



Streaker Class Owners Association

February 2020

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

***HOLD ON TIGHT –
THE 2020 STREAKER SEASON IS ABOUT
TO START!***



In this issue

- **2020 Races – Super Series, Northern Paddle, Southern Paddle, etc**
- **More info about booms, including advice from Chris Smith**
- **What's in store at the RYA Dinghy Show and other news**
- **More on Pete's mystery boat!**

Boat List on the Website

Please help keep the Boat List on the website up to date. It provides useful info – where boats are, which boats were made by which builder, etc. There are instructions on the Boat List page so that you can add your boat if it's not already there. <https://www.streaker-class.org.uk/boat-register> And if you get in a muddle, you can ask the class secretary to add the info for you. Whether it's a brand new boat or a second-hand one, please add it to the list.

If you sell a boat, please ask the new owner to edit the Boat List – and of course encourage him or her to join the class association. Tell them they'll get newsletters, a new free measurement certificate (if the boat has been issued with one in the past) and can race in our open meetings and championships and be eligible for prizes.

Streaker Events 2020



Rooster Super Series

April 4 th	Southern Area Championships	Bough Beech SC
May 2 nd -3 rd	Scottish Championships	Annandale SC
July 4 th -5 th	Coastal Championship	Wilsonian SC
Aug 29 th -31 st	NOBLE MARINE NATIONAL CHAMPIONSHIPS Staunton Harold SC	
Sept 12 th	Northern Area Championships	Welton SC
Oct 24 th	End of Season Championships	Delph SC



North Sails Northern Paddle Series

March 21 st	Tamworth SC	June 6 th -7 th	East Lothian SC
March 28 th	Ripon SC	June 14 th	Burwain SC
April 25 th	Shotwick Lake SC	June 27 th	Hykeham SC
May 2 nd -3 rd	Annandale SC	Aug. 8 th	Bassenthwaite SC
May 9 th	Hornsea SC	Sept 12 th	Welton SC
May 17 th	Pennine SC	Sept 26 th	Beaver SC
May 23 rd	St Marys Loch SC	Oct. 10 th	Elton SC
May 30 th	Leigh & Lowton SC	Oct. 24 th	Delph SC



Pinnell & Bax Southern Paddle Series

March 21 st	Tamworth SC	June 27 th	Newhaven & S SC
April 4 th	Bough Beech SC	July 18 th	Ardleigh SC
April 19 th	Banbury SC	Sept. 5 th	Haversham SC
May 2 nd	Burghfield SC	Sept. 20 th	Ouse A. SC
May 17 th	Downs SC	Sept. 26 th	Island Barn SC
June 13 th	Waveney & OB YC	Oct. 17 th	Redditch SC
June 14 th	Beccles A. SC		

Smaller regional series:

South East Series

April 4th Bough Beech SC
 May 2nd Burghfield SC
 May 17th Downs SC
 June 27th Newhaven SSC
 July 18th Ardleigh SC
 Sept 26 Island Barn RSC

East Anglian Series

June 13th Waveney OBYC
 June 14th Beccles ASC
 June 20th-21st Gorleston Regatta
 July 18th Ardleigh SC
 Sept 20th Ouse Amateur SC

Border Reiver Series

May 2nd-3rd Annandale SC
 May 23rd St Marys Loch SC
 June 6th-7th East Lothian YC
 June 20th Kielder Water SC
 July 4th-5th Solway YC
 Aug. 8th Bassenthwaite SC

Midland Series

March 21st Tamworth
 April 19th Banbury SC
 June 27th Hykeham SC
 Sept. 5th Haversham SC
 Sept 20th Ouse Amateur SC
 Oct 17th Redditch SC

North West Series

April 25th Shotwick Lake SC
 May 17th Pennine SC
 May 30th Leigh & Lowton SC
 June 14th Burwain SC
 Oct 10th Elton SC

Yorkshire Series

March 28th Ripon SC
 May 9th Hornsea SC
 May 17th Pennine SC
 Sept 12th Welton SC
 Sept 26th Beaver SC

How to qualify:

Rooster Super Series – count your best 3 event results

Northern Paddle – count best 15 race results (so need to sail in at least 5 open meetings)

Southern Paddle – count best 12 race results (at least 4 open meetings)

South East, East Anglian, Midland, Border Reiver, North West and Yorkshire series – count best 9 race results.

Please note that some events have more than 3 races. In that case, the first 3 races count towards the relevant series (unless stated before the event starts).



Making a Carbon Fibre Boom for the Streaker at home

by Chris Smith

At the 2019 AGM of the Streaker class it was decided to allow the use of Carbon Fibre booms. The new rule pertaining to Carbon Fibre booms has now been published. Once you try a carbon fibre boom you won't go back to aluminium. One bash on the head from an ally boom is too many.

You may be thinking that upgrading to carbon fibre would be very expensive but it's not necessarily the case as this article intends to demonstrate. A carbon fibre boom can be made at home quite easily for a lot less than the cost of a new sail.

I made a boom for my centre main boat using a commercial roll wrapped carbon fibre tube. There are 3 grades of tube available from the supplier I used:

<https://www.easycomposites.co.uk/#!/cured-carbon-fibre-products/carbon-fibre-tube/>



The only version which is supplied in a long enough length is the roll wrapped tube which can be obtained in a 2.5 m length. Fortunately, this is also a very high strength version. It is nearly twice as strong as the equivalent aluminium tube.

It's worth noting that the nominal length of a Streaker boom is 2.6 metres. The slightly shorter length is not a problem for a pure centre main boat like mine as you can see from the position of the white band on the boom showing the maximum extent of the mainsail

clew, but depending on the position of the aft traveller it may be a problem for some transom main boats. It is possible to get longer lengths of carbon fibre tube but the standard that's easily available is 2.5 m.

Is a carbon boom strong enough for centre main?

Will it bend too much?

This picture shows the boom with maximum down force from the kicker and main sheet.

The deflection in the centre is about 35mm which is quite acceptable in my opinion.

I used a 50.8 mm ID/54mm OD tube for my prototype boom.

Having tested it I believe that a 47.5 mm ID/50.3 mm OD tube

would also be fine and is within the new rule. The smaller tube has an advantage when it comes to the gooseneck and outhaul fittings as I will describe below.



Gooseneck and outhaul

I originally intended to use RS Aero gooseneck and outhaul/boom end fittings because they are reasonably priced and designed for the job. I did not realise however that the Aero boom is tapered and when I received the parts I discovered the inboard gooseneck fitting is 60mm diameter.

Fortunately, I had a spare laser gooseneck fitting in my spares box.

The boom end Aero part was fine but both inboard and outboard fittings need to be sleeved with some pvc tube to fit the 50.8 mm ID tube. They would fit directly into a 47.5mm ID tube so I would go with that if I was doing it again.



The Laser gooseneck fitting needs 2 holes drilling for the outhaul control line.

The gooseneck and boom end fittings are held in position with a single Carbon rivet. (Available from RS. Don't use monel rivets designed for aluminium spars).

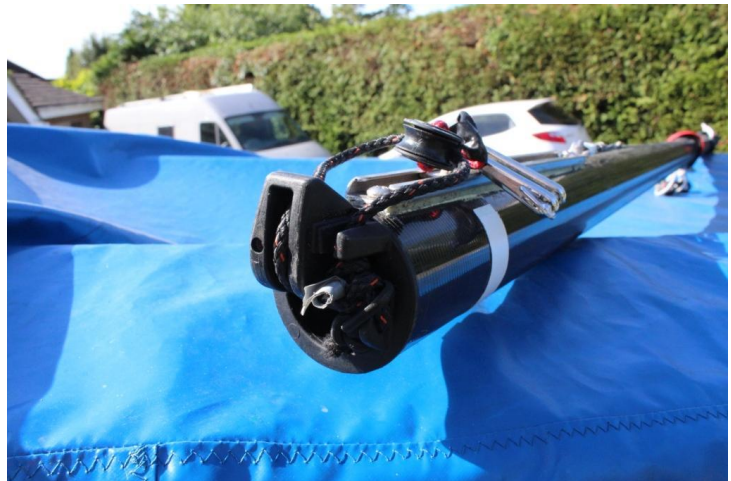
In order to make the Selden gooseneck pin fit tightly in the Laser gooseneck fitting I had to sleeve the gooseneck pin with some 12mm pvc tube (As used in Caravans and motorhomes) . It fits perfectly.

The Aero boom end fitting needs no modification. It comes with the pulley for the outhaul. A simple mast sheeve and an open tube end could be used instead. The Aero fitting is just neater and you don't have to cut any holes in the tube.

As you can see from the picture, I used a stainless steel slider track for the clew outhaul instead of clew strap (laser style). The reason for this is that the roll wrapped tube is very grippy and the clew strap would not slide very easily without modification. I also had the stainless slide in my spares box.

The slide is riveted with special carbon rivets (available from RS) and backed up with epoxy.

If I was going to make another boom I would smooth off the outer part of the tube with wet and dry paper and varnish with epoxy to fill up the roughness in the tube and use a clew strap. This is a much cheaper and simpler solution.



Kicking Strap



Whilst Carbon fibre tubes are very strong its generally not a good idea to drill holes in them in high stress areas so instead of using a stainless steel boom strap which would need to be riveted on to the tube I decided to use a proprietary boom strap from P&B. This item is quite expensive and it would be possible to make one easily just from some webbing but it has to be very strong and the P&B item is well made and designed specifically for the purpose.

Here the very grippy tube is working in our favour but the strap still needs to be anchored to the outer end of the boom with a 2mm dyneema line to prevent it working forward under load. I also put on some pro grip on the sides of the boom where the boom would contact the shrouds to prevent wear.

Mainsheet blocks

Again, I didn't want to drill any holes in the tube so I used 2 Laser clew straps to hold on the blocks. They are also held in place with the same line that anchors the kicker strap. Although frankly this is not necessary as they self seek the right place on the boom.



Outhaul

The outhaul is rigged in the conventional way with a pulley inside the boom to give an overall 4 :1 purchase on the clew together with the pulley on the boom slider. Obviously, this pulley is ideally rigged inside the boom before the boom end fitting is installed. (In my case because I forgot to do it I had to find a pulley small enough to fit through the Aero boom end fitting.)

Parts List:

	<i>As built</i>	<i>£ (del inc VAT)</i>	<i>Lowest cost</i>	<i>£</i>
Carbon Tube	54mm OD	192	50.3 mm OD	155
Kicker strap	P&B	31	50 mm webbing	2
Boom end fitting	Aero	25	Selden Mast sheeve	11
Gooseneck fitting	Laser (holt)	8	Laser	8
Clew slide	SS slider track	25	Clew strap	7
Boom attachment	2 X clew strap	14	2 X clew strap	14
Rivets rope etc		10		5
Total		305		202

Conclusion

My boom was a prototype built to support the argument for carbon booms and to help the development of the new rule. The design is quite conservative and as can be seen from the "Lowest Cost" version in the table above I believe a strong and workable boom can be built for not much over £200 for a centre main boat. I haven't managed to track down the price of a longer tube that may be needed for a transom main boat as they tend not to be on offer on retail sites. A little bit of research would be needed to find the best price and delivery cost.



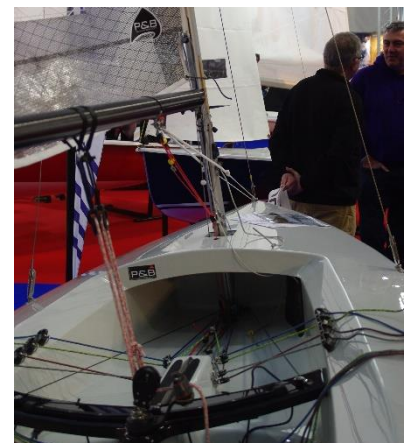
*Chris putting the boom through its paces at the Island Barn open, Sept. 2019.
Photo by Jim Jones*

Interested in finding out more about carbon booms?

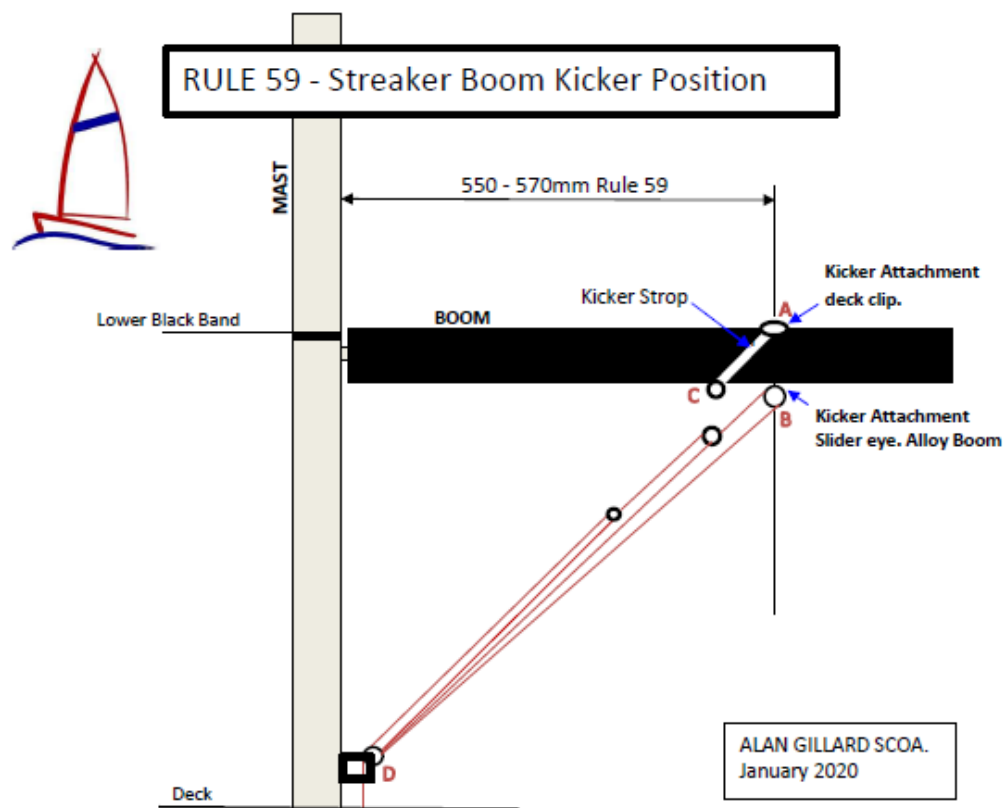
There are various people in the class who can help you. Ian Jones made the carbon booms that were tried out during last winter. James Dawes at P&B has fitted out several Streakers with carbon booms and can advise about setting up control lines, etc. Some people, e.g. Mark Langston and Jonathan Blankley have gone down the same route as Chris Smith and bought carbon tubes and are fitting them out themselves.

At last year's Dinghy Show we had a P&B fitted-out Boatyard at Beer boat that had a carbon boom (see photo). Carbon booms weren't class-legal until after the Nationals but, now that the rules are sorted and on the class website (see the 'Streaker Class Rules Jan 2020' in the Technical section <https://www.streaker-class.org.uk/rules>).

The Butler boat on our Dinghy Show stand this weekend will have a carbon boom so a good start would be to have a good look at that. Alan Gillard our Technical Officer will be there on the Saturday so you can ask him about any measurement issues regarding booms – which brings us neatly to the next article



Interpretation of the Kicker Position Rule 59



Rule 59 Boom - Kicker attachment to Boom from aft face of mast – 550mm Min to 570mm Max.

The attachment of the kicker on the original Streaker Boom was via a strop around the boom and held in position by a deck clip on the top surface, Position A. The Streaker Plans showed the position of the deck clip as being 560mm from the aft face of the mast. Some Streaker sailors will remember that the original Streaker Boom was a 45mm round tube.

When the Deneb Booms produced by Jack Holt were adopted by the class in 1993 the service track underneath the boom was used with a slider eye for kicker attachment, Position B. Rule 59 was added to the measurement rules more as a guide for owners to fix the slider eye in the correct position. The centre of the slider eye was measured as 550mm to 570mm from the aft side of the mast.

The SCOA interpretation of Rule 59 in respect of Carbon Booms;

Now that the class has allowed a Carbon Boom, the best method of attachment of the kicker has reverted to the top of the boom with a strop. The position of the strop point of anchorage is still measured at 550mm – 570mm from the aft face of the mast as in Rule 59, Position A.

RYA Dinghy Show 2020



Less than a week to go to this year's Dinghy Show!

We'll be on Stand G13 in the West Hall. The boat on display will be a brand new Butler FRP boat (sail number 2133) and Dave Butler himself will be on hand all weekend to talk about Streakers and Streaker building. Class Chairman Ian Priest and Technical Officer Alan Gillard will be there on the Saturday while Class Secretary Veronica Falat will be there on both days. Thank you to the other class members who have agreed to help out.

If you haven't bought your ticket yet, go to <https://www.rya.org.uk/dinghy-show/Pages/tickets.aspx>

As a Streaker class member you should be able to claim a 10% discount by using the code RYAEX000672 when booking online.

Andy Hague and Phil Halldron, the winners of the P&B and North sails (draw prizes for the Southern and Northern Paddle series), will be presented with their sails during the course of the show.

Don't forget that when you visit the stand it's the perfect opportunity to pay your 2020 class subscription and collect your 2020 transom sticker. It's still only £15!

What a bargain!

Streaker news

2020 Nationals at Staunton Harold –August 29-31

Arrangements are progressing well and we should have a Notice of Race confirmed early in March. Please note that it will be possible to camp at the club (£6 per night).

Coastal Championship at Wilsonian SC – July 4-5

As mentioned in the last newsletter, we're introducing a new event this year – the Coastal Championship which takes the place of the Inland Championships in years when the Nationals are at an Inland venue. Alan Gillard has provided us with an excellent trophy for it, created by glass-worker Sue Tinkler.

The racing will take place on the tidal estuary of the River Medway in North Kent. There is a Streaker fleet there – 10+ boats? It will be an event run jointly with the Blaze class. More info available very soon.



Continued sponsorship from Noble Marine



It was great to hear last month that Noble Marine Insurance is happy to continue its support of the Streaker class.

We receive sponsorship from them that helps pay for prizes, especially at the Nationals. Therefore, our Nationals will again be the Noble Marine Streaker National Championships.

Mysterious Old Streaker update

In the December 2019 newsletter, Pete Matthews asked if anyone had information about the history of a Streaker that he had bought as a 'winter project'. Here he gives an update



As it turns out, my boat isn't so mysterious after all.

The hull was one of the last Holt-Speed Streakers manufactured and built in 2003. It was bought by Dave Butler to fit out. He took it to his workshop; weighed it and finding it to be over 65kg said he didn't want it. It returned to Speed Sails, never to be seen again...until now.

The bad news is that the boat is not a "Streaker" because it was not issued with a Sail Number and no one paid the £100

Building Fee! The sail number would have been around the 1550 region.

This explains the lack of Builder's Plaque or Sail number etched on the transom.

Phase 2

I have cut sections through the deck for inspection hatches and now the hull for self-bailers. Dissection of these sections shows that a high proportion of the weight is in the gelcoat. By my calculation the gelcoat is certainly greater than 27% of the weight of these sections and 73% of 66kg is 48kg!!

I have therefore decided to have a go at stripping off most of the gelcoat (cheaply) on the hull and then the decks and seeing what the new weight becomes. If it becomes respectable, I will paint it and have it measured.

The project has certainly got bigger than I thought!!

Thanks to: Alan Gillard, Dave Butler, Veronica Falat for the information and Mark Langston for supplying the self-bailers.

Peter "optimist" Matthews – Streaker 1654 Skippy.

Is anyone else wondering if their boat is a Streaker or not? Have you bought a second-hand boat without a measurement certificate and are now wondering if it's ever had one? Like Pete's Mystery Boat, there are a few boats out there that were never officially registered or which failed to measure correctly.

For Streakers with sail numbers from about 1640 (built in 2008) there's a really good record of measurement certificates as the certificates were created on computer. Before then, certificates were mostly completed by hand. Many have subsequently been scanned so we have digital copies but there are quite a lot of gaps in the record, especially for boats dating from the 1980s and 90s.

If you contact the Secretary and say what your sail number is, she'll search the files and hopefully find a record of one for your boat. If that doesn't work, we can do some research and see if there was ever a problem with the boat. It's rare to find one like Pete's!

STOP PRESS

News just in Tom Gillard wins the 2020 Staunton Blaster at Staunton Harold SC in windy weather Sunday 23rd Feb.



The Streaker Class Owners Association

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Other committee members: Chris Smith
James Dawes
Ian Bradley

Northern Paddle co-ordinator – Ian Priest

Southern Paddle co-ordinator – Veronica Falat

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

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