



Streaker Class Owners Association

April Spring May Summer (!) 2011*

Welcome to the second Streaker Newsletter of 2011

Circulated free to all members of the Streaker Class Owners Association

* Excuses are on the back page

Chairman's message

Welcome to another newsletter, Streaker people, even if this issue is a little later than envisaged. As I am writing this it is less than two weeks until the Streaker National Championships at Pennine, 25/26 June. I am hopeful that you will come and support the class at one of our favoured venues. It promises to be the usual mix of competitive friendly racing and social mix.

I am conscious that the shape of the reservoir at Pennine is not ideal, and the racing can be very much 'round the buoys'. Unfortunately there is simply not enough space for the Olympic style courses we have had in recent years, but I will be consulting with our hosts to ensure that we have good start lines and true beats, with a limit to the number of marks in a course. We can all have 'round the cans' racing back at our home clubs, but this is a National Championship and deserves racing on a course which is fit for purpose. Pennine Sailing Club have run this event three times previously, and all have been successful events, so we have little to worry about in terms of quality of racing.

If you are planning to come to the Nationals, please can I ask you to bring your Measurement Certificate with you? Obviously the majority of Streaker sailors have a Measurement Certificate, and it should be endorsed with the hull weight. If this is not the case then it gives SCOA the chance to weigh your boat, this year on new digital scales.

Whilst on the subject of Measurement Certificates, can I just say that if you sell your Streaker, please pass on the Measurement Certificate. It really does save the new owner and me a load of hassle sorting out a new one. Our class records are not as complete as they should be, and if we cannot find a completed measurement form or a copy of the Certificate, re-measurement could be the only option.

There still may be Streaker sailors who want to come to the Championships who have not got a Certificate. If you are one of them, please do not be put off. Drop me an email so we can advise on the best way forward.

If you have not already done so, please enter via the class website. Entries received before 15 June qualify for the reduced entry fee, and early entries also make the job a whole lot easier for those people doing the paperwork (I want to sail as well!).

The Saturday evening meal is included in the entry fee, and SCOA are paying for the evening entertainment – which promises to be one of those events that you won't want to miss. My early sailing years were at Sheffield Viking SC, and one of the best sailors in the club at the time was Adam Pemberton. Adam is now the lead singer in the Yorkshire Teabags 1950s skiffle group. So dust off your washboard.

On the Friday evening prior to the Nationals (24 June) Pennine SC will be the venue for the 37th AGM of the Streaker Class Owners Association. One important and urgent matter that we must attend to then is the election of a Class Secretary. The Streaker Class cannot carry on functioning without a Secretary. Somebody must take this role on, as I cannot continue as Chairman, Secretary and Technical Officer! I will be asking a member to fill this role personally, but volunteers are much better. There are a good number of you out there who are retired, work part-time, etc. – well, **YOUR CLASS NEEDS YOU**, to coin a phrase!

(continued on page 2)

Pennine Sailing Club

At Winczar Reservoir

Noble Marine Streaker National Championships

Organised by Pennine Sailing Club and the
Streaker Class Owners Association

25–26 June 2011

DETAILS AND NOTICE OF RACE NOW AVAILABLE
ON THE STREAKER WEBSITE:
www.streaker-class.org.uk



The value of Streakers was another subject covered in the last newsletter. To secure the long-term future of the Streaker, no matter which way you look at it, we need boat builders and marine suppliers to invest money in the class. Dave Butler at Butler Boats has informed the class of his intention to build new moulds for the production of FRP Streakers. Dave currently supplies FRP Streakers manufactured from the original 'Cory' moulds. These date back to 1987, and are coming to the end of their useful life. Mike Rimmer and I have visited Butler Boats and check-measured the plug that will form the basis of Dave's new Streaker mould. With the new hull mould will be a new deck mould. A plug for this has not yet been made, but Dave is asking SCOA for approval to make modifications to the current deck design. I am expecting Dave to put forward a proposal at the AGM for discussion.

In the New Year newsletter I informed members of the new class measurement rules and measurement form. A draft copy of both have been on the class website for you to read at your convenience since the beginning of 2011. I have not received any comment, either positive or negative, about this re-draft of the rules. A proposal to adopt these new rules is also on the agenda of the AGM.

The cost of petrol/diesel certainly seems to be having an effect on attendances at the Paddle meetings, with numbers reduced compared with last year. The exception was Hornsea, where again a good turn-out of over 20 boats competed for the Northern Area Championship. My son Tom made the effort to come, as did Ian Jones, first and second at last year's national championships. And that's how the Northern Champs turned out as well. I was

more than happy with my third at the event, especially considering the light winds on the day.

At my next two meetings, the South Yorkshire and Rotherham Paddle meetings, the wind certainly did blow. Perhaps the strength of the wind reduced the numbers turning out. I capsized at both meetings while in the lead, I could say costing me the race, and I realised just how difficult the Streaker is at recovery after a capsize. Suddenly I am looking at 'granny lines' as the next tuning device I need.

Every time it blows 'old boots' it reminds me of the Wave sail we officially approved at last year's AGM. From recent forum postings it is clear that some members are not aware that the sail is class legal and is available to purchase from either Rooster Sailing or Sail Register. Feel free, if you want to indulge yourself in the joys of the Wave sail! But **good news** – SCOA has purchased a sail, and it will be available at open meetings so that members can have a trial sail before they buy.

I will obviously be at the AGM on 24 June (the Friday evening before the weekend event of the Streaker National Championships), and I will also be at the Inland Championships at Bassenthwaite in late July. The prizes given out at these events have recently been reviewed, and the number of prizes has increased. We will also be giving out mementos of both the Nationals and the Inlands to all who enter. Our thanks to Noble Marine Insurance for their continued support of the class. I really do hope you people can make one or both of these events – you will be made most welcome.

ALAN GILLARD

OLD BOATS CAN BE WINNERS TOO!

Racing in the Streaker class is not just about the guy at the front doing all the winning. Even for a National Champion, it's a meaningless result without the other sailors making the championship into an event. Some members have been heard commenting that there is little point in coming to a championship – or even an open meeting – if your boat is old. How can you hope to compete against these new FRP and wood Streakers? To some extent, of course, you can't (but that's another story).

But older Streakers can still be winners, because Dave Butler has been commissioned to make the class a new trophy, in the form of a half-scale Streaker transom. We have called it the Fifteen Transom Trophy, and it will be presented for the first time at Pennine to the first sailor in the National Championship whose boat is 15 years old or more.

So if your sail number is 1482 or lower, you are in with a chance of winning this new trophy – yet another reason to come to the Nationals!



An eligible boat at Hornsea, 16 April 2011. Photo by Chris More

PADDLE NEWS

Remember that we have two generous sponsors for the 2011 Paddle series.

Rooster Sailing are sponsoring the Southern Paddle, and **Sail Register** are sponsoring the Northern Paddle. Each sponsor is supplying a Streaker mainsail, and for every race you sail in the Paddle series (whatever your finishing position) a ticket with your name on it will be entered in a draw.

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. So the more races you sail in either series the more entries in the draw you will have. Good luck – and a big thank-you to our sponsors.

What's on (and was on) in 2011 – the Streaker racing calendar

March

Sat 26 **Bough Beech Sailing Club** SP

April

Sat 9 **Tamworth Sailing Club** NP/SP

Sat 16 **Hornsea Sailing Club** Northern Area

Sat 39 **Yorkshire Ouse Sailing Club** NP

May

Sat 14 **South Yorkshire Sailing Club** NP

Sat 21 **Rotherham Sailing Club** NP

Sun 22 **Weston Sailing Club** SP

June

Sat 11 **Hykeham Sailing Club** NP

Sat 18 **Ouse Amateur Sailing Club** NP/SP

Sat/Sun 25/26 **Pennine Sailing Club** NATIONALS

July

Sat 2 **Stewartby Water Sports Club** SP

Sat 9 **Ulley Sailing Club** NP

Sat 16 **Deben Yacht Club** SP

Sat 23 **Bosham Sailing Club** SP

Sat 23 **Elton Sailing Club** NP

Sat/Sun 30/31 **Bassenthwaite Sailing Club** INLANDS

August

Sat 13 **Helensburgh Sailing Club** NP
(Scottish Championships)

September

Sat 3 **Ripon Sailing Club** NP

Sun 4 **Broxbourne Sailing Club** SP

Sun 18 **Yeadon Sailing Club** NP

October

Sat 1 **Girton Sailing Club** NP

Sat 8 **Alton Water Sports Centre** Southern Area

Sat 15 **Welton Sailing Club** NP

Too late for these ones, I'm afraid! But if you didn't make it to any of these meetings, there are still plenty of Paddle events, North and South, to come – not to mention the Nationals and the Inlands.



Action from Rotherham, 21 May 2011. Photo: Simon Crawford

NP, Northern Paddle; SP, Southern Paddle. Further details of everything are on the website.

Thoughts on the Streaker

In the February newsletter we drew the attention of SCOA members to an article and some data on the website, put together by **Pete Tyerman** under the heading *Why race a Streaker* (<http://results.streaker-class.org.uk/whichboat/streaker%20why.html>). If you haven't yet had a look, you should – because there are now two further contributions, by **Laurence Venus** and **Alan Simmons**. Click on the button labelled TESTIMONIALS – or you can read some edited highlights of what they have to say here.

Laser versus Streaker

After eight years of sailing a Laser, in October 2009 I bought my brand new Rooster Streaker. Immediately I could tell it was a much nicer boat to sail than my Laser. It was far more controllable, responsive and well-mannered on the water and, being lighter than the Laser, easier to handle on land.

My confidence has come back. Despite winning races frequently in the Laser I still did not enjoy sailing the boat. I thought I must be getting too old for dinghy sailing. But since I have had the Streaker I am sailing a lot more now, going faster and often beating Lasers boat for boat. The Streaker can be customised within the rules to suit you. It is a real boat, one that you sit in, not on. It is comfortable, and I don't come back with aches and pains after sailing it. The rig is more controllable and it is nice just to be able to lower the mainsail when required – which you can't do with the Laser.

The Streaker has more of an individual personality than the Laser, worthy of a name (you may notice that most Lasers aren't given a name). To sum up, the Streaker is a thoroughly nice boat that is excellent value and a joy to sail.

Laurence Venus – Streaker 1706, 'Misty Blue'



Photo from the 2011 Northern Area Championships, Hornsea Sailing Club, by Chris More

Why sail a Streaker?

I first started sailing in an Enterprise dinghy at Newhaven and Seaford Sailing Club in 1966. Elizabeth (Bett) my wife – she thought a dinghy was one of those black inflatable things – was my crew until the early eighties when she 'mutinied', and she has not sailed since.

My first taste of single-handed sailing was in the spring of 1973 when I acquired one of the early Lasers. By summer it had been sold on. The decks were uncomfortable and she was a bitch to sail downwind, and anyway I was not tall or heavy enough to make it work for me. It was several years and several boats later before I had another one-man boat ... By February 1991 I had left NSSC and joined Lancing SC, and in that year I purchased my first Streaker, 1397 'Flash', from Brian Cory at Sandwich and began my love affair with the class.

What was it about the Streaker that appealed? My personal view is that the Streaker was one of Jack Holt's best ever designs. It has never been as successful as some of his other designs in terms of numbers of boats built but it certainly is the sweetest little craft.

It looks just as a sailing boat should look, sharp-bowed, pleasing lines, good freeboard, a nice gentle rocker, promoting sharp tacking, flattening out to the stern ensuring good planing, a good wide and deep cockpit (allowing a youngster to be carried if cruising) with the inner edges of the side decks angled to provide comfortable hiking, sharp-edged chines giving stability, a stayed mast with a moderate sail plan. The sail can be hoisted and lowered easily since it runs in a track, and the boat has a pleasantly light overall weight – conducive to ease of handling ashore and even onto a car top. The standing rigging allows the mast rake to be adjusted – not on the water, though. There are sufficient controls – cunningham, outhaul and kicker – to keep one busy tweaking/tuning the sail for optimum performance whatever the wind or water conditions.

The one-design concept (including the sail plan) means that all underwater shapes are, as near as, identical. There are build tolerances but these allow only minuscule differences and thus all boats race on level terms as a class. There has

always been the owner's option of the layout of the various controls, lines and cleats, which helps to make each boat slightly individual.

Over the years, since its introduction in 1975, there have been subtle/gentle changes from the original design – Dacron and then Mylar instead of cotton sail cloth, elliptical section masts – instead of circular, the introduction in the early nineties of the glass fibre hulls and decks and then in 1998 the foam reinforced version, the cockpit layout with the addition of an optional false floor – stiffening up the hull and daggerboard case and most recently, in 2007, tweaking of the decks to take the angled sides also across the face of the aft tank. There will be more changes suggested over the years to come but the Class Association and membership ensure that these are gradual, while at the same time ensuring that the boat is kept up to date with current trends.

I really enjoy sailing the Streaker, better than any of the many other boats I have owned/sailed. It just suits me down to the ground, my weight, my lazy sailing style – rarely hike out really hard – and because of my age my lack of suppleness. The average age of Streaker helms has always been a bit on the high side, but I am pleased to say that more youngsters, and plenty of girls, are also finding its appeal these days.

I have owned a Laser, as mentioned above; a Europe – too technical in tuning and a very low boom; a Blaze – feels like a lump of concrete in light winds and will just not go; a Supernova – too big and powerful rig for my liking. I have also sailed a Solo – another fully battened sail, too heavy and powerful; a Lightning – too short for its sail area; an RS Vaneo – too frightening and does not go to windward very well; a Topper – I am too heavy (and old) for one of those; and others – but I always come back to the Streaker, which I will continue to sail for as long as I can manage to get afloat in one.

The Streaker is not everyone's cup of tea. Too slow for some, too full in the bow to be perfect at sea – but until you try one you will never know. For me she fits like the proverbial glove and has, over the years, allowed me to pick up quite a few trophies both on the circuit and at my home club whilst giving me hours and hours of enjoyment.

Alan Simmons – Streaker 1700

Streaker Class Owners Association

37th Annual General Meeting

Date & Time Friday 24 June 2011, 7:00 pm

Location Pennine Sailing Club

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| 1. Welcome and apologies for absence | 7. Election of committee members |
| 2. Read and approve minutes of 2010 AGM | 8. Venues for future National and Inland Championships |
| 3. Matters arising: (a) Position of Hon. Secretary | 9. Changes to Rules of Measurement and Construction (see proposal below) |
| 4. Chairman's report | 10. Open meetings |
| 5. Secretary's report: (a) Membership; (b) Nationals report; (c) Dinghy Show | 11. Any other business |
| 6. Treasurer's report | |
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Proposal by Alan Gillard, seconded by Nick Lovell

To completely adopt the revised Rules of Measurement and Construction and the new Measurement Form

As reported at last year's AGM, the SCOA committee were in the process of rewriting the Streaker Class Rules of Measurement and Construction. This work has now been completed. Full details of the reasons for the adoption of new class rules and a draft of the complete document have been available for all members to read since January 2011 on the SCOA website, in the members-only area.

Streakers compete at East Lothian Yacht Club

East Lothian Yacht Club (www.elyc.org.uk), based at North Berwick on the Firth of Forth, held their annual open regatta over the weekend of 4/5 June. For the first time, the club restricted entry to a maximum of 130 boats and made booking online entry compulsory before the weekend. Although this did not suit everyone, it made planning for the event much easier for the club.

Two Streakers competed in the general handicap class. Derek Braid from the host club sailed his Streaker 1715, and Ruairidh Campbell from Clyde Cruising Club, Bardowie Dinghy Section, sailed his Streaker 1393.

Due to a big swell in the harbour fairway, the start of racing on Saturday was postponed until 2 pm. The high-performance boats headed east to their race area, and the medium-performance boats, including the general handicap fleet, headed west, to their race area between the islands of The Lamb and Craighleith. The Optimists and Toppers, with the young boys and girls, sailed in the middle area between the Harbour and Craighleith.



One of the starts of the handicap fleet on Saturday

On Saturday there was a strong northeasterly, force 4 to 5, which provided great sailing and large waves. Three races were held for all the boats, and Derek Braid finished ahead of Ruairidh Campbell in each race. For Derek, the only fly in the ointment was being over the start line at the start of the first race, leading to an OCS result. However, Derek's lighter newer boat, an all-wood Butler boat with the double floor up front, was a great advantage in the big seas, with big lumps of water coming over the front and side decks on a regular basis. The reaching legs were superb, where the combination of wind and waves, gave for fantastic sailing.

Sunday's start at 11 am was on schedule, and with a slightly reduced wind strength, force 3 to 4. Although it was still cold, some competitors found the conditions a bit easier, if not quite so exciting. Again three races were held, and Ruairidh Campbell, despite his older GRP boat, crossed the line ahead of Derek in all three races.

By 2 pm the competition was over and the boats headed back to the beach at North Berwick. After packing up the boats, ready to go home, the prize-giving was held in the clubhouse, with the result being announced by the Commodore, Hugh Marston, and his wife Philippa handing out the prizes. Ruairidh Campbell was a commendable 5th place overall in the handicap fleet, and Derek Braid was 7th.



Ruairidh rounds the windward mark ahead of Derek on Sunday

This was undoubtedly a strong handicap fleet. The first three places were taken by 420s, with their squad sailors showing their form. There are now two Streakers, both Butlers, one wood and one FRP, based at East Lothian YC, with another Rooster Streaker on order for another club member, and interest is growing at the club, which until now has had a strong fleet of Solos.

Derek Braid – Streaker 1715



Derek Braid on the reaching leg on Sunday

All photos on this page by Rich Miller

Ruairidh Campbell adds that, with Streaker numbers on the increase at East Lothian YC, we will look to host the Scottish Streaker champs there in 2012. This year is Helensburgh for the second year running.

Twinking your Rooster

The Rooster Streaker has been around for a while now. They are proving to be well-built boats which are easy to make go fast and look after. They are not difficult to set up either – and hopefully, through this article, owners of the Rooster Streaker will have a little more knowledge of how to achieve the faster settings.

Mast rake

I have never changed my mind since my early days in Streakers that 6120 mm (241 inches) is the correct mast rake to go for. The mast rake is measured by attaching a long tape measure on your main halyard and hoisting to the top of the mast. Measure from the top of mast to the top of the aft tank at the transom.

The rake is adjusted by positioning the mast heel stops (pins) along the mast track. (The adjustment of the shrouds does not affect the mast rake.)

I rig the boat up in the drive at home, preferably on a windless day. I put the mast up and very loosely connect the shrouds and the forestay, virtually just to stop them from flapping around while I do a bit of measuring. The boat should be set so the hull is level. Put a spirit level on top of the board case. The mast should be set so that the mast is touching the back edge of the mast gate and the heel of the mast is touching the aft pin in the mast track. Then measure the rake. Be careful not to bend the mast when tensioning the tape measure. To achieve the rake of 6120 mm adjust the heel of the mast along the track forward or back. It may be that you have to use a block behind or forward of the mast to get it in just the right position. Patience is required. As a guide, my mast is 254 mm (10 inches) forward of the 'dry locker bulkhead'.

On original (Holt kit) boats we used to measure from the 'front of the board case' to the back of the mast. The distance was 660 mm (26 inches). Obviously there is not a 'front of board case' to measure from in a Rooster. So I now measure from the dry-locker bulkhead (No. 2 bulkhead). Project a line vertically downwards with a straight edge and mark on the false floor the position of the dry-locker bulkhead. The distance I then measure to the back of the mast is 254 mm (10 inches) This is a coarse measurement though, and is just a starting point to get the mast positioned to achieve a rake of 6120 mm.

Make sure then that the mast is fixed fore and aft with the mast stops. There is not much point trying any of this if the mast heel is allowed to move about.

Setting the shrouds/forestay, rig tension (or lack of it)

As I already said, the shrouds do not change the rake. With mast positioned so that the mast is tight against the back of the mast gate and the heel is against the back stop on the track, the shrouds can be adjusted to support the mast for sideways bend. The forestay can then be adjusted to limit fore and aft bend.

The shrouds should be pulled into the shroud adjusters on both sides to the hole which you can just get the pin into

on your own. This should not change the mast rake already achieved. Don't go getting your mate to push the mast over to achieve a certain hole. Some of you will have noticed at sailing meetings that I have a method of checking I have the right amount of slackness/tension in the shrouds. I have found this useful, as I have changed boats quite a few times, and I have used it to set up Tom's boat for him.

On the shrouds I wind a bit of electricians' tape on the wire, about the same height as the lower black band/gooseneck. Then I take a standard (but the same one every time) 24-inch bungee and hook this across the shrouds at black band level. The electricians tape stops the bungee from sliding upwards. I then measure across the shrouds where the elastic bungee has pulled them in. The measurement I look for is around 800 mm, but I would say anywhere within 50 mm is OK. I have the Selden section, which is without doubt stiffer than the Rigel. So the distance across my shrouds is 775 mm, slightly slacker than that Tom has for a Rigel, which measured 830 mm. Again this is a fairly rough guide, and I don't know the consistency of one 24-inch bungee to another.



The forestay is again set using a shroud adjuster (not a lanyard) and is pulled into the hole which I can easily just get it in on my own. This means it is then a repeatable setting. I find with the Selden that in a blow I would let this off one hole, but otherwise for light and moderate winds I leave it alone. Tom does the same for the Rigel section, forestay finger-tight until it's howling then let it off one.

I am sure that these settings can easily be applied to a Butler Boats Streaker as well.

Alan Gillard

Top tips – don't abuse your rudder fittings!

Wherever you are in the Streaker fleet pecking order, you want the best performance from your boat. So why is it that when you travel to open meetings you hang from the transom rudder fittings the trailer board, the mast support and the kitchen sink?

Hanging trailer boards and the like from the rudder fittings wears them out. What was once a nice-fitting rudder assembly attached to the back of your Streaker suddenly is the cause of vibration and therefore restricted boat performance. Some of the more inaccessible sailing clubs down rough, potholed tracks really chew up your rudder fittings.

Then again, how often have you decided to change the rudder fittings because they are worn?

For me it is quite simple. Don't hang anything off the transom rudder fittings, other than the rudder assembly. That's it!!

It does not matter which type of rudder fittings you have on the back of your boat. The Roosters have Holt (or Allen) 'Laser' style plastic rudder fittings. For £6 you can change both. But the alloy Sea Sure fittings are not cheap to replace – £30 or so. So why hang anything but the rudder assembly from them? They will just wear out, even if you have rudder fittings on your trailer-board assembly.



The alternative to all this is to get a trailing-style top cover for your Streaker, with trailer board attachment loops. As you can see from the photo it is not difficult to attach a standard trailer board.

To attach the mast to the boat I drill a separate hole through the rudder fittings and then run a line up through this hole around the mast with suitable packing and tie off. This also holds the trailer board in place so it does not flap about with the cover. The Sea Sure alloy fittings already have a gap at the back, so a line can pass around the back to use for tying the mast on.

Alan Gillard

FEEBLE EXCUSES

Well, it was never going to be April, because, as announced in the last issue, the schedule has been changed to February, May and October. But what happened to May? I blinked and it had gone.

No, not much of an excuse, is it? Maybe I'd better just say sorry for the late appearance of this newsletter, and have done with it.

But I really DO need some contributions for the October issue ... please ...

HB

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 or to the editor, Hugh Brazier, at 9 Moor Lane, Strensall, York, YO32 5UG.



www.streaker-class.org.uk