



Streaker Class Owners Association

May 2020

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



SAILING – Can we?

It's looking possible, at least in England. The Prime Minister has spoken and we're now waiting for further details. It's unlikely clubs will be operating as normal for quite a while but maybe at least some of us can do some recreational sailing.

We sail in a wide variety of locations, some more controlled by Water Authorities, Harbour Authorities, etc than others, so many of us will be relying on a favourable response from those but at least there's some hope it's worth knocking the spiders out of our sailing boots!

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Chairman's Letter and other News

By Ian Priest

I hope everyone is keeping safe and well. After a lot of enthusiasm at the Dinghy Show, which now seems a very long time ago, sadly for obvious reasons there has been very little sailing to report on. Hopefully the situation will improve soon, and we will be able to get some sailing in later this year.



In the meantime there is one type of sailing which is possible, from the comfort of your own sofa. Like many clubs and classes, we have started organising racing using the "Virtual Regatta" software and will continue with this until we are able to get back to normal sailing. Anyone who has a connection with the class is welcome to join in, and for those who are class association members there is the opportunity to qualify for the newly devised "E-Paddle" series. The RYA are also organising competitions on Virtual Regatta, and as a class we have entered the eSailing Spring Class Championship, which will take place in early June. All we have to do now is select who's going to represent us, which will be a qualifying event across the 23/24th May. More detail below.

Hope to see you all soon,
Ian

E-Paddle Series

Very few people had heard of Virtual Regatta before this year, but at the moment it's being embraced by clubs and classes around the country to keep some form of sailing competition happening while real sailing isn't possible.

What is it?

Essentially, it's a computer game, but instead of shooting baddies, pretending to play football or drive a Formula 1 car, you get to race in sailing boats. You can either choose to join into the generic events run within the game itself (and race complete strangers), or join into "Private Races" which are co-ordinated by clubs or class associations and you get to race against people you know.

What do I need?

The software runs via a website on a reasonably modern home computer, or via a dedicated App on a smartphone or tablet. For the class organised private races, we co-ordinate those via a Zoom conference call and a WhatsApp group. You need to be able to join one of these in order to get notification of when the race is 'opened' and the password to enter the private race. The Zoom conference also adds to the social element of the event, and you can get to hear everyone mutter about unfair windshifts, shout "Starboard", just like in real sailing.

When do races happen?

We are running races on weekend evenings, starting just after 8pm. We initially used Saturday evenings, but looks like more people will be available on Sundays, so the plan is to run on Sunday evenings from now on. Each event is a series of 5 races, each about 10 minutes long.

Are there any limitations?

The main limitation of the game is that each race has a maximum entry of 20 boats. So far we've not hit this limit so everyone has been able to join every race. For the E-Paddle series races, if we do get slightly above the 20 entry limit, we'll ask people to drop out for the occasional race and award average points. If it becomes really popular we'll formalize the event into heats.

How do I enter?

To enter for the first time, please fill in the form at the link below. This lets us know who is who - the game lets you choose a "Pseudo" instead of using your real name, and once you've completed the form, I'll email you details of the Zoom conference and WhatsApp group.

<https://forms.gle/tCPv7aEZ275ceBmG9>

Once you've entered this form once, we don't need it filling in again every week. Please just let us know via the WhatsApp group whether you are planning to join, or simply join the Zoom conference call just before racing is due to start.

Where are the results?

The E-Paddle series results will be posted on the WhatsApp group shortly after the racing has finished, and will also appear on the class website.

E-Sailing Class Spring Championship

The E-Sailing Class Spring Championship will be a slightly more formalised version of the E-Paddle events, and will be used to select our representative for the RYA Spring Class E-Sailing Championship.

It will take place over the weekend of 23rd and 24th May, with racing in the evening each day. If there are more than 20 entries, we will run two (or more if we get more than 40 entries) qualifying rounds on the Saturday, to select the top 20 to race in the final on the Sunday. If there are 20 entries or below, we will only run the final on the Sunday.

Each qualifying round (if used) and the final will comprise a series of 5 races with 3 to count, all races sailed in J70s. The winner will then be nominated to represent the class in the RYA Spring Class Championship.

Entries must be received in advance, by 9pm on Friday 22nd May, by completing the form below:

<https://forms.gle/PKyDV5A5DvJ6H9qYA>

I'll then notify via email you whether or not we will be racing in qualifying rounds, and if so which group you are in.

Ian Priest

Please note – there's a report of the Banbury Virtual Streaker open meeting on our website (look under the Results heading) and there's some info on page 7 of this newsletter.



Carbon Booms – important new info

Rule 59; Kicker attachment to Boom.

The SCOA Committee, following a proposal from the Technical Committee, are to give a dispensation to members who have rigged (or wish to rig) their Carbon Booms with a strop or other fixing, which results in the attachment of the kicker not conforming to Rule 59.

A formal proposal to change the requirement or even to do away with Rule 59 will be proposed for members to vote upon at the SCOA AGM in August.

Proposal for a relaxation of Rule 59.

That dispensation is given to all Streakers wishing to attach the kicker to the boom by whatever method, which does not meet the interpretation and measurement stipulated in Rule 59.

The SCOA Committee would advise owners that in relaxing the interpretation of Rule 59 and with a sense of fair play, the actual position of the 'Line of Force' of the kicker meeting the boom is in the region of 560mm from the back of the mast.

Reason: The introduction of the Carbon Boom and owners looking to upgrade their Streaker has resulted in an unforeseen problem as a result of the interpretation of Rule 59.

Measurement Rule 59; Boom – Kicker attachment to boom from aft face of mast. 550mm Minimum to 570mm Maximum.

The Rule 59 specifically is a measurement to the point the kicker attaches to the boom. Not at the point where the kicker applies its line of force. The point of attachment of a webbing strop for the kicker on carbon booms can be further aft along the boom and nowhere near the 550mm to 570mm required by the rule. The line of force though from the webbing strop is in the region of 550mm to 570mm. Members constructing their own Carbon Boom want to fit the boom with a Strop Kicker attachment as per the article by Chris Smith in the last February 2020 Newsletter. But in so doing find themselves making a boom which is out of class.

Alan Gillard – on behalf of the SCOA Committee.

Editors note: When I included Chris Smith's article on fitting out a carbon boom in the last (February 2020) Streaker newsletter, I didn't realise that his method of attaching the kicker didn't comply with our present rules. Neither did Chris.



Using a webbing strap, held back to a point further down the boom, is commonly used in other classes (e.g. the Phantom, as in the photo) and means you don't have to drill holes for attaching fittings where the pull of the kicker is strongest. Now, as Alan has explained, we can do this too with dispensation.

At the AGM we can vote on a rule change proposal so that this matter is sorted properly. The actual proposal will be forwarded to you soon.

Tapered masts update

Here's a report from Alan Gillard about the mast situation, followed by some mast comparison data provided by Ian Priest.

As most Streaker sailors are aware, we are having to investigate the availability of masts for the Streaker. Currently the rules only allow for two mast types: a Selden Lambda section and a Superspar Rigel section. Both, as per the class specification for the Streaker mast, are un-tapered. The main problem in terms of availability has been getting hold of a Selden Lambda section. Waiting 4 to 6 months has not been uncommon, and when we enquired with Selden they basically do not really want to produce a 'one off' un-tapered mast. We are led to believe that a tapered version of the same mast would be more readily available on the basis that the same section is used as standard on other classes.

As part of this, we have been trialling tapered masts from both Selden (Lambda tapered) and Superspar (M9 tapered).

Initially Dave Butler was trying out the Superspar M9 section, but the mast now is being used by James Dawes at P&B. The tapered Lambda section I have used extensively since last July. You will see in the last newsletter photos of Thomas using the tapered mast at the Staunton Blaster (and see photo here).

The Technical Committee have been conducting bend testing on these spars for a comparison with what we have now. The same method and weight (15kg was used in all cases).

The mast was supported at known datum points, the black bands.

The 1st deflection was measured half-way between the bands.

The 2nd deflection was measured at the hounds again supported at the black bands.

The 3rd measurement was the tip deflection. Probably the most important if we are looking at tapered masts. I supported the mast at the hounds and applied 15kg weight to the upper band. The bottom of the mast was held fixed. This is a tricky

measurement to take as you have no reference to measure from once the mast is loaded and bent. But I have a laser line, which I set to the upper band position before applying weight. The deflection is measured from the bent tip to the laser line.

Despite the lockdown, Ian Priest has managed to do some bend testing of masts available to him. Unfortunately, this does not include the Superspars tapered M9 so there is still work to do. Please see his findings below and we will publish all the data when the measurements are complete.

This is and has not been about 'let's get a tapered mast on the Streaker', it is about availability of masts. Those with long memories will know that the class has in the past been let down badly by a single source mast supplier going out of business or not being able to supply the required mast section for the Streaker class as the extrusion die has broken. The class needs at least 2 suppliers of masts.

Alan Gillard.



Tom Gillard
winning the
Staunton Blaster in
Feb 2020 using a
tapered Selden
Lambda mast.

STREAKER MAST BEND SURVEY			
Mast Dimension			
Distance between black bands	5045mm		
Mid point	2522mm		
Lower black band to hounds	3020mm		
In all cases a 15kg weight applied			
NO WEIGHT APPLIED			
Mast supported at lower and top Black Bands	Centre	Natural Set	
Deflection no weight applied, just under the spars own weight.		Deflection F/A	Deflection Side
Non Taper Lambda		12mm	10mm
Tapered Lambda		12mm	11mm
Superspar M9 Tapered			
Rigel		8mm	13mm
15kg	Centre	Centre 2522mm	
Mast supported at lower and top Black Bands		Deflection F/A	Deflection Side
Non Taper Lambda		54mm	60mm
Tapered Lambda		60mm	64mm
Superspar M9 Tapered			
Rigel		51mm	75mm
15kg	Hounds	Hounds 3020mm	
Mast supported at lower and Top Black Bands		Deflection F/A	Deflection Side
Non Taper Lambda		52mm	55mm
Tapered Lambda		57mm	60mm
Superspar M9 Tapered			
Rigel		50mm	71mm
15kg	Top Deflection	Tip	
Mast supported at hounds held at the lower band, weight attached to top band.		Deflection F/A	Deflection Side
Non Taper Lambda		105mm	145mm

Tapered Lambda		125mm	160mm
Superspar M9 Tapered			
Rigel		119mm	167mm

Prospects for racing this summer

When the February newsletter was being put together we knew of the virus but few of us would have envisioned the impact it's had and still having.

We've already lost all 8 of the open meetings due to have been held so far this year and most (all?) of the rest of them in May have been cancelled. It's unlikely that opens in June will fare much better.

However, some host clubs are staying optimistic. Our new **Coastal Championship** is due to be held at Wilsonian S.C. in Kent on the first weekend of July and the club says it's still hopeful.

Likewise, our contacts at Staunton Harold S.C. think our **National Championship** should be OK at the end of August. Let's keep our fingers crossed – but obviously much depends on how well the easing of the lockdown goes. The plan is for 2 races on the afternoon of Saturday 29th August, 3 on Sunday and then 2 on the Bank Holiday Monday. B&Bs etc hope to be open in August and it will be possible to camp at the club. We'll be keeping in contact with SHSC in the next few weeks and hopefully the Notice of Race (amended to take account of Covid-19) and Entry Form will be available at the end of this month.

Keep an eye on our website for updates on all events that are still on the programme.

Meanwhile, as Ian Priest has described above, you can enjoy some 'virtual racing' against other Streaker sailors. The first event was the Banbury Virtual Streaker open on April 19th, the day when the proper open should have taken place. 20 people took part the winner was Giles Therkelson-Smith (Welton SC) with Lawrence Creaser 2nd and Phil Manning 3rd. Well done to Neil Firth for organising it. Interestingly the racing involved 'sailing' in some pretty spectacular venues – Portsmouth and Arhus in Star keelboats, Marseilles and San Fransisco in J70s and finally 49ers on Sydney Harbour!



2020 RYA Dinghy Show (Feb 29 – Mar 1)

What a long time ago that seems!

As usual, it was a chance to meet other sailors and talk sailing. It was great, all that chat about what events to go to and how best to get prepared for the season. And then everything ground to a halt.

Oh well. It was still a good weekend and we found out during the show that it would be the last Dinghy Show to be held at Alexandra Palace. Next year it's in Farnham. The layout of the show was different from previous years and the Streaker stand was in the West Hall, not the Great Hall, along with all the other class associations. It meant we could only have a stand big enough for one Streaker but actually it worked OK. We still had plenty of visitors, especially on the Saturday, and the new Butler FRP boat we had on display attracted lots of interest.



As can be seen, the boat sported a Super Spars carbon boom and a centre-mainsheet with track and traveller.

The show also gave the opportunity for Andy Hague to be presented with the North Sail he had won in the draw at the end of the 2019 Northern Paddle series. Tom Gillard was on hand to do the honours.

Unfortunately Phil Halldron, the winner of the Southern Paddle draw, was unable to get to the show to receive his P&B sail. It was decided to make the presentation at the Southern Championships at Bough Beech a few weeks later so this is something that still hasn't happened!



The Streaker Class Owners Association

Chairman:	Ian Priest	chairman@streaker-class.org.uk
Secretary:	Veronica Falat	secretary@streaker-class.org.uk
Treasurer:	Alex Reindorp	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: 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

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, Fosseyway Park, Harepath Road, Seaton, Devon
EX12 2WH
Tel: 01297 23434
Email: info@theboatyardatbeer.com
Website: www.theboatyardatbeer.com

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