to all members, with a rash promise that the first person to tell me what had been amended would receive a prize. Congratulations to **Steve Bradshaw**, who submitted the first correct answer a mere 17 minutes later. Steve clearly needs to get out more, but I hope he is pleased with his stylish new Streaker polo-shirt!

There was of course at least one further error in the October issue, but only one person has pointed it out to me, and I'm not telling.

As for this issue – no prizes, I'm afraid, but please do let me know if you spot any errors, omissions, etc.

*Hugh Brazier*

## STOP PRESS

### New-look Streaker Competition

Once again we will be running a Streaker Competition in conjunction with the Dinghy Show. But this year's competition will be a bit different. To find out all the details, you'll have to come along to the Dinghy Show at Alexandra Palace, 5–6 March 2011. All we can reveal for now is that the competition is sponsored by **Pinnell & Bax**, and that the prize will be a really good one!

### P&B Streaker Competition 2011

## Streaker car-stickers?

Well, why not? Watch this space, and/or the website.

The **Streaker Newsletter** is published three times a year, in February, May and October. Deadlines for submission are 15 January, 15 April, 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.



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