



## Streaker Class Owners Association

**July 2019**

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



### Introducing Martin Penty our new National Champion.

Who is he? How did he get so good? See below for the answers to these and other questions . . .

#### Also in this issue –

- News from the Nationals
- The importance of the downhaul – and how to really pull it on!
- Carbon booms update – new rules finalised
- Tapered masts are being evaluated
- Gold Fleet list updated

**STOP PRESS** – Redditch open meeting cancelled

## Chairman's Message

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**By Ian Priest**

We are now about half-way through a busy season, and hopefully everyone has had a good chance to enjoy their sailing so far. Although the national championships are over for another year, there is still much to look forward to. Next week, the Northern sailors (and some long distance travellers from the south) will be heading to Delph for the Northern Championships. Then after a less busy period across the summer holiday period, though still with three paddle series opens across the country, we are all set for a busy September and

October. The highlight of September will be the Inland championships at Beaver Sailing Club on September 14th and 15th, and with plenty of other opens as well before we end the season at Elton Sailing Club on October 19th. In between those, there are opportunities to get your final events in to qualify for almost every one of our regional series.

It's been good to see some new faces out and about this year, as well as some who have returned after a few years off. However it would

always be good to see more, so if you're thinking of heading to your first open meeting, why not give it a try, you'll find a friendly face wherever you choose to sail. Or if you are a regular open sailor, how about trying to encourage another Streaker sailor from your club to come along as well. The more people we get at our open meetings the better, both for the individual event on the day and the health of the class.

As will be detailed elsewhere in this newsletter, the proposed rule change to allow carbon fibre booms was passed at the AGM. The Technical Committee is also currently investigating what the impact would be of allowing tapered masts. As ever, we always like to hear your views on how you think the class should be developed over time, and also any offers of help, particularly if anyone would be able to take on the role of Membership Secretary. Please do get in touch, either by catching one of us at an open meeting, or by emailing us via the contacts page on the class website.

I hope to see you on the water at an event soon.



All the best,  
Ian

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## SCOA Membership

Doug Horner has stepped down as Membership Secretary and, at least for the short-term, Alex Reindorp is adding this role to his Treasurer duties so he is the person to contact about membership matters. If you click on 'Email' alongside Membership Secretary on the committee page of the website, that should direct your email to Alex.

At the AGM it was decided to keep the subscription at just £15 for the year starting on 1<sup>st</sup> March 2020. Really good value, I'm sure you agree! Your subs help pay for the website, prizes, dinghy show stand, running costs involved in organising events such as the Nationals, etc etc.

Fortunately the number of SCOA members is holding steady – but that's largely because we continue to attract new people to the class. On the downside, we're losing some people as they stop going to open meetings and stay at their own clubs. Please encourage other Streaker sailors who are not current members to join us. Tell them they're missing out on newsletters like this!

Don't forget, if you buy a second-hand Streaker you need to get a new measurement certificate for it – but that's free for SCOA members. Contact Veronica Falat for info at [secretary@streaker-class.org.uk](mailto:secretary@streaker-class.org.uk) or phone 01502 573570.



Summer sunshine at Ardleigh Photo: Karen Langston

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## Noble Marine Streaker National Championships 2019

### Weymouth & Portland National Sailing Academy 7<sup>th</sup>-9<sup>th</sup> June

### Another super Nationals!

Despite losing Saturday to wild and windy weather, we got 6 races in and were tested with some strong winds in Friday's 3 races and then light, shifty conditions on Sunday.

So what did we learn?

#### **Consistency is key!**

Tom Gillard was spectacularly good in the windy stuff and fast on all points of sailing. As our National Champion since 2012, he was obviously the man to watch and no-one was surprised that he won Race 1 in style. However, his main halyard came undone during Race 2 and his sail started to come down. Amazingly, he managed to capsize his boat, swim to the top of the mast, fix the problem and carry on racing, finishing 2<sup>nd</sup> in that race. And another win in Race 3 put him on top of the leaderboard at the end of Saturday's racing. But that 2<sup>nd</sup> place was going to prove costly.



Tom Gillard on windy Friday photo: Karen Langston

Martin Penty had been 2<sup>nd</sup> in Race 1 and, when Tom had his halyard mishap, he won Race 2. Then a 3<sup>rd</sup> in Race 3 meant Martin finished the day with 6 points, just 2 more than Tom. Steve Blackburn was also going well with a 3<sup>rd</sup>, 4<sup>th</sup> and 2<sup>nd</sup>.

When racing resumed on Sunday morning, conditions were very different. A light, shifty westerly had replaced the strong south-easterly and the water was much flatter. Martin Penty now found himself dominating proceedings. He had excellent boat speed and, importantly, made few if any mistakes in playing the shifts. In comparison, Tom was struggling to get each first beat right. While Martin could

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set off on the reaching legs with relatively clear air, Tom was usually in the bunch behind him and finding it difficult to give chase.

Martin won race 4, with Steve Blackburn 2<sup>nd</sup> and Brenda Hoult 3<sup>rd</sup>. Tom was 4<sup>th</sup>. So now Martin had 7 points and Tom had 8.

Race 5 saw a similar picture – Martin well placed again at the first mark and able to take the win with another 2<sup>nd</sup> for Steve and Tom back in 4<sup>th</sup>, just behind Veronica Falat.

Now you could discard your worst result and the points scores were 5 for Martin, 8 for Tom and 9 for Steve.

Race 6 saw Steve and Martin leading the fleet, Steve in front. Tom managed a 3<sup>rd</sup> but quite a long way back and it wasn't enough to help him in the final standings. Martin was the clear winner of the event with 7 points and, by winning that last race, Steve had snatched 2<sup>nd</sup> place from Tom.



Martin's consistency over the 6 races was really impressive. His worst result (which was discarded) was a 3<sup>rd</sup>. Steve also finished with an excellent set of race results, discarding a 4<sup>th</sup> and his worst result to count being a 3<sup>rd</sup>. Tom had to count a 4<sup>th</sup>.

Full results can be found in the Results section of the Streaker website:

<https://www.streaker-class.org.uk/index.asp?selection=ResultsDetail&evid=141>

This year's Championship was also good because some trophies that hadn't been sailed for in recent years were competed for this time. In particular it was pleasing to see 3 boats competing for the Fifteen Transom Trophy (for boats at least 15 years old). Jon Blankley's 1568 was nearly old enough to qualify last year but not quite and the Trophy had not been awarded since 2015 when the event was last held at WPNSA. This time it was James Harcourt's *Nik Nak*, sail number 1296, which won

the trophy, 2 points ahead of Mark Tinkler's 1490. *Nik Nak* was built by Frank Catt 34 years ago and Frank won the 1986 Nationals in her at Eastbourne.

James Harcourt sailing 1296 *Nik Nak*  
in this year's Nationals at WPNSA  
Photo: Karen Langston



Also there were several older helms as well as older boats! In fact all our age-related trophies were sailed for except the junior one.

So, although the number of entries was rather low at 32, it was good to see a variety of boats and people taking part. Actually, the entry wasn't much different from that at Carsington last year (35 boats) and at both venues the majority of competitors came from southern clubs. With a venue as far south as Weymouth it was to be expected that most people would be southerners and 75% of them were. However, even at Carsington the southerners accounted for 60% of the entry. Is this a trend that will continue?

Interestingly, the northerners still figured very well in the results taking the top 4 places overall and winning all the races.



## Martin Penty

### An introduction to our new National Champion

Martin first made his mark in Streaker sailing at the 2017 Nationals at Torbay, competing in a borrowed boat. By the end of that year he had his own boat (1982) and came 3<sup>rd</sup> in the Northern's at West Riding. Last year he won the Northern Paddle series and was 6<sup>th</sup> in the Nationals. This year, as well as the Nationals he's also won the Scottish Championship.

For those of you who haven't met him yet, here's some basic info . . . .

#### **Martin, how long have you been sailing? How did you get started?**

I have been sailing for as long as I can remember. When I was very small my father was an active dinghy sailor, so I grew up around sailing clubs and usually holidays involved boats of some kind.

#### **What are the main classes you've sailed in?**

I really started in Optimists then Mirrors and then crewing in the racing fleets at Beaver in classes such as Enterprises, Scorpions and Fireballs. More recently in RS200's with my sons although they don't like sailing with me now as apparently I fall over too often!



Photo: sportography.tv

#### **What have been your main successes in these other classes?**

In Fireballs crewing, despite being vertically challenged I have won National, European and World Championships\*. I have also done some keel boat racing in Farr 40's around Europe which is great fun and adds a different dimension to art of sailboat racing. (\* The Fireball Worlds win was in 1985 with Tony Wetherall)

#### **What attracted you to the Streaker class?**

One day open meetings and an active racing circuit in the North.

#### **Are there things you have found difficult/tricky about sailing the Streaker and if so what have you done to overcome this?**

The floppy rig was real eye opener, my first championship was at Torquay and going down wind for the first few times was most unnerving. It was just a case of getting used to the jolt as the shrouds became taught.

#### **Do you change your rig settings for different conditions? If so, what do you do?**

I tend to play with the forestay length, slightly shorter in lighter/medium conditions (rig forward) and longer if it's blowing (rig back), not sure if it really makes a difference but that's what I do...

#### **What advice would you give to someone keen to improve their Streaker results? - what are the key things for success in the class?**

A good sail is very important. Make sure the daggerboard is all the way down, raked or not depending on the breeze. Mainsheet tension has a huge effect on pointing and speed.

#### **Want to race against our new Champ?**

The Inlands are at Beaver S.C., Martin's home club, so put the date in your diary now:  
September 14<sup>th</sup> -15<sup>th</sup>

## Downhauls at the ready!

Alan Gillard. July 2019

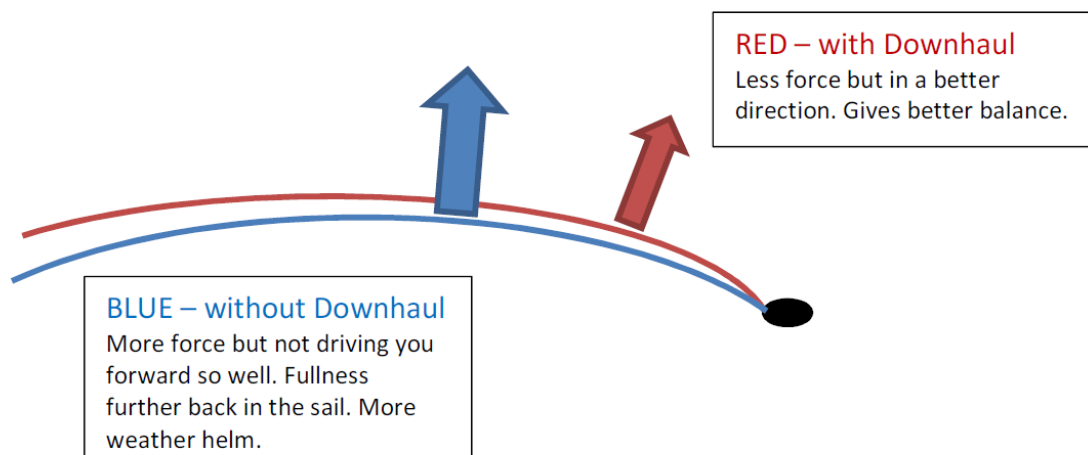
The Downhaul is an overlooked control. It's the control that takes out a few wrinkles in the luff of the sail. Right?

The Downhaul is much more than that, we need to reconsider this control as a switch to depower the Streaker sail. Those that sailed at Weymouth on day 1 of the Nationals will probably be thinking 'I was overpowered on those beats.' And you probably are thinking that you had enough Downhaul on? I would suggest probably not nearly enough.

Without going too much into the theory of why the Downhaul is such an important control we need to understand just what it does and what effect it has on the sail and the boat.

We depower by applying kicker, the effect is for the mast to bend; in turn this flattens the sail and reduces the power. Simple. There is a problem in this though. As you apply kicker the sail shape changes such that the position of maximum curve moves aft making the front of the sail less powerful (which is good) but the back of the sail more powerful (that's not what we want).

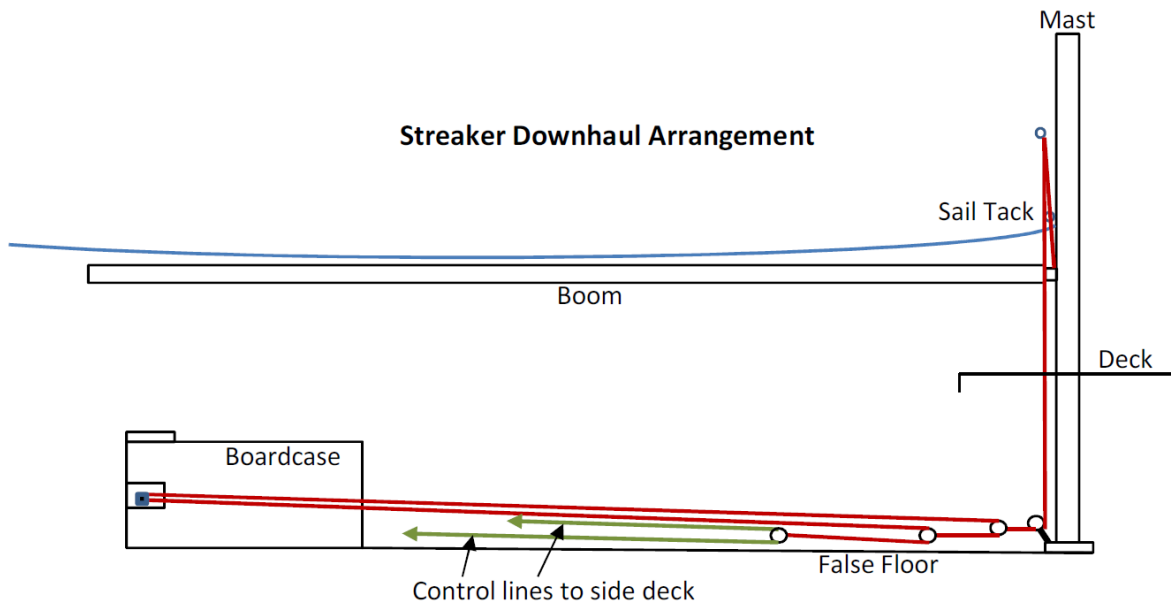
The sail needs to be readjusted shape wise for it to continue being a sail that drives the boat forward and not sideways (keels us over). The other issue is that the boat takes on more weather helm (boat tries to point up into the wind) because the point of power of the sail has moved aft of the daggerboard point of resistance. Hence why it pays to angle the Streaker daggerboard aft when it is windy; you move the point of resistance aft. It is never enough though.



By applying the Downhaul and pulling hard on the front of the sail draws the fullness in the sail forward adjusting the shape so that the point of power moves forwards. There is reduced force (the sail is flatter) but the force is in the right direction, pushing the boat forwards.

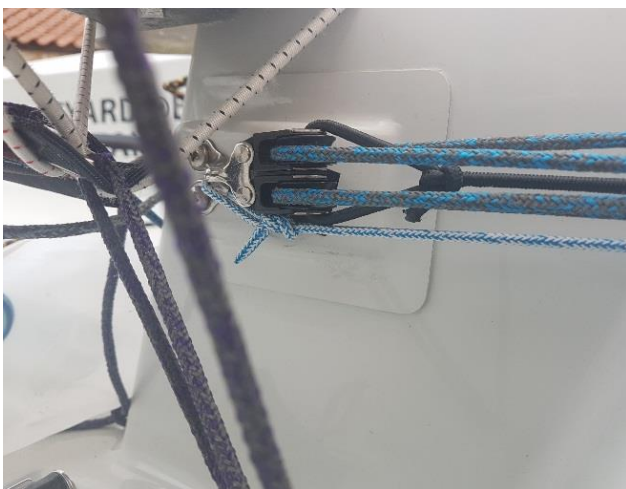
The Downhaul also acts as a control for depowering in as much as when you apply tension on the luff of the sail the downhaul acts as a bow string which compresses the mast bending it and as such flattening the sail. It does this in such a way that it powers up the front of the sail and depowers the back of the sail, which is what we want.

When Tom and I were considering the fit out for our new Streaker, we knew that we had to improve the Downhaul. This control lacked enough purchase to pull anything like the amount of downhaul on that I am talking about, especially when it is windy. Consider that a Topper has a 6:1 downhaul! What purchase have you got on your Streaker? The reason for the Topper having 6:1 is exactly why I am suggesting we need it on our Streakers.



The problem with any Downhaul system with as much as 6:1 purchase is getting enough travel in the blocks. Just by tying the Downhaul rope off on the gooseneck and then through the sail gives 2:1; it's a start. After that between the deck and the sail there is just not enough room to get the travel required. Maybe you could with 2 triple blocks, that would work but when you come to ease off downwind the blocks just will not move apart, so you would be left with loads of Downhaul on.

The answer was to set up a downhaul system a bit like we do for the kicker where we have a cascading system, which operates along the flat surface of the false floor. This means that the fixed end of the Downhaul becomes the backend of the boardcase. When I ordered our new Streaker from BY at Beer we asked for another mounting block be fitted on the aft edge of the board case like that used for the kicker attachment. James Dawes at P&B completed the fit out. The initial Downhaul system cascaded across the floor was 6:1 but I increased this so that we now have 8:1 in total by adding another cascade. In achieving a powerful Downhaul, the trick then is to get the Downhaul to ease off. So elastic shock cord is attached to each element of the cascade to take up any slack in the system as you ease off the Downhaul.



Back of the boardcase



Elements of the cascade including elastic take up



The amount of movement of the Sail Luff can be seen in the next 2 photos.



Downhaul off



Downhaul on (Note how far the cunningham hole has been pulled down below the word Selden on the mast.)

For every action there is a reaction! The Downhaul is powerful and easily pulls the luff of the sail downwards without any issues, allowing the shape of the sail to be readjusted as the kicker is applied. But if you don't have the right type of main halyard then all that happens is the sail comes down from the top black band. Not only that the halyard stretches and all the 8:1 downhaul is wasted. So, you need to make sure that if you are using a rope halyard get one that does not stretch. Like Excel Race 4mm I used, but Steve Cockrill does one at Rooster specifically for a Streaker so you will get the right length called Halitech. Then you need to cleat it, we use two Clam-cleats set in tandem. I guess a wire halyard would be good, but I have never sorted the length out.



Main halyard – Double cleats in tandem.

By the way, it helps also to tie the halyard on to the top of the sail correctly as well. Or certainly use a big enough knot which does not pull through the hole in the stopper, ensuring the sail does not fall.

*(Alan, is that a message to Tom?!)*

## Carbon booms are now class legal

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Following the adoption of carbon booms as an alternative to alloy booms at the AGM, our Technical Officer, Alan Gillard, has updated the Streaker class rules. Here's the section of the rules applying to Booms with the new words in blue . . . .

### 8.00. SPARS

*Mandatory requirement.*

8.01. To maintain the One Design only those listed mast and boom sections specified are allowed. Replacement spars must be as original from an approved spar manufacturer. The following spar manufacturers have been approved to supply Streaker spars:

#### Masts.

Holt Allen –  
Evolution (Custom Spars) –  
Superspars –  
Selden –

#### Sections.

Cheetah S5116, Aldebaran, Rigel.  
Rigel.  
MHR (Rigel)  
Lambda

#### Booms.

Holt Allen –  
Evolution (Custom Spars) –  
Superspars –  
Selden –

#### Sections.

HA4516, Deneb (93), Deneb.  
Deneb.  
BHD. (Deneb)  
2628.

*New spars are currently (2010 onwards) only available from Selden and Superspars.*

8.01a. As an alternative to the Boom sections Selden 2628 and Superspar BHD (Deneb) a Carbon Boom may be used provided it conforms to the rules 8.25 to 8.36.

8.02. An upper and lower sail limit band must be permanently painted or taped around the mast.

8.03. The upper edge of the lower sail limit band is the **mast datum point**. All measurements shall be taken from the **mast datum point**.

8.04. The **mast datum point** must be no higher than 595mm or lower than 570mm above the Hull sheer line, measured at Hull section 2850mm from the transom - see Measurement Rule No.6. (Aft side of mast mortise in deck).

8.05. The lower edge of the upper sail limit band must be a maximum of 5045mm above the **mast datum point**.

8.06. A sail limit band must be permanently painted or taped around the boom at distance of 2475mm from the aft side of the mast Luff groove or its extension.

8.07. Repairs, fittings and rigging, except where options are stated shall be the same type without additional uses.

### 8.10. SPARS –Options

#### Mast.

8.11. An internal sleeve as fitted for 'Rigel' masts. *Previously supplied by Jack Holt Ltd or Evolution (Custom Spars).*

8.12. The complete sealing, inclusion of positive buoyancy (*ping pong balls*) or foam insertion of spars is permitted.

8.13. The mast heel plug can be of an optional design: either tenon or saddle provided Measurement rule 60 is not contravened.

8.14. The mast can be set at any rake, the position is controlled at the deck, and the keel stops are adjusted to suit. *NB. Adjustment cannot be made whilst sailing.*

8.15. Spare

8.16. Spare

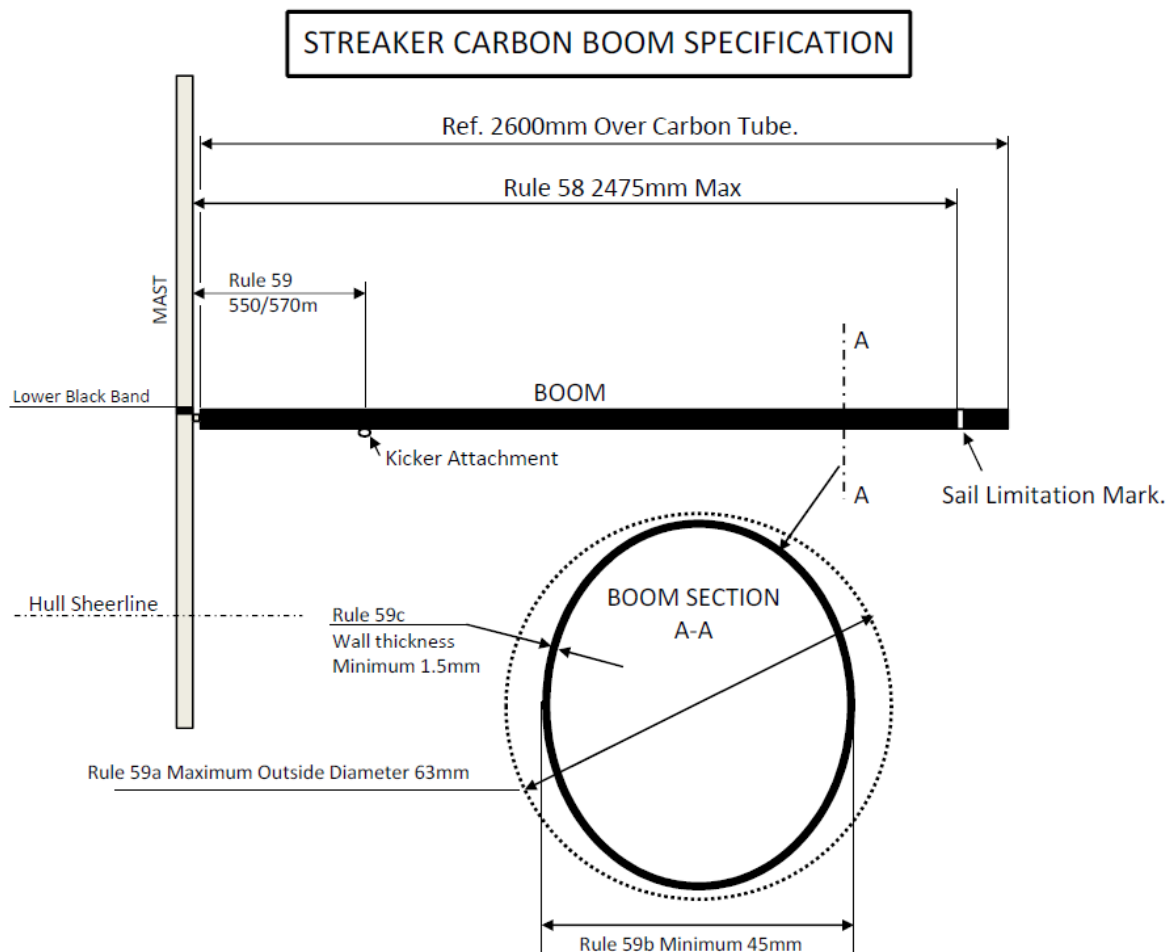
#### Alloy Boom.

8.17. Boom lightning holes (Maximum size of lightning hole 100mm long by 22mm high) - A maximum of 3 holes are allowed in the aft half of the boom on both sides.

- 8.18. The boom may be tapered at its outboard end up to a maximum of 350mm of its length (not including the end fitting).
- 8.19. A slot may be cut underneath the boom to allow the mainsheet to exit from inside. The slot is to be a maximum of 250mm long.
- 8.20. An eyelet, strap band(s) or sleeve on boom to hold main sheet to boom.
- 8.21. Shroud protection plates attached to the boom where the boom touches the shrouds, of any material (maximum length / height / thickness = 100mm / 50mm / 5mm).
- 8.22. Spare.

**Carbon Boom. (Optional).** See *Streaker Carbon Boom Drawing*

- 8.25. The supplier of the Carbon Boom is optional either professional or amateur manufacture.
- 8.26. The boom section (excluding fittings) shall fit through a 63mm diameter circle and shall have a minimum dimension in any plane (cross section) of 45mm.
- 8.27. The boom shall have a minimum wall thickness of 1.5mm.
- 8.28. The boom section shall be uniform throughout its length except for localised reinforcement.
- 8.29. A Sail Limitation Mark to measurement rule 58 must be in a contrasting colour.
- 8.30. The kicker attachment is optional provided it conforms to measurement rule 59.
- 8.31. Mainsheet Block attachment optional.
- 8.32. Outhaul optional.
- 8.33. An eyelet, strap band(s) or sleeve on boom to hold main sheet to boom.
- 8.34. Shroud protection plates attached to the boom are optional.
- 8.35. Boom lightening holes are prohibited.
- 8.36. Tapering of the outer end of the boom is prohibited.
- 8.37. Spare.



## **Taperer Masts – could they be the way forward?**

As explained in this year's AGM Minutes and in the March newsletter, there is concern that our non-tapered mast sections (the Selden Lambda and the Super Spars Rigel) may not always be readily available and so our Technical Committee is trying to evaluate the tapered sections that might suit us. There is no panic! We're experimenting now while we have time to do so, rather than taking the risk of not planning ahead and suddenly finding that our current mast sections are not available.

Dave Butler used a tapered Super Spars M9 mast at the Nationals but found it too bendy sideways when the breeze was up on the Friday. He will be at the Northerns at Delph this coming Saturday (July 20<sup>th</sup>) to carry on the evaluation.

Alan Gillard also plans to be at the Northerns with a tapered Lambda mast. He has sailed with it at his home club and was pleased with it. He experimented beforehand by comparing the sail shape he got using his normal untapered Lambda with that using the tapered one and could see a difference when the kicker was pulled really hard on. As expected, the tapered mast bent more at the top than the untapered one, but when he actually went sailing, he found the sailing performance to be quite acceptable.

**If you are going to Delph on Saturday, do take the time to quiz Dave and Alan on how well they think these tapered sections might suit us, e.g. will they suit lighter sailors more than heavier ones, will they require different sail designs, etc.**

## **The updated Gold Fleet list**

Now the Nationals are over, the Gold Fleet list is updated and will be done so again after the Inlands in September.

To be in the Gold Fleet you need to have finished in the top third of a National or Inland Championship in the last 3 years or are new to the class and have been assigned to the Gold fleet because you're really rather good!

Everyone else is Silver Fleet and so eligible for Silver Fleet prizes

Steve Blackburn	Veronica Falat	Doug Horner	Duncan McDonald
Ian Bradley	Neil Firth	Brenda Hoult	Martin Penty
Graeme Bristow	Alan Gillard	Ian Jones	Ian Priest
Lawrence Creaser	Tom Gillard	Phil Manning	Rupert Smith
James Dawes	Paul Grace	Isaac Marsh	

### **STOP PRESS**

**Redditch open meeting, scheduled for July 27<sup>th</sup>, has been cancelled.**

It would have counted towards the P&B Southern Paddle and the Midland Series

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## The Streaker Class Owners Association

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James Dawes  
Ian Bradley

Northern Paddle co-ordinator – Ian Priest

Southern Paddle co-ordinator – Veronica Falat

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