



Streaker Class Owners Association

November 2020

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



Photographic proof – there was some Streaker sailing in 2020 – but not a lot!

From left to right: Phil East, Neil Firth, Jasper Barnham, Graham Sexton and James Dawes
at the Haversham SC open meeting in September

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**VERY
IMPORTANT!
See pages 6 - 8**

No Nationals – so no AGM in 2020

With the loss of so many events this summer, it might have escaped your notice that the Streaker AGM didn't happen!

Our association rules say that that AGM shall be held at the National Championships and, as that wasn't held, neither was the AGM. The Committee did discuss whether we should call a Special General Meeting instead but decided that we should forego a 2020 general meeting and instead put the rule change proposals to the membership in an emailed ballot.

The current SCOA committee members have all agreed to stay in post until the 2021 AGM – but several of them would like to stand down then.

The AGM usually gives members a good chance to draw the committee's attention to a variety of matters e.g. the nature of our open meeting circuits, suggestions for future Nationals venues, thoughts about class development, etc. Without an AGM, we're missing out on this – so please don't be shy! Please let the committee know if you have any concerns or ideas.

Here below are the reports from the SCOA Officers (which would normally have been read out at the AGM) plus the list of the rule change proposals (with some explanatory notes) that will be decided on in the next few weeks by ballot.

Please note: The 2019/20 Accounts and Treasurer's Report are being sent as a separate attachment to this newsletter.

Chairman's Report

Firstly, I hope that everyone is keeping safe and getting through these unusual times. Normally at this time of year I would be looking back over the racing we've enjoyed and congratulating the winners. We did manage three actual events, and one virtual open meeting during the year. Thankyou to Haversham, Welton and Redditch sailing clubs for running their events successfully and safely during the period when restrictions were most relaxed in late summer. I think all those who competed were grateful for the relative normality of some open meeting racing, albeit with limitations of what could be done on shore to ensure events were Covid secure. Thankyou also to Neil Firth who moved the Banbury SC open meeting online and gave us some racing from the comfort of our sofas when going out sailing was not possible. I hope that many of you have been able to get some sailing in at your local clubs this year even though running open meeting events was less possible.

Looking to the future, we are hoping for a much better year in 2021. We are planning a relatively normal open meeting programme, in the hope

that most of it will be able to go ahead. Obviously though we will follow whatever government restrictions apply at the time and the recommendations of the RYA, so everything is provisional at this stage.

Behind the scenes, work has still been going on and in particular the Technical Committee have been looking at rule change proposals, which originally would have been put to the 2020 AGM at the Nationals in August. We've decided that these can't wait until next years AGM, so they will be put out to a ballot of all members via post and email. Further details of the changes proposed, and the reasons why they are needed are elsewhere in this newsletter. Please do read through this, consider the proposal carefully, and then send your vote in. It's important that as many members of the association as possible do this, so we know the combined view of the membership has been heard.

Thanks, and let's hope for a better 2021.

Ian Priest

Secretary's Report

If nothing else, 2020 has shown how very useful it is to have a local sailing club. When we're being encouraged not to drive too much, it's a big benefit to have a club just down the road – and for many people that sort of club is just right for Streaker sailing!

It's been noticeable that the secondhand market has been really busy and a lot of people new to the class have bought Streakers for club racing. Some have joined the class association but many haven't. Perhaps they just need a little persuasion. If you have friends that have yet to join, please give them a nudge and point out that it's only current members who will be able to vote in the important rule change ballot in the next few weeks.

A fixtures list for 2021 is gradually taking shape. Staunton Harold SC are offering us a second chance for a Nationals with them, this time in early summer – Friday 2nd -Sunday 4th July.

If your club is interested in running a Streaker open meeting, please let me know as soon as possible. Of course, we can't predict what will be possible Covid-wise next year, but fingers crossed for more events to succeed.

In recent years we have developed regional open meeting circuits and maybe this is the way ahead if we're doubtful about our chances for a lot of long-distance travelling just to go sailing. Normally our AGM enables us to discuss such things. This year, if you have any views about the nature of our circuits, please get in touch with me and I'll pass your comments on to the rest of the committee. Our Facebook group 'Streaker Dinghy

Sailing' is also a good place to discuss what we're doing and how we do it.

For people who bought brand new boats this year, this must have been a very frustrating time with few opportunities to gauge how well their boats perform. Fortunately Welton SC was able to run the Northern Championship and 21 boats took part in that, making it our biggest event of the season! Tom Gillard was the winner and newcomer to the fleet Jasper Barnham was 2nd overall.



*Jasper to windward of Tom at Welton.
Photo: Stephen Chilton*

Don't forget, if you've changed boats this year, you need a measurement certificate in your name. It's free of charge for SCOA members so just get in touch with me.

Have a safe winter and see you in the spring!
Veronica Falat



Welton start-line action Photo: Stephen Chilton

Technical Report - Streaker Class Owners Association Oct 2020

Masts – Continuity of supply

The main subject for the 12 months after last year's AGM at Weymouth has been the investigation into the continued supply of the Streaker masts from 2 suppliers. To overcome the issue with supply, the suggestion had been made to allow for the Streaker masts to be tapered. *A proposal for the introduction of tapered masts is to be put to the members as a postal/email vote after the cancellation of the 2020 AGM.*

The Technical Committee investigated what masts are available to the class from the current manufacturers. Although a number of mast sections were discussed between ourselves on the Technical Committee (TC), in the end we agreed on the Selden Lambda and Superspar M9 sections as being the most appropriate sections, which we knew would be readily available and fitted the mast gate without too much alteration to the boat. Tapered versions of these masts were obtained from Superspar and Selden for sailing trials and bend testing.

An extensive survey was then conducted, bend testing all the masts; Rigel (new stock mast), Rigel (used mast ex Ian Priest), Lambda (un-tapered), Lambda (tapered), M9 (un-tapered) and a M9 (tapered). The same methodology was used to test all these sections. The results of the testing are included in the Newsletter.

Carbon Booms.

Rules were put together cover for the introduction of Carbon Booms, the wording of the rule allowing for members, if they so wished to construct their own carbon Boom. Unfortunately overlooked in the rules update was the requirement of how the kicker attachment was to be fitted to the boom, which is not the same as a normal alloy spar. *A proposal has been put forward to eliminate measurement rule 59.*

If I may comment on Rule 59; the only reason that Rule 59 is included in the rules was to advise sailors where to position the kicker along the boom. The original plans showed a position of 560mm, but it was not a rule as such just an advisory dimension. It was later added as a rule.

Investigation into alternative method of hull construction and materials.

Ian Bradley had proposed that alternative materials 'Composite Wood Materials' should be investigated for the construction of Streakers

other than from Plywood or FRP construction in a female mold. The reasoning behind the alternative materials for hull construction was the availability of plywood, which enabled a Streaker to be built down to weight, which in turn would give a competitive Streaker compared to the FRP epoxy produced Streaker.

The TC investigated this idea. The materials for panels of high-density foam sandwiched plywood or Gelcoat finish over foam. All the techniques for construction using a male jig are well established techniques in other classes such as Cherubs, N12, OK's and some Int Moths. It is a possible alternative to the egg box construction of an amateur built Streaker.

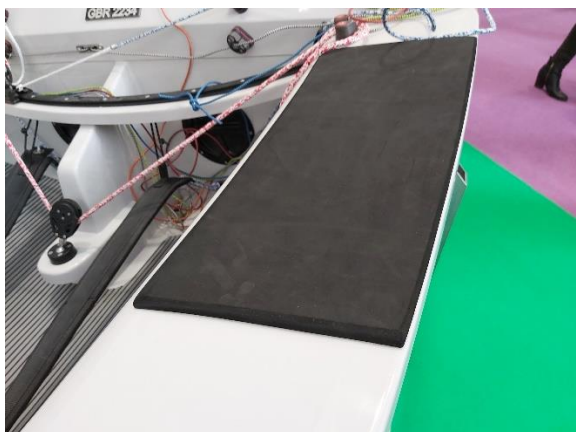
Investigations found that the materials were not cheap £39.50/sqm for 10mm Airex Universal Structural Foam compared to Elite Marine Plywood at £21/sqm. A male jig would need to be constructed prior to the hull being built. The original Streaker is effectively built around a male jig once all the bulkheads are attached to the central spine. The construction method to some extent is similar. But the TC questioned if such a project would be cost effective? Apart from the knowledge required to take such a build on. Potentially a Streaker hull could be built, which is down to weight and so competitive. Whether this is a method of construction the class should investigate further is a question only members can answer. For this project to move forward a formal proposal would need to be put forward giving the class more detail of what potential builders want to do.

Use of Pro-Grip and Sitting-out Pads attached to the deck.

Brenda Hoult asked the question about sitting out pads attached to the deck as seen on some OK and Finn dinghies whether such sitting out pads were in class or not? The TC again had discussions on this subject.

Pro-Grip is commonly used on a Streaker for protection from bumps and knocks caused by the boom dropping on the deck for instance and as a non-slip surface. In this case the TC have regarded the addition of Pro-Grip as a protective finish and/or as a non-slip finish.

A sitting out pad, which as seen on the OK dinghy at the dinghy show is also Pro-Grip material, but it is 15mm thick.



Sitting-out pads on OK decks

The addition of the sitting-out pad acts as a non-slip surface but also has the effect of raising the helm higher above the deck, attaining more leverage. There are already deck measurements regarding sheer-line height and beam. It is considered by the TC that an additional (possibly 15mm) height and width would contravene Rule 45 and Rule 15. The deck measurements when taken include for the deck finish if we regard the sitting-out pad as a protective finish. The sitting-

out pad though is not an optional hull fitting as it is not listed. The TC regard such sitting-out pads as out of class.

This raises the subject of Hull and Deck finish, which appears not to be covered in the rules although in the Original Class Plans and Building Instructions it does confirm that the Hull and Deck is finished in Paint and Varnish (Obvious really). Our rules do not clarify the use of protective plastic film (Fablon), Pro-Grip or tape, but many Streakers use such materials as additions to their boats for whatever reason. Such finishes are not used for performance enhancement but for hull surface protection or as surface addition with non-slip properties. The TC realize that this may need to be clarified further in our rules.

Bow Measurement.

The Bow measurement voted and agreed to be added to the rules has yet to be quantified as we still need to re-measure Ian Bradley’s wooden Streaker 2121.

Sail Numbers

Latest sail number is 2135 issued to Mark Langston. In the year we have issued 9 sail numbers but sold 11 sail numbers, the extra 2 with Plans. Sail numbers for the plans yet to be issued.

Alan Gillard – on behalf of the Technical Committee.



Streakers at windy Snettisham, August 2020

Proposed Rule Changes November 2020

In accordance with SCOA rule 5.k.ii, any significant rule changes recommended by the Technical Committee may be put to the membership in a postal/electronic ballot. This is what is going to happen in the next few weeks. Members will receive the voting form by email (those who don't have access to the internet will receive it by post) and will then have 2 weeks to vote and return the form to the class secretary.

The information provided below is to allow members to see what's being proposed and to inform them of the reasons for the proposed changes.

If members have questions, please contact Class Chairman Ian Priest as soon as possible by emailing chairman@streaker-class.org.uk.

Mast availability and Tapered Masts - by Alan Gillard, Technical Committee Chairman

As reported in the May edition of the Newsletter, the proposals to allow masts to be tapered is all about the continued availability of masts for the Streaker. The current situation is that only 1 mast section, the Rigel from Superspar, is available. Some years ago, the class decided to protect supply to the class by approving a 2nd supplier in Selden with the Lambda section. The problem we have now is that the un-tapered version of the Lambda mast has become a special manufacture, and unless you do not mind waiting many months it is basically not available.

We must accept that the class cannot demand spar manufacturers to make a mast specifically for us, as a class we are just not big enough. Our mast must fit in with spars, which are available to other classes.

To resolve the supply issue allowing a taper means we can continue to obtain the Selden Lambda section. But also, looking across the available mast sections which will fit the Streaker class specification, the Superspar M9 is also a suitable section. The Technical Committee did look at many other sections but we have to consider that some mast sections will not fit easily into the mast gate and/or will change the performance of the boat for either better or worse.

Selden manufacture in a batch, which are all tapered. Once tapered the mast requires heat treatment and anodize finishing. They do not want to have an un-tapered mast specifically for the Streakers, which they cannot sell as a mast to another class. Tapered Lambda section masts are used in the Mirror Class, 2.4mR Keelboat and as a Devon Yawl mizzen mast.

The Superspar M9 section is also a mast which is used in the Mirror Class etc. and, although slightly bigger dimensionally than the Lambda, the two masts are comparable.

The Technical Committee in first identifying mast sections, which both meet the class specification, class suitability and are available to the class, began a set of trials both sailing and bend testing.

A tapered version of the Selden Lambda section and a tapered version of the Superspar M9 were obtained for trials. Both masts were tapered above the hounds.

Many members who visited Streaker Paddle events in 2019 will have seen the tapered masts in use. James Dawes from P&B and Dave Butler used the tapered version of the Superspar M9 and Alan Gillard used the tapered Selden Lambda section.

On the water the masts performed in all respects like the Superspar Rigel and the un-tapered Selden Lambda. The sails used were the same cut/shape of sail as we currently use.

The Technical Committee conducted a series of bend testing to ascertain the differences in the mast sections being proposed against the un-tapered masts we have been using. The results of these tests are detailed in the charts below.

Streaker Mast Survey September 2020

Mast Dimensions

Section	Fore and Aft (mm)	Sideways (mm)	Weight/mtr
Lambda	63	51	0.88kg/m
Rigel	59	48	1.08kg/m
Superspar M9	64	53	0.905kg/m
Cheetah*	66	51	0.93kg/m
Aldebaron*	59	48	0.93kg/m
<i>* Sections no longer available</i>			

Mast Deflection

15kg	Centre	Combined Deflection (F/A + Side)/2 (mm)	Centre 2522	
			Deflection F/A	Deflection Side
Mast supported at lower and top Black Bands	2522			
Superspar M9 Non Tapered		55	40	70
Superspar M9 Tapered		55.5	46	65
New Superspar Rigel (Dave Butler)		57	44	70
Non Taper Lambda		57	54	60
Tapered Lambda		62	60	64
Used Rigel (Ian Priest)		63	51	75

Mast Tip Deflection

15kg	Combined Deflection (F/A + Side)/2 (mm)	Tip Deflection (mm)	
Mast supported at hounds held at the lower band, weight attached to top band.		Deflection F/A	Deflection Side
Superspar M9 Non Tapered	130	105	155
Superspar M9 Tapered	137.5	112	163
New Superspar Rigel (Dave Butler)	143.5	120	167
Non Taper Lambda	125	105	145
Tapered Lambda	142.5	125	160
Used Rigel (Ian Priest)	143	119	167

In the tables above the dimensions recorded were taken for fore and aft deflection and sideways deflection. The combined deflection in the tables gives a better comparison for a Mast in use. The current Streaker masts are very comparable, both Lambda un-tapered and Rigel have the same combined deflection of 57mm. The proposed M9 sections happens to be marginally stiffer (2mm), the proposed tapered Selden Lambda section being marginally more flexible. But in all these masts the differences are, I would say, very small with a combined spread of only 8mm.

The 'Tip' bend deflections perhaps are a measure for 'gust response'? But in measuring the proposed tapered sections M9 and Lambda the deflection is no greater than the current Rigel section. I would say any perceived advantage to a tapered mast over an un-tapered Rigel there is no difference. The stiffest top section is still the non-tapered Lambda.

The Rule Change Proposals:

Proposal 1.

The Streaker mast may be tapered above the hounds.

Proposed by Alan Gillard. Seconded by Ian Priest

Reason for this rule change:

As a class for many years we have been very fortunate to have had a continued supply of the Streaker un-tapered mast, but the un-tapered mast is becoming a specialized product. To maintain continued supply of Streaker masts, a mast which includes for a taper above the hounds should be allowed.

Proposal 2.

The Superspar M9 mast section is added to the list of approved mast sections.

Proposed by Alan Gillard. Seconded by Ian Priest

Reason for this rule change:

By allowing for an Superspar M9 section we will increase the number of Mast sections available, but also will allow Superspar to supply a comparable tapered mast the same as Selden.

Proposal 3.

The mast may be fitted with either a short internal sleeve or an external collar in the deck gate/kicker attachment area.

Proposed by Alan Gillard. Seconded by Alex Reindorp

Reason for this rule change:

Whilst conducting bend testing of the Rigel section the class Technical Committee became aware that the Superspar Rigel in some cases had been fitted with an additional internal sleeve for added support around the mast gate/kicker attachment point. It was also observed that some Rigel section masts had also been fitted with an external collar. Neither of these additions are included in the Class Rules of Measurement and Construction.

The reason for the internal sleeve and collar is to strengthen the mast in the mast gate area where masts have been known to become damaged in use.

Proposal 4.

Measurement rule 59 'the position of the kicker attachment point on the boom measured from the back of the mast' is removed.

Proposed by Veronica Falat Seconded by Mark Langston

Reason for this rule change:

The class measurement rule 59 currently defines where the kicker attachment point is on the boom. This is straightforward for a modern alloy boom – the boom slide under the boom has to be fixed between 550 and 570 mm from the back of the mast. However, having a fixed attachment at that point on a carbon boom requires drilling holes in the boom.

Removing rule 59 enables the kicker to be attached to the boom with rope or webbing which in turn can be secured to the mainsheet take-off fittings or even further back along the boom.

Most classes do not stipulate where the kicker attachment point is.

As explained above, the ballot containing these proposals will be sent to members very shortly – approximately 7 days after this newsletter is sent out. There will then be 14 days to vote and return the forms.

2021 Events – a work in progress!

Here's a list of the events in our 2021 programme so far:

March 27 th (Sat)	Tamworth SC open (<i>usually counts for both Northern and Southern Paddle series</i>)
April 17 th (Sat)	Banbury SC open
??? May 8 th (Sat)	Burghfield open (<i>date to be confirmed</i>)
June 12 th (Sat)	Oulton Broad open
June 13 th (Sun)	Beccles open
June 13 th (Sun)	Burwain open
July 2nd-4th (Fri-Sun)	Nationals at Staunton Harold SC
Aug 7 th -8 th (Sat-Sun)	Weston SC (<i>joint event with Europes. Not sure if this will count towards a travellers series or not</i>)

2020 – The Year of eSailing

In the May newsletter we were introduced to the idea of eSailing as an alternative to sailing while we were stuck in lockdown. While some people failed miserably to get the hang of this, others showed a real talent. The Banbury open was a victim of the first lockdown but, thanks to Neil Firth, morphed into an eSailing event which attracted 21 entries and was won by Giles Therkelson-Smith with Laurence Creaser 2nd and Phil Manning 3rd.

Phil then went on to be a star player in the GBR team in the eSailing Nations Cup – and the Brits won, beating Spain (the no.1 ranked team) in the finals. Yoohoo!



Mystery Streaker – the final chapter

The story so far

Last year Pete Matthews bought a Streaker. Well, it looked like a Streaker but it had no number marked on it. February's newsletter told how Pete started to renovate it and learn of its history. The bad news was that it had never been registered or measured as a Streaker, and that it was more than a tad overweight.



Now he completes the story

Phase 3

Stripping off the gelcoat (cheaply) was harder and more demanding than I thought, although I had more time due to "lockdown".

At the Dinghy Exhibition I was told that if the hull measured before the gelcoat removal, it was unlikely to measure afterwards!

Because of the different mast gates on earlier hulls and mast foot heights, my present rig could not be easily swapped over and I would need a new rig.

I was getting complaints over the state of the front lawn!

Phase 4

To cut a long story short, in the last week in June I invested in an axle grinder. I have now solved the problem of one unregistered and unmeasured "streaker" racing in the future.

It took me an afternoon..... but I found, surprisingly, a streaker hull can fit into the back of an ancient Citroen C3 without too much trouble!!

I've learnt that before you buy a "streaker" make sure it has a certificate and check its weight.

Hopefully I have become wiser. I have the outline of an old "mysterious" streaker on the front lawn for a while yet, to remind me of my mistakes!

Peter "wiser?" Matthews – Streaker 1654 Skippy.

Bought a Secondhand Streaker (a real Streaker!)? ---

Don't forget to tell Class Secretary, Veronica Falat, of your purchase so that she can issue you with a new measurement certificate. Email secretary@streaker-class.org.uk .

Sometimes this isn't straightforward for older boats if the original certificates have got lost over the years but, generally speaking, we have a good record of certificates for boats from sail number 1400 onwards.

If you're buying a secondhand Streaker, do ask if the current owner has a certificate. Don't find yourself the new owner of another 'Mystery Streaker'! If in doubt, ask Veronica if there is a record of a certificate for the boat you're interested in.

Please also note that some boats don't have the hull weight recorded on the certificate but this can be sorted quite easily at an open meeting if someone brings along the class scales. Also, if you buy a boat which, according to its certificate, has weight correctors fitted, you must still have them attached to the boat, unless you have it officially re-weighed.

Building a Composite Streaker by Chris Smith

Why Composite?

As some of you will know, I have successfully built 2 all-wood Streakers in the past from the CAD plans. The first one, although it looked great it was a little bit too heavy due to the choice of materials I used. The second one (1844) was down to minimum weight and I sailed it competitively (to my standard) for 6 years. It now has a new owner at Welton who I hope is doing well in it.

I enjoy building boats, so I wanted to build a new boat in the winter of 2019/20. After some long chats with Dave Butler it became clear to me that it would no longer be possible for me to build an all wooden boat down to minimum weight. Dave says the ply that Robbins Timber now supply has become too heavy. He also maintains that the Composites are the stiffest of all the different varieties of Streaker. Certainly, his boat Paxo, has a great record.

So, reluctantly, I accepted that if I wanted a competitive new boat it would have to be a composite and in September 2019 I ordered a light blue composite hull from Dave Butler.

Dave offered for a very reasonable additional sum to fit the tank bulkheads into the hull. The FRP hull is very floppy without this stiffening and it also meant Dave could guarantee that the boat would measure.

Collecting the Hull

In November we drove up to Humberside with the trailer and booked to stay at a nice hotel near Beverley. The following morning, we went to Dave's works to collect the hull. It was there ready for us and soon loaded on to the trailer for the trip back to Surrey. With the bulkheads fitted it was stiff enough to be tied down properly to the trailer.

Dave gave me some good advice about the difference between building a composite and an all wooden boat. More of which later. He also informed me he had used 5mm ply for the side bulkheads which is thicker than the 4mm minimum required in the rules due to the damage that often occurs in 4mm side tanks from the helmsman's feet.

This seemed like a great idea as 1844 had needed a repair to one side tank because of this.



The Build Process

Once I got the hull back into my garage, I could take a good look at what I had and start to assess the challenge ahead. With the bulkheads in, the boat is in a very similar state to the all-wood boat when you first turn it over. As you can see, there is a stiffening piece of timber glassed in to keep the beam dimension correct during these early stages. The whole assembly at this stage weighed only an amazing 21 kg. As it turned out, this was only just light enough.

All the ply is Robbins Elite. The deck beams are Western Red Cedar and the rubbing strake is Obeche. The glue I use is Sicomin Epoxy with West microfibre reinforcement or filleting blend for structural joints. The dark ply you can see inside the gunwhales is the very ordinary stuff Dave's laminators use. I have no idea what that is. 😊



In order to be able to remove the stiffening timber across the boat, the first job was to fit the side tank "mini" bulkheads so the shape was fixed. I also used the false bulkheads that I had used in the all wood construction to push out the shape of the boat at this stage. It is essential to measure the beam of the boat throughout this build to make sure it is within the measuring tolerances. In particular, I had to wedge out the tanks at the centreboard case false bulkhead.



I wanted to extend the mounting point for the mainsheet block further back than standard, so I had to design this whole structure myself. The ply for the sides must fit flush to the FRP case. Ultimately the ply top fits on top of the blue FRP flange you can see in the photo. In this photo above you can also see the supports and bulkheads for the false floor going in. There is no keel in the cockpit but a keel is needed in the false floor part for the mast load to be distributed evenly to the hull.



I also installed some 50mm carbon fibre drain tubes in the aft tank. 1844 had 25mm tubes which worked after a fashion but did not really cope with the amount of water coming over the foredeck in big waves in the sea. I am hoping these bigger tubes will dump the water out better than an aft bailer. I fitted the rudder fittings because I usually use them as something to clamp onto when fitting the gunwhales. It was not needed in this case. More of this later.

The next job was to fit the king post and to start to build up the centreboard case. Building up the centreboard case had to be done with a bit of imagination as it is nothing like the wooden boat.

As you can see the transom FRP moulding has also been cut to shape and the inner wood support fitted.



The next job was to fit the remainder of the false floor bulkheads and the small beam

supports. This is a tedious job. Getting them completely level is crucial. Also, I had to ensure the height above the keel at the mast step was identical to 1844 as I intended to use my spare mast which was cut specifically to fit that boat. You can see that Dave fitted a bulkhead to the original Streaker design but in such a way it could be cut out completely without leaving a trace. One of my "trademarks" is the mahogany ply bulkhead top, centreboard case and thwart. A little bit of weight sacrificed but I thought I had it in hand

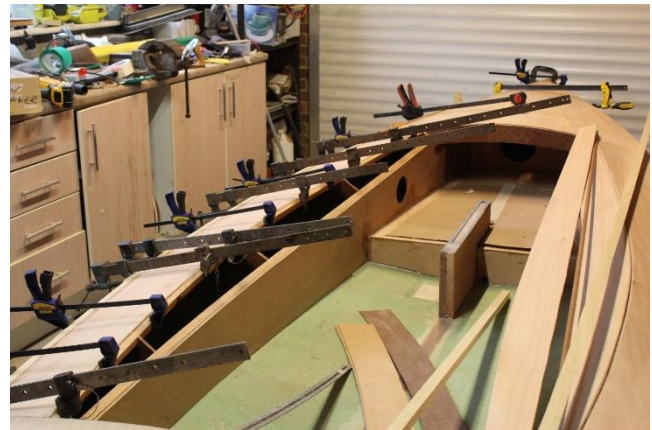


Here above you can see the beam at the top of the side tanks being fitted. Note that the false bulkhead is still holding the shape of the boat even at this stage. The deck beams for the aft tank have also gone in. You can also see that the foam has been cut away under the false bulkhead on the port side to make a place for the bailer to be fitted. The foam must be cut away right back to the very thin FRP outer skin (nerve racking). Then a new piece of thinner foam (white colour) reinforcing was epoxied in and glassed over.



The next job is to bond the inner part of the gunwale to the FRP hull. This is where a key part of Dave Butler's advice came in. In my all

wooden boat builds I never used any screws at all. The FRP hull however is incredibly slippery and it is impossible to hold the timber in place with clamps alone. Temporary screws into each main bulkhead are needed while the epoxy dries. Also, the FRP must be sanded back to provide a key and cleaned with solvent. Please note the number of clamps. If you are thinking of building a boat, you can never have enough! This time I remembered to leave the "horns" you can see sticking out at the transom in place. These are crucial for clamping the rubbing strake later. (This is why I didn't need to clamp to the rudder fittings.) Also, note the false bulkheads in place during this operation. The beam of the boat still needs to be propped out and checked regularly.



Unfortunately, there is a bit of a gap in my photo record of this build. This photo above shows the rubbing strake being glued in place after most of the deck panels have already been installed. Dave Butler says he puts in the small quarter panel before the main side deck panel, but I cannot work out how to clamp the rubbing strake with that panel installed. As you can see here, I use the deck beam to clamp onto using sash cramps. The clamping at the front is exceedingly difficult. I use one that goes into the mast hole and sadly I must use one screw to get a clamping purchase (the yellow clamp near the front). The false floor panels have also been fitted.

The next photo shows more detail of the clamping at the bow end. Note the use of "spreader beams" under the red clamp to spread out the pressure more evenly. You can also see a screw that I was forced to use. 😞

The wooden post at the bow is to stop the rubbing strake slipping down while it dried. All the weight of the boat is on it.



10 coats of Eposeal and 2 coats of 2 pack varnish later this is what it looks like. The cockpit floor is painted with single pack non slip deck paint.

It was at this stage in early March 2020, ready to be fitted out for the first open meeting in April at Bough Beech. When I weighed it myself with 2 bathroom scales it only came out bang on minimum weight. I had expected it to be under so that was a bit of a shock.

I had also arranged for it to be officially measured by Alex Reindorp but we all know what happened next.....

Here above is the boat with the quarter panels fitted and the deck quadrant trim that joins the quarter panel to the deck panel in place. The excess is being trimmed off. You can just see the scarf joint in the starboard rubbing strake. The Obeche I had was not long enough to do it in one piece. When finished this is almost invisible.

So 2132 finally hit the water for the first time in June at Island Barn. First impressions were exceptionally good. I was keeping up with my 25-year-old son in an Aero 7, so I am more than happy with that. 😊 Having no keel in the cockpit took a bit of getting used to though.

It is a real shame that our nationals have been cancelled. I would have loved to test this boat against the Boatyard at Beer boats. Ah well maybe next year....



This is the boat pretty much finished with the thwart and the block for the toestraps bonded in.

Editor's Note:

Here's Chris sailing at Snettisham in August



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