



## ***Chairman's Message***

Hello everyone, Happy New Year and slightly delayed compliments of the festive season. The past sailing season has had good and bad features. The positives include a record (for recent years) increase in sail numbers;- heading towards 1680. The negatives include the British weather, which combined with up to the minute forecasts on the Internet, deterred some from setting out to open meetings.

The National Championship, held at Rutland water, attracted 58 entries, the same three helmsmen as last year occupied the top three places, albeit in new boats.

Racing was only possible on the Saturday (due to lack of wind on the Sunday). This meant counting 3/3 results, which produced a snakes and ladders effect on the final table. The entry list included nearly 50% first timers; Deben Yacht club and Sheffield Viking Sailing club fielding strong teams. Sadly a number of class stalwarts were missing.

Both the Northern and Southern area championships were held in strong winds. The venues, West Riding S.C and Deben Y.C both impressed and will feature in future calendars. Your committee have worked long and hard in your interests. Dave Shuster and team increased the Association profile at the March Dinghy Show; the stand was always crowded. For the '09 event a bigger space has been booked to accommodate three boats: two professional- and one amateur-built. Look forward to seeing friends old and new. Subscriptions can be brought up to date.

One problem has been the supply of spars. Evolution Sailing, who inherited the sole rights from Holts, ceased trading. Obviously our priorities are availability and equal performance to maintain the one design. It has been decided, after much discussion and research, to allow two new suppliers of masts and booms – see Alan's article overleaf.

Next years championship sees a return to Lancing S.C. Although sailing on the lumpy stuff does not appeal to all, the hospitality of the sailing club has always been first class. Book early, and don't forget your accommodation.

This means there will be an inland nationals. Leigh and Lowton S.C are taking this on. The water, Pennington Flash, Lowton St. Marys, just off the East Lancs Road is one of the few venues large enough to take the number of entries which sign on these days. Having spent too many of my student days at this club in the early sixties, it will be interesting to see if the same lifts and shifts are there.

Assuming our computer experts have mastered the technique for sending secure multiple emails to our members, this message will arrive to most in this medium. Those needing paper copy or (in my case carrier pigeon) will be catered for. Thus we can provide members only communication separate from our website.

Elsewhere there are contributions from your committee members on their spheres of responsibility. Feel the dedication. Here's to a good season of moderate winds, cheaper fuel and friendly competition.

Regards to all,

**Mike Rimmer**

## ***Streaker Class Spar Supplies:***

### ***Change to a Class rule - Spar Supplier***

As some of you will already know Evolution (Custom Spars), suppliers of masts and booms stopped trading during September. The SCOA class rules being specific that all spars are purchased from Evolution (Custom Spars). Our initial contact with Ian Kelly (Director of Evolution) in September regarding the continuation of supply of the Rigel section mast and the Deneb boom

resulted in Ian Kelly assuring us that spars would be available under the new company name of Custom Dinghy Spars. In case Ian Kelly was unable to fulfil his promises the SCOA committee decided it would be wise to actively look at other spar suppliers for the Streaker Class. We made contact with both Selden and Superspars, both companies were asked for alternative spars (mast and boom) to a set specification in line with the current Rigel/Deneb spars. The specification included section dimensions, weight, bend characteristics along with price and availability. Our intention in obtaining alternative spars was that they should not give any performance advantage or disadvantage over the Rigel and Deneb sections.

**Selden (Proctor)** were able to offer the class a Mast and boom alternative immediately from their range of spar sections. Two sets of spars were purchased for evaluation which has been ongoing through November and December. The mast being a Lambda section, dimensions: 63mm fore and aft x 51mm athwartships, the boom being the 2628 section.

**Superspars** replied to us with an offer to manufacture replicas of the Rigel mast and Deneb boom section. This is attractive to them as similar sections are used in other classes such as Mirror, Cadet and Miracle.

Since September we have found that neither Committee members nor Boat builders have been able to purchase spars through Ian Kelly. Numerous telephone calls and emails have remained unanswered.

It became clear that the class had now lost its supplier of many years for spars. At the recent Streaker Class Committee meeting the trial spars from Selden and the offer from Superspars were discussed fully.

The committee decided unanimously that we should approve both proposals and that our class rule 3. Measurement item ii, should be updated to include; Selden and Superspars. Only the Lambda section mast and 2628 boom are allowed from Selden. Only the new (Rigel section) Mast and new (Deneb section) Boom are allowed from Superspars as and when these become available.

All existing spars, Holt Allen supplied (Cheetah, 45mm dia. Boom, Aldebaran, Deneb Boom and Rigel) and Evolution/Custom Spars supplied (Rigel, Deneb) are still approved by the Streaker Class Association Measurement rules.

## ***Daggerboard and Rudder – Construction***

A number of members of SCOA have questioned the legality of the Rooster 'moulded' dagger-board and rudder blades. The class rule states '*ix. Foils may be constructed of either plywood, solid or laminated wood. The foils may be finished using a protective coating of paint, enamel, varnish, Gel-coat, and/or glass reinforced sheathing.*'

The rule states that the foils shall be constructed of wood with a protective coating. Our investigation with Rooster Sailing found that the foils are manufactured in a mould with a foam filling. Although the early examples contained a wooden core recent versions do not. This has come about due to a breakdown in communication when the manufacture was transferred between boat builders.

The SCOA committee considered that we will never know which of the foils have a wooden core or do not.

The moulded foils though do not give any advantage to performance; they are generally heavier than their wooden counterparts and are not any stiffer. But their construction does give the advantage of being made consistent in shape, relatively cheap to purchase and are found to be robust in use by their owners.

The SCOA Committee decided in this case that the foils should be made class legal through bringing the rules into line with an unplanned development, and as such the rule has been updated accordingly.

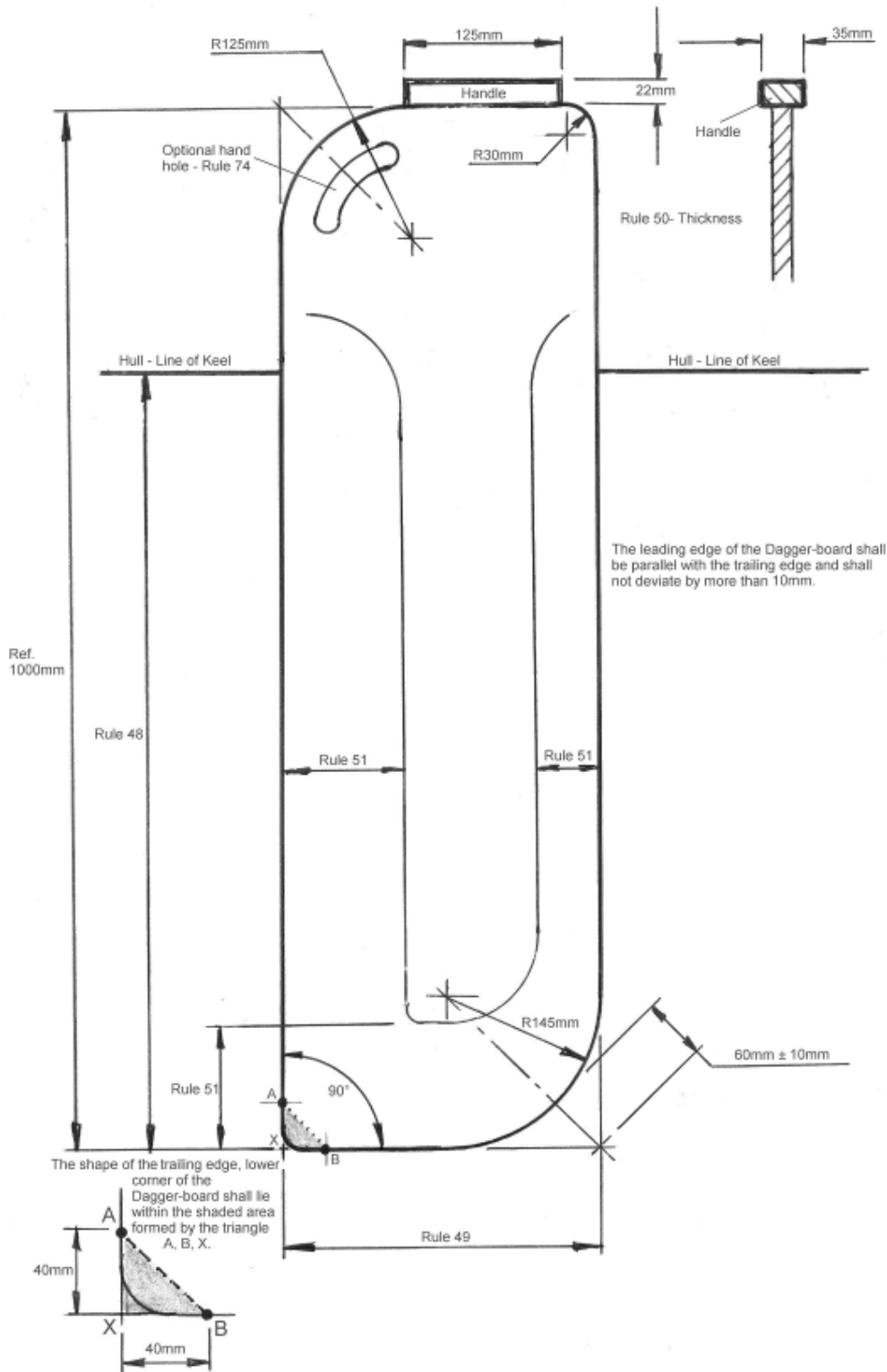
### **Details of Daggerboard and Rudder Profile.**

SCOA members have also requested clarification on the 'profile' of Rudder Blades and Daggerboards. The main cause for concern being square corners to rudder blades.

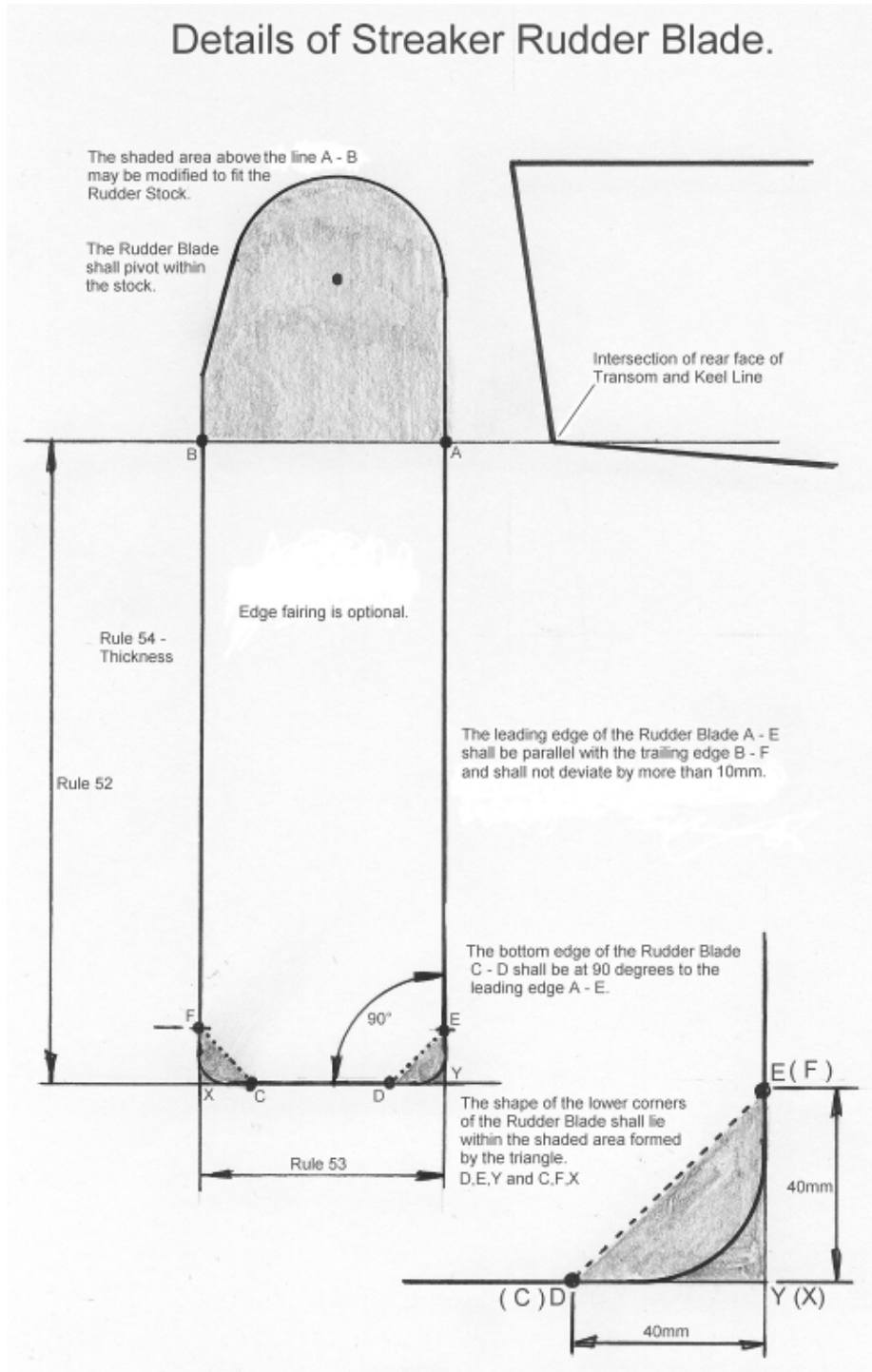
The SCOA committee considered that a good number of member's rudder blades are in existence which are strictly out of class. We consider though that there is a lack of detail within the class rules covering the profile of foils. This has led to some details coming into the profile of foils being not as per the original patterns of Jack Holt Ltd. We have put together new drawings detailing both the Rudder Blade and Dagger-board which will be added to the line drawings of the Streaker in the 'Guide to Builders and Measurers'.

**Alan Gillard**

## DETAILS OF STREAKER DAGGER-BOARD



It should be noted that the Dagger-board is fitted with a handle. Whilst the handle as shown is as per the size and shape from the list of parts as supplied with the original wood kit, the important detail is that a handle is fitted. The handle acts as a positive stop which limits the depth of the Dagger-board below the hull. Pieces of rope tied through holes drilled through the dagger-board are not acceptable as a stop.



In the Rudder Blade the corners can be square or any other shape as long as the corner profile is fully contained inside the 40mm right-angle triangle.

## Membership News

After my election to the committee in June 2007, the membership role for me in the Streaker class became a very big job. Most of the data left was found to be totally inaccurate. We have been busy building a new improved database over the past year since renewals were sent out after the Dinghy Show in March, where there was also the opportunity to join or renew over that weekend. A covering letter was also sent out, asking members to contact any other people who own Streakers, to see if they have heard from us and if not to contact us. Currently the membership total stands at 166, comprising of 159 single, 4 Family and 3 Junior members. We are not sure what this year's membership total is like compared to previous years but we will be able to see how it reflects in years to come. Hope to see you at the dinghy show in March.

Happy Sailing

Nick Lovell

## Dinghy Show 2009

**Preparations for the Class association stand at the 2009 RYA Dinghy Show at Alexandra Palace**

**7<sup>th</sup> & 8<sup>th</sup> March Stand No. C28 (Great Hall)**



Preparations are quite well advanced already. Following the staggering success of the SCOA stand at the 2008 dinghy show we have enjoyed a stunning year. With the confidence gained from this, endorsements from Paul Goodison and Phil Morrison and the extra enthusiasm from those new to the class we have decided that the time is right to bag ourselves a slot in the Great Hall. The new plot is 10m<sup>2</sup> bigger than the standard class association stand and will accommodate 3 boats. The Streaker clearly deserves it - Lasers and Solos need to look out! This presence will be matched by a big competition that is just having the finishing touches put to it - in the Yachts and Yachting dinghy show edition there will be a prominent Streaker competition with prizes with a total value of £630 from Rooster Sailing, Allen Brothers and Noble Marine insurance - Look out for it! Sadly as organisers of the competition the SCOA committee members will not be eligible (sorry chaps, I slipped up there).

We will have on display a Rooster FRP epoxy, Butler Composite and the 2008 Cadzow winner Hugh Brazier's beautiful kit built boat.

At the stand too you will have the opportunity to renew membership and collect the yearbook.

I have a list of volunteers to help man the stand collected at the Nationals at Rutland. If you haven't put your name forward and are able to commit to a couple of hours enthusing about everything Streaker please email me at [shuster@anglianet.com](mailto:shuster@anglianet.com).

## Other News in brief:

I am looking to add to the discount insurance deal for member's boats with Noble Marine insurance. I am hoping to negotiate "affiliate" deals where members have access to suppliers via our web pages and so gain a special discount - this is looking very promising.

The Shuster family had a splendid week at Minorca sailing this October and were delighted to generate interest in the Streaker - they want to find out more. Might this get somewhere or is it a crazy dream from an enthusiast. Hmhmhmhm.

Dave Shuster

## Secretary's News

A Happy New Season to one and all!

As you will have seen if you've got this far, there's been quite a bit going on during the year. If there is a single word to sum up the last twelve months it would have to be "firefighting". As soon as one thing was sorted out, something else would be huffing and puffing at the door, clamouring for urgent attention. If life ever gets dull, volunteer for the committee.

Everyone on the Committee has learned new skills, necessity being very much the mother of invention, and a little like a new Government we have been granted time to settle in – thank you everyone for your tolerance.

I for one have never been involved in organising any part of a National Championship before, and I hope it didn't show too much. It certainly means that I didn't have time to get bored during the three days. I think the worst thing I've had to do all year was to try to judge when to abandon racing on the second day in case the wind filled in: once you've told the Principal Race Officer you don't want to race there's no going back, and in addition to being an incurable optimist I was in the same position as lots of people - desperately needing some more races after my poor performance on the first day. The up side was that we had enough time to work out the prizes. I think we'll need a better system next year, as there's no way I'm missing any of the sailing at Lancing – the Open there this year delivered amazing sailing, but I would suggest that anyone thinking of sailing *through* the waves either has a false floor or fits some strategically shaped blocks of polystyrene to stop the cockpit filling up on the beat.

A really nice thing that happened at the Nationals this year was that a Supernova sailor came up to us and handed over some Streaker memorabilia! Rebuilding the history of the class is an ongoing process, so if you come across anything please let us know. Alternatively if you have a passion for archiving, please get in touch and we may just have a job for you!

I would like to take this opportunity to say a big 'thank you' to everyone in the class who has contributed to the success we currently enjoy.

Particular mention must go to Alan Simmons for his sterling work in organising the Southern Paddle for so long. I'm sure we haven't seen the last of him on the circuit, and surely he will be at the Nationals in Lancing to act as host?

His role as Southern Paddle coordinator has been taken over by Geoff Town. The AGM last year saw considerable support for the centre main proposal that Geoff is championing, but insufficient support to approve the rule change. Hopefully more of us will be able to see this innovation this year and decide whether or not it is how we want to move the class forward. On the Northern circuit, Peter Coghill has a centre main which I'm sure he would be happy to demonstrate. If anyone else is considering changes to the rules, don't forget that you can apply to the committee for a dispensation in order to try the idea out in practice. Generally the committee is keen to receive new ideas that can benefit the class, but remember that they must be able to be retro-fitted to older boats and that they should not result in a performance improvement, so no gennakers!

Pete Tyerman continues to be the focal point for organising the Northern Paddle and also makes time to look after the racing pages on the website. He does a massive amount of work during the year which is made easier when Open reports are sent in promptly – many thanks to the increasing number of club reps who do this. Getting the report and results done straight away also means free publicity for the club in Yachts and Yachting, on our website and anywhere else we think of during the year. Photos are always welcome. I think that the type of photo we are particularly in need of is the action shot in a howling breeze, preferably showing somebody sailing with consummate skill rather than inspecting the bottom for weed.

Don't forget that we have a great boat, great racing at all levels and above all great people who sail this lovely craft. Particularly when you're talking to Laser sailors .....

Sail It!

**Ian Bradley**

*Please note that the views expressed in this newsletter are not necessarily those of all the Committee.*

*Contributions to future newsletters are actively sought from all members of the Association.*