



Streaker Class Owners Association

February 2018

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



Racing at Royal Torbay in the
2017 Streaker Nationals
Photo by Ben Falat

Chairman's Message

By Alan Gillard

Happy New Year to all Streaker sailors. Right now it seems a little cold outside but, for once, this year I have already been sailing, although not in the Streaker. I have made an early start you might say, although I choose my weekends carefully this time of year.

What I have been doing is a little refurbishment of my Streaker. Non-slip on the floor needed to be renewed along with a few ropes that I was not happy with last year. Really that will be it for me to get back on the water for the new season. How things have changed from when my Dad would spend hours re-varnishing and painting

the Enterprise pre-season.

Back when I started sailing Streakers 30 years ago this year the vast majority of boats were wood kit built. I paid £550 for my first Streaker in kit form from Holts at Todmorden, (I still have a receipt somewhere) without a sail as I bought a Streaker sail from Mike McNamara.

The class has developed significantly since 1988. Without significant development I don't think the Streaker class would have lasted? The vast majority of us are sailing FRP Streakers. The building of Streakers from wood kits has just about disappeared, even though we still offer

this option. I am not sure how it could ever have been possible for Jack Holt to believe that the wood kit built Streaker could ever have been a 'strict one design'? Just about every builder of every kit put their own individual slant on their Streaker. For instance, if you cut down the height of the rudder stock supplied with the kit, it would not then drag in the water, a sensible thing to do if you were the keen racing type and you wanted to reduce drag. The stock height was not measured but doing this was regarded as a change to the kit as supplied. Also, a white wood inlay was not part of the kit but many builders included one around the gunwhales. Amateur builders did what suited them, even if it contravened a few rules. Fortunately these small changes made by builders did not really influence the boats' performance. The hull as built from the kit was pretty much down the middle of building tolerances for hull shape. Hence performance across the Streaker fleet was very much the same from one boat to another. I have measured a good few home built hulls and none contravened any measurement rules. Maybe there was the odd measurement that was a mm out, but I have never found any deliberate attempt to build anything other than an honest Streaker hull.

'Strict one design' almost suggests that all Streakers after completion were measured before racing? Not really, many boats just did not get measured. It took the class until 1986 to have an identifying sail number engraved on the hull.

Jack Holt Ltd, the design holders, thought nothing of ignoring the Streaker Class rules when they decided to stop manufacturing the class spars. The mast they initially gave us, the Aldebaran, was just not up to the job, hence why the Rigel section was adopted. And not forgetting that it was Jack Holt Sails who brought to the class the first Mylar sails. Had they bothered to read our rules at the time, they would have known that Mylar sails are not white.

So it makes me smile thinking of those Streaker sailors who still believe that the class is a 'strict one design' and nothing is going to change. 'Progressive one design' is my take on the Streaker class. We have managed to keep the class up to date with other similar classes available. This certainly would not have happened without the SCOA taking over from

Jack Holt Ltd the administration of the class and its rules.

Actually if you look at some of the so called Single manufacturer one-design classes, the manufacturers dictate the development of the class, not its member sailors? At least the Streaker developments instigated by the SCOA and its members needs a 2/3rds majority to change class rules, which means the members have the vote.

This leads me into some class developments that are happening currently. These developments are not class legal. For any of these to become class legal will require a 2/3rds majority vote at an AGM. In some cases we have allowed the members involved dispensation to try the development and report back to the SCOA on their findings. Experimenting with such developments will give the class and its members a better insight upon which to judge whether the development is one that we should accept or not, and/or find out the suitability or issues that the development has.

Sail head float; One of our members has asked if he can sail with a float sewn into the head of the mainsail. Mike McNamara is currently doing some design work for the sail. This is perhaps a good idea as the extra buoyancy may reduce the chances of a mast down capsize. It certainly will not enhance performance on the race course but may be the difference to sailing on or having to retire?

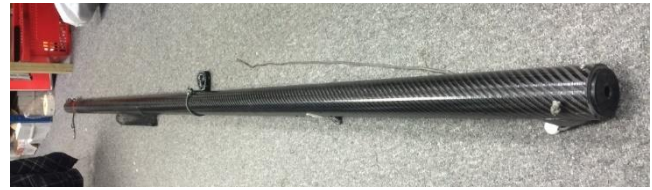
Transom traveller adjustment is very limited under the current rules, compared to that allowed for a full centre main traveller system. A request at the AGM at RTYC for the class to look at developing better and easier control of the aft traveller is ongoing. Pinnell and Bax have used their experience to develop a system where the rear traveller is adjustable from the thwart area. Hopefully this will be on show at the Dinghy Exhibition and can be seen in use at open events this year.

Carbon Boom; It may seem a very expensive development to have as an alternative to the current alloy booms, a Carbon Fibre boom. There is without doubt significant weight saving in allowing a Carbon Boom. But that is just about it in terms of product difference. Is there a performance advantage? We really are not

looking for a performance advantage. The reason for having a Carbon Boom is mainly because getting hit on the head by a Carbon boom compared to the Alloy boom causes less damage to your head. It may also be the case that the Streaker is easier to gybe with a lighter boom?

Carbon fibre booms are expensive compared to Alloy booms, particularly if the class was to approach the current spar suppliers who want a premium price for Carbon products over alloy. That is unless you can buy in bulk like the RS Aero class can from Selden. Investigations have started to see if the RS Aero boom can be adapted to be used on a Streaker. Why not? The price is closer to our Alloy price and they are available ex-stock. The Streaker Class though is very fortunate that Ian Jones who is a regular sailor of Streakers also manufactures carbon products for Rooster Sailing. It is Ian who has manufactured a small number of booms for himself and some leading class sailors to try out. We want to know if there is a performance advantage? What price can these be made

available for?



From the class point of view this is another development that we need to investigate if we want the class to stay up to date and continue to attract sailors to buy Streakers both new and second hand.

Alan Gillard



RYA Dinghy Show 2018



We'll be on stand C6 in the Great Hall with two new boats on display:

- 1995 - a Boatyard at Beer FRP Streaker fitted out at Pinnell & Bax for Isaac Marsh
- 2100 - a Butler FRP Streaker, the first boat to be issued with a sail number over 2100. Remember, it was agreed at the AGM that as sail numbers over 2000 were used for overseas boats back in the early days of the class, we should skip the 2000s and go straight to 2100.

Do come along to the Show. It's a great opportunity to see what's what and catch up on all the news.

And would you like to help on the stand?

If you can commit to doing a morning or afternoon, please get in contact with Veronica Falat at secretary@streaker-class.org.uk and we can give you a free pass to the show for that day. You don't have to be a world expert in Streaker sailing, just enthusiastic about the class and keen to encourage others to join us.

The 2018 Calendar is taking shape – with plenty of events to choose from!

The big events

As last year, the big events in our calendar will make up the **ROOSTER SUPER SERIES**. Last year we had 5 events, this time we'll have 6 because we're making the West Riding open into our End of Season Championships.

April 28 th	Northern Area Championships	Beaver SC
May 26 th -27 th	Inland Championships	Northampton SC
June 2 nd -3 rd	Scottish Championships	East Lothian YC
June 29 th – July 1 st	National Championships	Carsington SC
Sept. 15 th – 16 th	Southern Area Championships	Blakeney SC
Oct. 20 th	End of Season Championships	West Riding SC

To qualify for the Super Series you count your best 3 event results (not individual race results).

You don't have to be a superstar to enjoy this series. In fact, Rooster Sailing are very keen that everyone can benefit from their sponsorship and so the prizes will be awarded not just to those at the very front of the fleet.



Ian Jones, winner of the 2017 Rooster Super Series *Photo by Jean Border*

Paddle Series 2018

What's new this year?

The Tamworth open has normally kicked off our open meeting season for both Paddles but this year will only count for the Southern as Ripon, home to our biggest Streaker fleet, will also be on that day (March 24th). We've got some new venues to go to e.g. Shotwick Lake and Delph which reflects the growth of the class in the north-west.

Meanwhile in the Southern Paddle series there are 2 events at open sea venues (Downs and Newhaven & Seaford) and 2 in tidal estuary venues (Blakeney and Royal Harwich). The Blakeney open meeting will be the Southern Area Championships which is normally sailed on just one day but, due to the tidal conditions at Blakeney, will this year be sailed over two days – and don't be surprised if the start times are a little earlier in the day than you're used to! – but Blakeney is not to be missed.

Northern Paddle

March 24 th	Ripon SC
April 22 nd	Shotwick Lake SC
April 28 th	Beaver SC
May 12 th	Hornsea SC
May 19 th	Welton SC
June 2 nd - 3 rd	East Lothian YC (first 3 races)
June 16 th	Pennine SC
July 21 st	Hykeham SC
August 4 th	Elton SC
Sept. 1 st	Scaling Dam SC
Sept. 15 th	Leigh & Lowton SC
Sept. 29 th	Delph SC
Oct. 13 th	Yeadon SC
Oct. 20 th	West Riding SC

Southern Paddle

March 24 th	Tamworth SC
April 7 th	Bough Beech SC
April 21 st	Burghfield SC
May 12 th	Downs SC
June 9 th	Waveney & Oulton Broad YC
June 10 th	Beccles Amateur SC
June 23 rd	Newhaven & Seaford SC
July 14 th	Island Barn SC
August 11 th	Broxbourne SC
Sept. 15 th - 16 th	Blakeney SC (first 3 races)
Oct. 13 th	Royal Harwich YC

To qualify for the Northern Paddle you need 12 race results. That means competing in at least 4 events.

To qualify for the Southern Paddle you need 9 race results. That means at least 3 events.

The full rules of the Paddle Series can be found on the Rules page in the Technical section of the Streaker website.

Other Series

South East Series

April 7 th	Bough Beech SC
May 12 th	Downs SC
July 14 th	Island Barn SC
August 11 th	Broxbourne SC
?	Redoubt SC

East Anglian Series

April 22 nd	Rollesby Broad SC
June 9 th	Waveney & Oulton Broad YC
June 10 th	Beccles Amateur SC
Sept 15 th - 16 th	Blakeney SC
Oct 13 th	Royal Harwich YC

If other regions would like to create local circuits, please contact the SCOA committee to discuss ideas.

Noble Marine Streaker National Championships 2018

Carsington S.C. June 29th – July 1st

You may recall that last winter we ran a questionnaire to find out SCOA members' preferences for Championship venues. One of the places that scored highly was Carsington S.C. and so we're very pleased that the club has agreed to host our Nationals this year. We were there in 2014 – twice! That was the year when the wind was so light we came back some weeks later to resume the championships. That wouldn't have been possible without the friendly and helpful attitude of the club.

It's an inland venue, just north of Derby in the Peak District. The sailing area is big enough for us, the launching is easy and there is camping just a short walk away. Check out the club's website at www.carsingtonsc.co.uk

We're hoping to run a training day on Thursday 28th June, then the racing begins on Friday 29th.

Our Nationals is supported by Noble Marine Insurance and so we have plenty of prizes. Unfortunately in the last few years, some trophies haven't been sailed for, e.g. the Fifteen Transom trophy for boats over 15 years old and

some of the trophies for our older sailors. Carsington is a very user-friendly sort of place so here's hoping older boats and older sailors feel it's the sort of place they'll enjoy.

In fact, the class association is keen to make the Nationals a great event for everyone. Maybe the 'Silver' fleet (as opposed to the hotshots in the 'Gold' fleet) could be promoted more and it would be great if plenty of clubs were represented by several boats each to give real competition for the Altogether Shield.

If you have ideas and suggestions for how we can encourage Streaker sailors of all abilities to give the Nationals a go, please talk to committee members. If you're coming to the Dinghy Show, that would be a good opportunity to chat about this.

And by the way, to qualify for the Fifteen Transom Trophy this year, your sail number should be 1563 or lower (according to a quick calculation!). Well, we all know a few boats that fit that bill! Time for a good showing of older boats, eh!



Action at the Streaker Nationals at Carsington in 2014 *photo by Karen Langston*

SCOA membership renewal now due

Don't forget to renew your membership of the Streaker Class Owners Association. Our membership year starts on March 1st. If you're coming to the Dinghy Show you can pay your subs when you visit our stand. Otherwise, follow the instructions on the class website at <http://www.streaker-class.org.uk/scoa>

The fee is still just £15 for ordinary Single membership, £10 for Associate and Junior (under 18s) and £20 for Family (where family members share a boat).

If you've bought a second-hand boat, don't forget to get its measurement certificate updated to show that you're the new owner. There is no longer a fee for this if you are a paid-up member of SCOA. Just email secretary@streaker-class.org.uk. The class secretary holds copies of many certificates but you might be asked to post the old one.

Your continued support of SCOA is greatly appreciated.



Blakeney open meeting 2017 Photo by Karen Langston

Sail Number 2000 and beyond.....

As some of you will know, the Streaker sail numbers have been edging towards the number 2000. The last number issued before Christmas was 1995, which is Isaac Marsh's new boat, destined for our stand at the Dinghy Show. The 1900s has seen some matching of dates of birth and sail numbers during the issues, without naming owners of specific sail numbers!

Back in the early 1980s for some reason Jack Holt Ltd issued a whole batch of sail numbers out of sequence, which covered the numbers from 2000 to 2082. These numbers were issued to mainly Japan and USA, but a small number crept into this country, 2010, 2025, 2028, 2029, 2030 & 2031. This is why some of you will have

seen these boats sailing and appearing in the class results.


At the AGM held at Royal Torbay YC we discussed the numbers situation as we approached 2000 sail number and we effectively would jump from 1999 to 2083. It was agreed that we would start afresh from the number of 2100. The good news is that 2100 has been issued to Butler Boats and it is this boat that Dave Butler will be showing on the Streaker stand at the Dinghy Show.

The class sail numbers now reflect the number of Streakers that have been built since the class launched in 1975. Always remember that the 1st Streaker was sail number 100. So 2000 Streakers it is.

Who won what in 2017?

Noble Marine National Championship at Royal Torbay Y.C. (21 entries)			
1	1951	Tom Gillard	Sheffield Viking S.C.
2	1759	Ian Jones	Dovestone S.C.
3	1952	Isaac Marsh	Dovestone S.C.
4	1940	Doug Horner	Swanage S.C.
5	1618	Alan Gillard	Sheffield Viking S.C.
6	1681	Rupert Smith	Newhaven & Seaford S.C.
7	1837	Graeme Bristow	Leigh & Lowton S.C.
8	1881	Steve Blackburn	West Lancs. Y.C.
9	1972	Veronica Falat	Waveney & Oulton Broad Y.C.
10	1977	James Dawes	Redditch S.C.
Inland Championship at Leigh & Lowton S.C. (17 entries)			
1	(4) 1759	Ian Jones	Dovestone S.C.
2	1952	Isaac Marsh	Dovestone S.C.
3	1940	Doug Horner	Swanage S.C.
4	1837	Graeme Bristow	Leigh & Lowton S.C.
5	1972	Veronica Falat	Waveney & Oulton Broad Y.C.
Northern Area Championship at West Riding S.C. (9 entries)			
1	1759	Ian Jones	Dovestone S.C.
2	1995	Isaac Marsh	Dovestone S.C.
3	1982	Martin Penty	Beaver S.C.
Southern Area Championship at Bough Beech S.C. (13 entries)			
1	1975	Brenda Hoult	Hayling Island S.C.
2	1977	James Dawes	Redditch S.C.
3	1777	Howard Frear	Sutton Bingham S.C.
Scottish Championship at East Lothian Y.C. (11 entries)			
1	1952	Isaac Marsh	Dovestone S.C.
2	1940	Doug Horner	Swanage S.C.
3	1973	John Hookway	East Lothian Y.C.

Rooster Super Series (41 entries; 7 qualifiers)

1	1759	Ian Jones	Dovestone S.C.	
2	1952	Isaac Marsh	Dovestone S.C.	
3	1940	Doug Horner	Swanage S.C.	

Sail Register Northern Paddle Series (102 entries; 7 qualifiers)

1	1951	Alan Gillard	Sheffield Viking S.C.	
2	1982	Martin Penty	Beaver S.C.	
3	1933	Ian Priest	Scaling Dam S.C.	
4	1616	Peter Kitchen	Tees & Hartlepool Y.C.	
5	1801	Peter Tyerman	Pennine S.C.	

Raffle winner of Sail Register sail: Ian Priest

Pinnell & Bax Southern Paddle Series (38 entries; 11 qualifiers)

1	1972	Veronica Falat	Waveney & Oulton Broad Y.C.	
2	1920	Mark Langston	Beccles Amateur S.C.	
3	1953	Alex Reindorp	Chipstead S.C.	
4	1777	Howard Frear	Sutton Bingham S.C.	
5	1940	Doug Horner	Swanage S.C.	

Raffle winner of Pinnell & Bax sail: Chris Smith

South East Area Series (27 entries; 5 qualifiers)

1	1953	Alex Reindorp	Chipstead S.C.
2	1700	Alan Simmons	Lancing S.C.
3	1929	Peter Withrington	Burghfield S.C.

East Anglian Series (15 entries; 5 qualifiers)

1	1972	Veronica Falat	Waveney & Oulton Broad Y.C.
2	1940	Doug Horner	Swanage S.C.
3	1920	Mark Langston	Beccles Amateur S.C.



2017
Southern Area
Championship at
Bough Beech
Photo by Bett
Simmons

A Quick Review of 2017

Boats – Of the new boats that hit the water early in 2017, several were sporting mainsheet tracks and travellers. In fact, the first 3 boats at the Southernns at Bough Beech all had tracks (Brenda and James with new boats and Howard with a track retro-fitted to his 6-year old Rooster).

Unfortunately the number of new boats was well down on previous years. Only 15 boats compared to over 25 in 2016 and the difference really showed late in the year as our builders have had a quiet autumn and winter, at least with regard to Streakers. On the other hand the secondhand market has been active and we have many newcomers to the class. If you know of new owners, please encourage them to join the class association.

Events and people – Turnouts at events are always very weather dependent but it was disappointing that the Inlands at Leigh & Lowton only attracted 17 boats. It was a long way north for southerners but Duncan McDonald came all the way from Brighton! Similarly, the Nationals at Torquay was a long way for northerners to get to and maybe the prospect of sailing at sea in a good breeze put some people off. However, it was a super event and you didn't have to be a super star to enjoy it. For Jennie Richardson and Janie Harford, this was their first Streaker event apart from club racing at Dittisham. They certainly found the conditions tough but rose to the challenge and sailed on all 3 days.

The best attended open meeting of the year was at Ripon with 24 boats. The winner was Mike Eggleston of the home club. Elton was also good with 18 boats, won by Alan Gillard. 11 sailed in the Scottish Championships (including 5 from England) – an increase on last year. Likewise, the 2-day open meeting at Blakeney in North Norfolk is also growing in popularity; there were still only 9 boats this year but some people had travelled quite a distance, e.g. Howard from Somerset and Phil from the far bit of Kent! A new venue on the Southern Paddle circuit was Royal Harwich on the Orwell estuary in Suffolk. This is another beautiful place to sail and we'll be back there this year.



Jennie Richardson at the Nationals *photo: Jean Border*

Several people travelled very widely doing events in the north and the south. Issac, Doug, James Dawes and Richard Eagland sailed in the Scottish at North Berwick and the Nationals at Torquay.

We continue to attract sailors from other classes and this year Martin Penty joined us from RS200s. He borrowed Jon Aldhous's boat for the Nationals, bought his own brand new boat and finished 2nd to Alan Gillard in the Northern Paddle series!



Janie and Jennie, glad to have survived to the Nationals prize-giving! *Photo: Ben Falat*

The Streaker Class Owners Association

Chairman:	Alan Gillard	chairman@streaker-class.org.uk
Secretary:	Veronica Falat	secretary@streaker-class.org.uk
Treasurer:	Doug Horner	treasurer@streaker-class.org.uk
Membership:	Alex Reindorp	membership@streaker-class.org.uk
Website editor:	Mark Langston	webmaster@streaker-class.org.uk
Technical Officer:	Alan Gillard	technical@streaker-class.org.uk

Other committee members: Ian Priest
Chris Smith
James Dawes
Peter Cogill

Northern Paddle co-ordinator – Ian Priest fireballsailor@btinternet.com

Southern Paddle co-ordinator – Veronica Falat

Website address: www.streaker-class.org.uk

Licensed builders: Butler Boats The Boat House, Brough Haven, Brough, E. Yorks.



HU15 1ED

Tel: 01482 669848

Email: dave@butlerboats.biz

Website: www.butlerboats.biz

The Boatyard at Beer



Unit 9, Fosseway Park, Harepath Road, Seaton, Devon
EX12 2WH

Tel: 01297 23434

Email: info@theboatyardatbeer.com

Website: www.theboatyardatbeer.com

Class sponsors: Noble Marine Insurance www.noblemarine.co.uk

Sail Register www.sailregister.co.uk

Pinnell & Bax www.pinbax.com

Rooster Sailing www.roostersailing.com

