# STREAKER CLASS OWNERS ASSOCIATION

## RULES OF MEASUREMENT AND CONSTRUCTION

**September 2016.**

**1.00. Design.**
1.00a. The design is jointly the property of the Streaker Class Owners Association and Jack Holt Designs Limited.
1.00b. The authority in all matters regarding the boat is the Streaker Class Owners Association. (SCOA).

**1.01. Objectives.**
The objectives of these Rules are to maintain the Streaker as a one-design class with respect to hull shape, but to allow for some latitude in construction materials, cockpit design, deck layout and fittings. The spars, foils and sail plan are one design within set specifications but allow for choice of manufacturer.

**1.02. Application and Interpretation.**
These Rules are strictly applicable to all boats. Interpretation of these rules is made by the SCOA. Requests for an interpretation shall be made to the SCOA.

**1.03. Dispensations.**
A boat which fails to comply with these Rules in any respect and which, in the opinion of the SCOA Technical Officer, it is unreasonable or impracticable to alter so as to comply with these Rules, may be granted an endorsed Class Certificate of Measurement provided that, in the opinion of the SCOA Technical Officer;
(a). The variation from these Rules does not provide a significant competitive advantage; and
(b). The boat accepts such penalty by way of additional timber and/or weights as the SCOA Technical Officer may direct.

**1.04. 'Building Instructions', 'Guide to Builders and Measurers' and the 'Streaker Measurement Form'.**
The 'Building Instructions', 'Guide to Builders and Measurers' and the 'Streaker Measurement Form' as supplied by the SCOA for Construction of the Streaker Class Dinghy, shall be read in conjunction with, and form part of these Rules.

**1.05. Precedence**
These Rules shall take precedence in the event of a contradiction appearing in any other document.

**1.06. Units of Measurement.**
The official units of measurement are Metric.

**1.07. Measurement.**
Boats shall be measured by official Measurers appointed by the SCOA. The SCOA will accept the signature of the following measurers on the Streaker Measurement form; a. SCOA Official Measurer, b. RYA Recognized Measurers, c. Official Club Measurers, d. SCOA Committee Members.
1.07a. A newly constructed boat or a boat not previously measured shall be measured in accordance with the current Rules by one of the approved measurers.
1.07b. A boat which has undergone modification, renovation and/or major repair shall be re-measured in accordance with the current Rules by one of the approved measurers.
1.07c. The measurement form is a check that the One Design principle is maintained. Changes in parts not covered by the listed measurements are not acceptable. The SCOA has the right to disallow any such alterations.
1.07d. Measurement must be undertaken using the Streaker Measurement Form.

**1.08. Measurement Certificates**
1.08a. The record of measurement performed under Rule 1.07 – Measurement, along with the required Certification Fee shall be passed to the SCOA – Technical Officer.
The SCOA – Technical Officer shall determine from the returned Measurement Form if a Measurement Certificate can be issued. A Measurement Certificate will be issued to all boats that comply with these Rules.
1.08b. The Technical Officer may refuse to issue a Measurement Certificate if, in his opinion, any attempt has been made to circumvent the rules laid down to gain an advantage either in construction, materials used, rigging or fittings outside the concept of the one-design.
1.08c. A change of ownership of a boat invalidates the Measurement Certificate. A new certificate will be issued on return of the previous owners Measurement Certificate along with the change of ownership fee. A new Measurement Certificate will then be issued to the new boat owner.
1.08d. The Measurement Certificate is only valid if the owner is a current member of SCOA.

**1.09. Arbitration**
The Streaker Class Owners Association, in Committee or in General Meeting, shall be the final arbiter in all questions relating to the Rules of Measurement and Construction.

**1.10. Boat Identification**
1.11. The registration number on all wood boats must be etched or engraved on the keelson within the cockpit area.
1.12. The registration number on all FRP/GRP and Composite boats must be etched or engraved on the aft face of the transom.
1.13. The etched or engraved number shall be at least 12mm high.

**2.00. Construction - Wood**
2.01. All Wood boats must be constructed from;
a) A Kit of wood parts supplied by the Streaker Class Owners Association, or their approved nominee.
b) Wood parts created using Streaker Class Owners Association controlled plans and Parts lists. *(Plans and parts lists available - on CD - under license from the SCOA on payment of the appropriate fees).*
c) Approved professional builder, using Patterns taken from the original Streaker Design Templates owned by the SCOA.
2.02. To be accepted into the Class the finished boat must conform to the design. The hull design is governed by the bulkheads and planking panels supplied in the kit and no alteration shall be made to the profile of these parts other than trimming or bevelling to fit.
2.03. Hull planking must be of a nominal thickness of 5mm. The decking, bulkheads and tank panels must be of a minimal thickness of 4mm for all new boats built after 1st August 1993. *NB: Glass sheathing of Hull is prohibited.*
2.04. In construction the number of fairings and rounding's of beads and hull edges are optional. While the foregoing shaping is optional, no addition in size of the parts supplied is permitted.
2.05. The number and position of joints in any panel is not limited to those shown on the plans but the overall shape of the panel must not be altered.
2.06. Replacements or parts requiring repairs, the shape of the originals must be maintained.
2.07. Gunwales and rubbing beads size and shape is optional with progressive tapering permitted.
2.08. Gunwale overhang from hull at sheer line not to exceed 50mm nor be less than 15mm unless within 500mm of stem or transom where additional tapering may take place
2.09. Two knees must be fitted to the forward end of the dagger-board case; shape and size not to extend above the casing or more than 275mm from the sides of the casing. *Note: Not required where a false floor is fitted.*
2.10. The thwart must be constructed of wood, minimum width 110mm. Cut-outs are permitted. Curved thwarts are permitted within measurement tolerances.
2.11. A False Floor is permitted as shown on the Streaker Class Owners Association Plans. Details are also shown in the 'Guide to Builders and Measurers' which is available from the Streaker Class Owners Association. The false floor may extend as far aft as the rear of the dagger-board case.
2.12. Either floor battens or a second skin of plywood must be fitted.
2.12a. Floor battens must be as provided by the Streaker Class Owners Association or their nominees in the kit, or as specified on the plans. Cross sectional size supplied in the kit 50mm x 10mm.
2.12b. A second skin of plywood with a minimum 4mm thickness may be bonded to the area of the cockpit floor (in place of floor battens) from the aft side of bulkhead Nº2 or (the aft side of the False

Floor if fitted) to the foreside of Bulkhead Nº5 or (the optional Bulkhead Nº5A if fitted). Apertures for bailers are permitted in the doubled flooring thickness.
2.13. An additional bulkhead No.1a is allowed, approximately 250mm aft of No 1 bulkhead.
2.14. A washboard may be fitted forward of the shroud plates and centrally forward of the mast, but must not exceed 50mm above the deck at any point.
2.15a. An Optional Bulkhead - Nº5A – is permitted positioned aft of the original Bulkhead Nº5, location having its forward face 330mm from the rear face at the Transom and having a height of 258mm on the centreline. Will replace Bulkhead Nº5 and be an integral part of a new shortened rear buoyancy tank – see also 5.14.
2.15b. If the Shorter Rear Tank option is chosen the original bulkhead Nº5 may be omitted from the final build – except that it shall be used during building and the 'inside tank' ends shall be fitted. The shorter tank shall be constructed in a similar fashion using similar parts to those used in the longer original Aft Tank.
2.16. Lightening holes may be cut in the transverse bulkheads within the side tanks. Such holes shall not have a diameter greater than half the width of the relevant portion of the bulkhead.
2.17. Stiffening of the floor panels in the rear tank shall be permitted in fore and aft and transverse directions. Stiffeners shall not exceed a height equal to one third of the maximum tank height – floor to top of king plank – at the centre forward end. Lightening holes shall be permitted in these bulkheads (as in the side tank bulkheads (2.16)).
2.18. Up to 3 apertures are permitted in the keelson behind the dagger board case, to allow for drainage. The maximum size of each aperture shall be 20mm x 150mm long. A minimum distance of 50mm from the aft face of the dagger board case shall be left solid and a minimum distance of 300mm shall be left between each aperture.

**3.00. Construction –Glass Reinforced Plastic (GRP), Foam Reinforced Plastic (FRP) and Composite Boats.**
3.01. GRP/FRP boats and GRP/FRP hulls for Composite boats can only be built by a licensed builder as approved by the Streaker Class Owners Association. At the discretion of the Streaker Class Owners Association a builder's license may be reviewed from time to time. The licensee may sub-contract the manufacture of the Streaker to a 3rd party.
3.01a. All moulds for the construction of FRP/GRP and Composite Streakers shall be registered with the SCOA. Each mould will be allocated a mould number, which shall be recorded on the measurement certificate.
3.01b. A Licence to build FRP/GRP Streakers shall only be granted by the SCOA where there is a clear and defined market for the introduction of a new builder.
3.01c. Potential new builders can apply for a licence to build FRP/GRP and Composite Streakers. New builders will need to demonstrate that they have the expertise to produce a Streaker, which will match or improve upon the current licensed builders offering in terms of build quality, technical competence and boat finish.
3.01d. New moulds shall be the responsibility of any potential new builder. Before new Streakers are produced from the moulds, the moulds shall be measured and approved by SCOA and given a mould number.
3.01e. FRP/GRP Composite hulls may be finished by either professional or amateur builders.
3.02. The interior and deck design of GRP/FRP boats can be modified to allow for the construction techniques required by these materials. Any such modifications must be as approved by the Streaker Class Owners Association.
3.03. The thwart may be constructed of wood, or GRP/FRP, minimum width 110mm. Cut-outs are permitted. Curved thwarts are permitted within measurement tolerances.
3.04. Composite boats must incorporate a wood deck, bulkheads and interior fitments as per the wooden Streaker. These fitments must conform to similar profiles and design – allowing for skin thickness differences - as used in the wood kit.
3.05. Composite boats may have a false-floor fitted which shall conform to Rule 2.11.
3.06. GRP/FRP and Composite boats may have a lengthened cockpit and a shorter aft deck of similar proportions to that allowed for wood boats by rule 2.15.

**4.00. Weight**
4.01. As from 1st January 1993, all existing boats to weigh at least 48kg. *A dispensation is given to existing boats at this date to carry correctors up to a maximum of 6.5kg.*
4.02. The weight of the hull must be measured in a dry condition with all permanently fixed fittings in place; all mainsheet equipment, kicker, downhaul, outhaul, Dagger-board and rudder, Shroud/Forestay adjusters and other loose equipment must be removed.
4.03. If necessary to bring the weight of the hull to its minimum (48kg), extra ballast (2.5kg Maximum) must be permanently attached to the underside of the thwart or sides of the dagger-board case, under the thwart.
4.04. The Measurement Certificate shall be endorsed with the Hull weight, and the weight of any extra ballast as required in Rule 4.03.

**5.00. HULL FITTINGS & EQUIPMENT**
**Fittings - Permanently attached to the hull.**
*These are mandatory fittings, which must be positioned as specified in the rule or positioned as per the dimension stated on the Streaker Class Owners Association Measurement Form.*
5.01. A stem head fitting to attach the forestay, fitted on the centreline, no further forward than the sheer line at the stem.
5.02. Two shroud plates, positioned as per measurement rule No.8. As an alternative to plates, 'U' bolts may be used on GRP/FRP constructed boats.
5.03. Fore and aft Mast location stops positioned on the keelson or False Floor. A track type Mast Step may be used in lieu of the stops, for use with tennon type heel plug. Pins must be used fore and aft of the heel to locate the mast. *NB. The stops must be positioned such that the heel of the mast is restricted from moving, a maximum amount of movement of **10mm** is allowed, no adjustment can be made whilst sailing.*
5.04. One drain socket with either 'screw in' or 'bung' is required per buoyancy tank.
5.05. Two openings for drainage through bulkhead No. 2 alongside the Keelson are required for the space between bulkheads No.1 or 1a and 2, drain holes may be fitted with bungs.
5.06. Transom Rudder fittings may be of optional design, fitted on the centreline, directly to the transom outside skin.
5.07. A Rudder retaining clip; the design of which is optional, but if not attached to the hull must be included in the rudder stock assembly.
5.08. A Dagger-board/foil retaining device of optional design.
5.09. Spare.

**5.10. HULL BOUYANCY**
*Mandatory requirement*
**Buoyancy – Wood and Composite Boats.**
5.11. The hull shall have four buoyancy compartments, which shall be watertight.
5.12. Buoyancy tank No 1 - Stem to bulkhead No.1, or bulkhead No.1a if the additional bulkhead is fitted. This tank may also include the false floor if fitted.
5.13. Buoyancy tanks No 2 & No 3 - From bulkhead No. 1 to transom.
5.14. Buoyancy tank No 4 - Between side buoyancy tanks extending from bulkhead No. 5 (or 5A) to transom.
5.15. Boats built without a false floor fitted may have an opening in Bulkhead No.2 of not more than 300mm wide and 230mm high. A removable cover or a 230mm Hatch may be fitted if required.
5.16. If a false floor is fitted to the boat, there is no restriction on the width of opening in bulkhead No.2 which, can be extended to the side-tanks. The depth to the top of the opening in bulkhead No.2 from top of deck to be a minimum of 65mm.
5.17. The measurer shall inspect the prescribed buoyancy tanks to ensure they are in good condition.
5.18. GRP/FRP hulls for composite boats shall have buoyancy compartment(s) as per wooden boats.

**5.20. Buoyancy – GRP/FRP Boats**
5.21. In the case of GRP/FRP constructed boats, there may be one continuous buoyancy compartment.
5.22. GRP constructed boats shall have sufficient foam/polystyrene to provide flotation of the boat should the compartment be damaged and/or water logged. Extra foam/polystyrene is not required in FRP constructed boats.
5.23. Spare.

**5.30. HULL**
**Fittings - Optional.**
*Optional fittings permanently attached to the hull, which must be positioned as specified in the rule or positioned as per the dimension stated on the Streaker Class Owners Association Measurement Form.*
5.31. Shroud plate covers.
5.32. Drain tubes with a maximum diameter 50mm are allowed through the aft tank for draining of the cockpit, and through the false floor/dry locker for the draining of the forward buoyancy tank.
5.33. Each Buoyancy Tank may have a maximum of two inspection hatches, the hatch openings not to exceed 155mm in diameter.
5.34. Toe straps, Toe Strap anchor plates, anchor eyes or cleats, adjustable by means of rope and kept up by elastic (shock cord).
5.35. A maximum of four deck holes for control lines are allowed in the foredeck aft of the mast within the king plank area. The maximum diameter of the holes allowed, before the fitting of a standard lining bush, is 15mm. The minimum distances permitted between the holes centres is 25mm.
5.36. Keel bands and Chine bands shall be of metal or plastic; these may be either screwed or glued to the hull. Standard banding ('D' Section) is preferred which, conforms to the section size of 10mm (±5mm) wide and 3mm (±1mm) depth. The Chine bands shall only be fitted to the hull bottom panel and shall be a Maximum of 1500mm long, at the outer edge following the curve of the lower chine.
5.37. Type and number of self bailers.
5.38. Grab rails may be attached inside the cockpit.
5.39. Spare.

**6.00. Dagger-board.**
6.01. The Dagger-board may be constructed of either plywood, solid or laminated wood, glass reinforced plastic with or without a plastic foam core or any combination of these materials. The type of resin and or coating is optional.
6.02. The Dagger-board must be in accordance with the profile shown in the **Diagram 1.**
6.03. The Dagger-board must be fitted with a handle/stop provided the fitted handle/stops do not allow for infringement of measurement rule no. 48.
6.04. Additional handle fittings are permitted.
6.05. The Dagger-board may have a hole for hand control to be contained within a rectangle 35mm x 120mm in the part of the dagger-board that is never below the keel line.
6.06. Protective edges of optional material may be fitted to the dagger-board, within permitted measurement tolerances.
6.07. The dagger-board may be used at any position and angle, the shape of the board and internal shape of the case permits. The internal shape of the dagger-board case must not be increased, nor the part of the dagger-board that remains in the case be reduced to allow greater movement.

**7.00. Rudder, stock and tiller.**
7.01. The Rudder Blade may be constructed of either plywood, solid or laminated wood, glass reinforced plastic with or without a plastic foam core, alloy or any combination of these materials. The type of resin and or coating is optional.
7.02. Below the keel the rudder blade must be in accordance with the profile shown in the **Diagram 2.** Above the keel the rudder blade may be modified to fit the rudder stock.
7.03. Protective edges of optional material may be fitted to the rudder blade, within permitted measurement tolerances.
7.04. The rudder stock, pintle and gudgeon to be of optional design and material.
7.05. The rudder blade must pivot within the stock.
7.06. The tiller and tiller extension shall be of optional material and length.
7.07. Up haul and down haul Rudder Cleats and fairleads for control lines are optional.
7.08. The rudder blade may be used at any angle to the stock.

**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.** | **Sections.** |
|---|---|
| Holt Allen – | Cheetah S5116, Aldebaron, Rigel**.** |
| Evolution (Custom Spars) – | Rigel. |
| Superspars – | MHR (Rigel) |
| Selden – | Lambda |

| **Booms.** | **Sections.** |
|---|---|
| Holt Allen – | HA4516, Deneb (93), Deneb. |
| Evolution (Custom Spars) – | Deneb. |
| Superspars – | BHD. (Deneb) |
| Selden – | 2628. |

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

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 tennon 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

**Boom.**
8.17. Boom lightening holes (Maximum size of lightening 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.

**8.30. Rigging.**
*Mandatory requirement.*
8.31. A Forestay and one Shroud on each side of the boat. These must be of steel wire rope, with a minimum diameter of 2.5mm.
8.32. Forestay adjustment; shall be by lanyard or alternatively a Shroud Adjuster having a row of adjustment holes and pins in place of lanyard. *NB. No other method of forestay adjustment is allowed.*
8.33. Shroud adjustment; shall be by a pair of Shroud Adjusters having a row of adjustment holes and pins. *NB. No other method of shroud adjustment is allowed.*
8.34. Forestay/shroud length adjustments are not permitted while racing.
8.35. Halyard type and securing is optional *NB: The sail shall be hoisted and lowered by a halyard in such a way it can be operated afloat.*

**9.00. Optional Sail Controls.**
*NB: Where cleats and blocks are required, they may include mountings.*
9.01. Sail Luff tension devices.
9.02. Sail foot control.
9.03. Kicking strap and tension adjusters and attachment to the boom.
9.04. The method of attachment of the Sail tack to either the Mast or Boom.
9.05. Reefing points and fittings to reef.
9.06. Gybe rope attached to boom.
9.07. An elastic strop to hold the boom out.

**10.00. Mainsheet System.**
10.01. The number of purchases and type of main-sheeting system used are optional.
10.02. Type and number of mainsheet blocks is optional.
10.03. Centremain.
10.03a. Strop mainsheet system – A Strop mainsheet system shall be fitted to the hull using no more than the following fittings: 4 deck eyes, 2 deck bushes, 2 cleats, either a bridle or fixed/adjustable strops. Mounting blocks for reinforcement of the hull is permitted to facilitate attachment of the centre main fittings. *Note: The listed fittings may be fitted to the thwart, side tank, angled side deck carline, false floor, dagger-board case or keelson. The fittings shall not be fitted directly to the deck.*
10.03b. Track and Traveller mainsheet system - The Track and Traveller shall be fitted to the thwart. Maximum length of track 610mm as per measurement rule 26a. Reinforcement of the thwart is permitted.
10.03c. Control lines for adjustment of the traveller car are optional.
10.04. The position and type of mainsheet Centre Jammer and/or Pulley/Ratchet Block for mainsheet lead to hand is optional.
10.04a. An optional mainsheet block support may be added to the aft side of the thwart and/or daggerboard case. Any such support shall not extend by more than 150mm into the cockpit from the aft side of the thwart.
10.05. Rear transom bridle - Deck-eyes, for the attachment of the rear transom bridle, shall be placed outside the sheer-line of the boat and positioned on the gunwale, as per measurement rule 26.
10.06. Rule not used.
10.07. One cleat for adjustment of the rear bridle may be fitted on the angled side-deck below the main deck.
10.08. The mainsheet to hand may be led from a fixed centre take-off point or direct from the rear transom bridle.

**11.00. Permitted Optional Equipment**
11.01. Type and position of wind indicating devices on Mast, shrouds or Hull, and attachment.
11.02. Compass (traditional or digital) and mounting.
11.03. Hand Bailer.
11.04. Sponge.
11.05. Halyard Bag.
11.06. Course Card.
11.07. Painter.
11.08. Drinks Bottle Holder and Bottle.
11.09. Paddle.
11.10. Righting lines.
11.11. Anchor and warp.

**12.00. Prohibitions.**
12.01. All electronic devices are forbidden, except as allowed by Rule 11.02.
12.02. Mast gate chocks
12.03. Dagger-board case Slot gasket.
12.04. Glass sheaving of Hull.
12.05. Mast rake adjustment whilst sailing.
12.06. Spreaders.
12.07. Not Used

**13.00. Sail – Standard Racing Mainsail**
13.01. New (see Rule 13.11 on measurement of new sails) or substantially altered sails must be measured by a measurer who shall sign and date the sail near the tack.
13.02. Sails must not exceed the listed measurements, but the camber is optional.
**Standard Racing Mainsail Dimensions. (See Diagram 3)**

| Meas. N°. | STANDARD MAINSAIL | Minimum | | Maximum |
|---|---|---|---|---|
| **62** | Sail Leech - diagonal, top forward corner of head to clew | - - | | 5385 |
| **63** | Sail Foot Median - diagonal, top forward corner of head to centre line of foot | - - | | 5270 |
| **64** | Sail - width at ¼ height | - - | | 2175 |
| **65** | Sail - width at ½ height | - - | | 1625 |
| **66** | Sail - width at ¾ height | - - | | 925 |
| **67** | Sail - width at head | - - | | 125 |
| **68** | Sail - 3 batten pockets. The Centre's of batten pockets positioned to leech measurement points. | - - | | 50 |
| **69** | Sail – Length of battens - Two lower | - - | | 765 |
| **69** | Sail – Length of batten – Top | - - | | 610 |
| **70** | Sail – Width of blue stripe (Streaker Class insignia). | 140 | | 165 |
| **71** | Sail – Position of Insignia – The bottom edge of the insignia positioned parallel and above the centre of the middle batten pocket. | 425 | | 475 |
| **72** | Sail – Height of sail numbers positioned to ISAF's prescription | 290 | | 330 |

13.03 A window is permitted, of clear plastic with the height not greater than 300mm and the length no greater than 900mm.
13.04. Deleted.
13.05. The sail is to be white in colour. White Sails: **The overall appearance of the sail on the water shall be white.** Sail Reinforcement: Head, Clew and Tack reinforcement patches, Leech and Foot tapes, Batten pockets, flutter, chafing and batten pocket patches shall all be similarly white.
*The quality and types of sail materials available are constantly changing: sail makers must obtain confirmation that the materials they intend to use are acceptable to SCOA before sails are manufactured.*
13.06. The Class Insignia is a blue diagonal stripe, between 165mm and 140mm wide across the full width of the sail positioned parallel to the middle batten pocket. The bottom edge of the insignia shall be positioned 475mm maximum and 425mm minimum above the centre of the middle batten pocket. The insignia will be on both sides of the sail.
13.07. The body of the sail shall consist of the same ply throughout. Ply fibres shall be of polyester. Sail Reinforcements shall consist of the same materials permitted in the body of the sail. The property

of the sail cloth, either laminate or traditional woven cloth shall not exceed a modulus of 250 and a minimum cloth weight of 150g/$m^2$.
13.08. The following are permitted: Stitching, glue tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye/pulley, batten pocket elastic, mast and boom slides, sail-maker label, tell-tales.
13.09. The sail must be set so that no part of the sail shall extend above the lower edge of the upper mast band or beyond the inner edge of the boom band and where the foot of the sail meets the mast it must not be set lower than the upper edge of the lower mast band.
13.10. A smaller (storm) sail may be used. The suggested dimensions are Luff: 4237mm, Leech: 4510, Foot: 2425mm. The sail does not need to be measured, but must conform to measurement numbers 70, 71 and 72.
13.11. Whilst the manufacturer of sails is optional, the Streaker Class Owners Association approves sails made by the following manufacturers. ***'Sail Register', 'Pinnell & Bax', 'Rooster', 'North Sails', 'McNamara Sails' and 'Morgan Sails'.*** Sails supplied by these manufacturers are certified as 'in class' and do not require to be measured. The Streaker Class Owners Association retains the right to measure any sail supplied by these manufacturers and to review their status as approved suppliers. Sails manufactured by other sail-makers are subject to the sail being measured and signed by a Streaker Class Owners Association nominated measurer.
13.12. Advertisements as allowed for under ***'Rules of SCOA - 10e Class Racing',*** which are attached to the sail shall only be positioned below the class sail numbers. The advertisement shall not interfere with the clarity of the class sail number or the class identification logo.

**13.20. 'Wave Sail' – Smaller Storm/Racing Sail**
*The 'Wave Sail' is a smaller designed sail standardized in size for use on all Streaker Class Dinghies.*
13.21. The dimensions and design of the Wave Sail are the property of the SCOA. General details are shown in **Diagram 4**.
13.22. The detailed specification for the Wave Sail is only made available to SCOA approved sail makers.
13.23. The identifying Sail Number attached to the Wave Sail shall be the registered number of the Streaker.
13.24. The sail shall be white in colour.
13.25. The Wave Sail shall have a Blue Wave across the sail from Luff to Leech as its identification and class insignia and may say 'WAVE' above the insignia.
13.26. A window is permitted, of clear plastic with the height not greater than 300mm and the length no greater than 900mm.
13.27. No changes shall be made to the Streaker spars as supplied by the Spar Manufacturer to facilitate the fitting of the Wave Sail.
13.28. The Wave Sail shall be set on the existing spars. The tack of the Wave Sail must not be set lower than the upper edge of the Lower Mast Band.

**13.30. Use of the Streaker 'Wave Sail'**
13.31. A 'Wave Sail' may be used as an optional alternative to the current Standard Streaker Sail as specified in **Rule 13.00.**
13.32. A Streaker competing at SCOA events will be allowed to sail with either a Standard Sail or the Wave Sail.
13.33. There shall be no handicap rating used for either Standard or Wave Sails at SCOA events.
13.34. The decision to use the 'Wave Sail' or 'Standard Sail' is at the sole discretion of the Helm of the Streaker competing at an event.
13.35. The Streaker Class Owners Association recommends a trial **PN Handicap Rating of 1190** for use in Club handicap races.

# DETAILS OF STREAKER DAGGER-BOARD

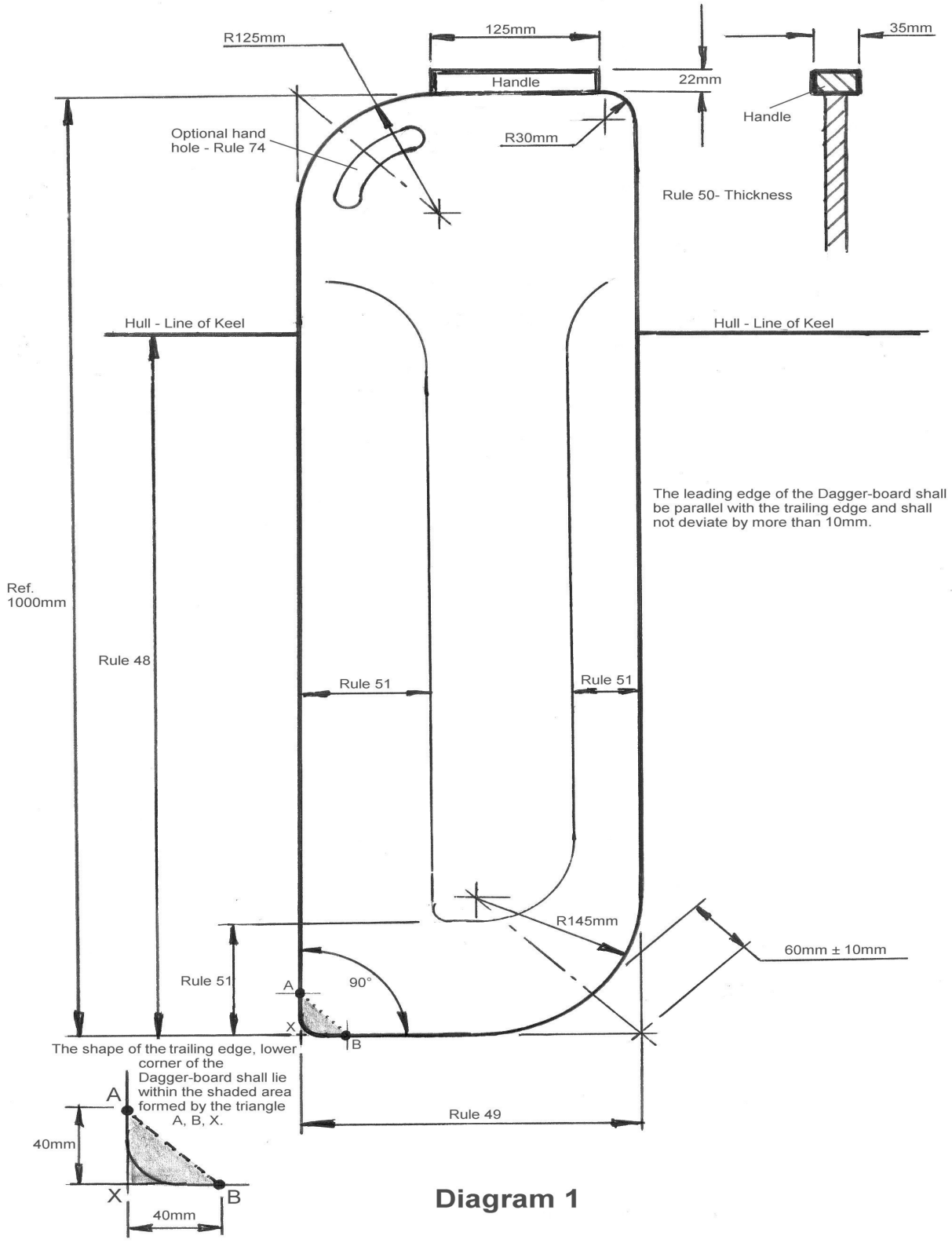



**Diagram 1**

# DETAILS OF STREAKER RUDDER BLADE

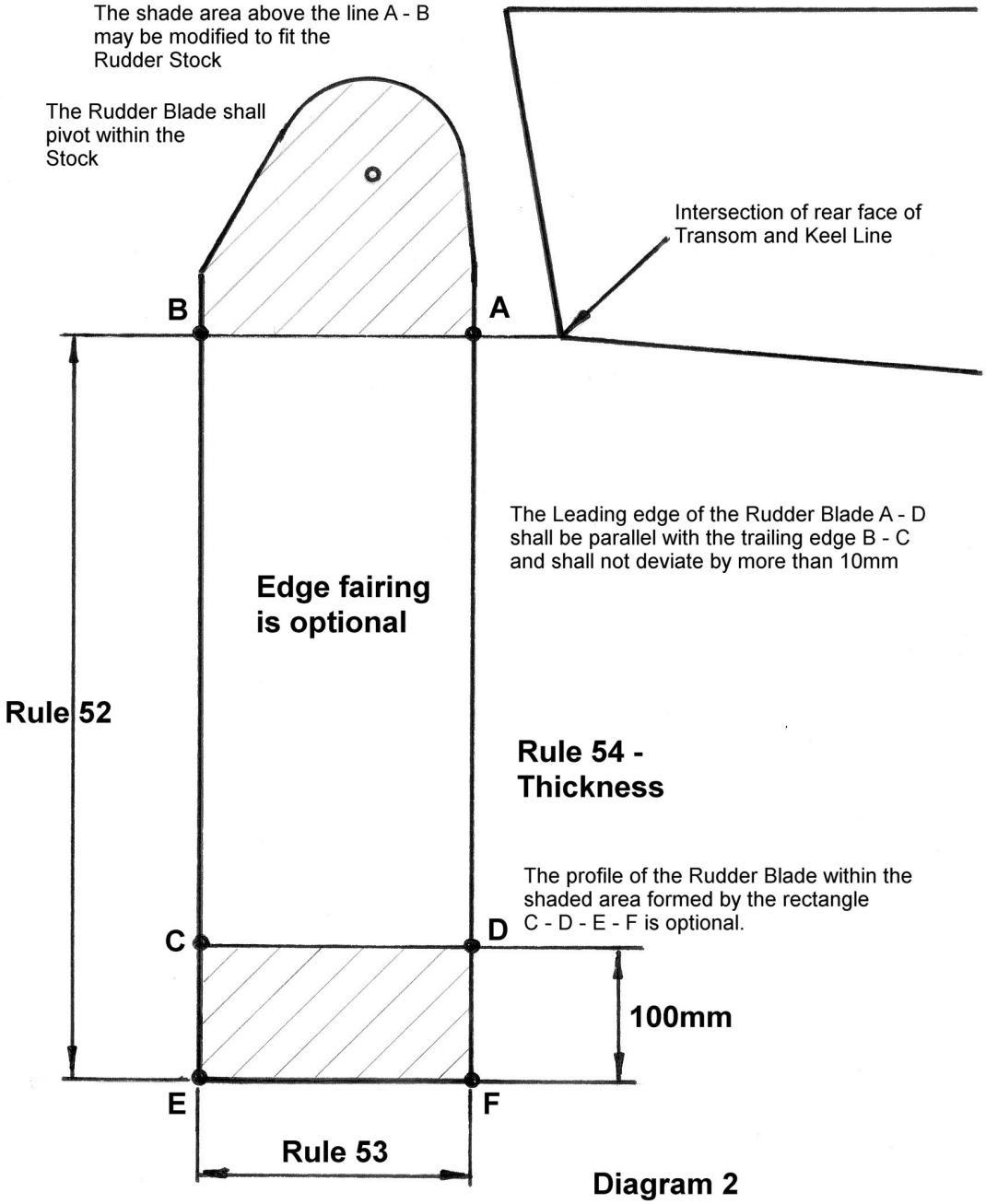



Diagram 2

# STREAKER STANDARD SAIL

Note.
The leech is divided equally by folding. Place the foretop corner of the sail head over the clew corner, fold twice. These are the batten datumns, sail widths are taken from these points.
The sail cloth shall be free from wrinkles.

Rule 68 - 3 Batten pockets. The centres positioned to leech measurement points.

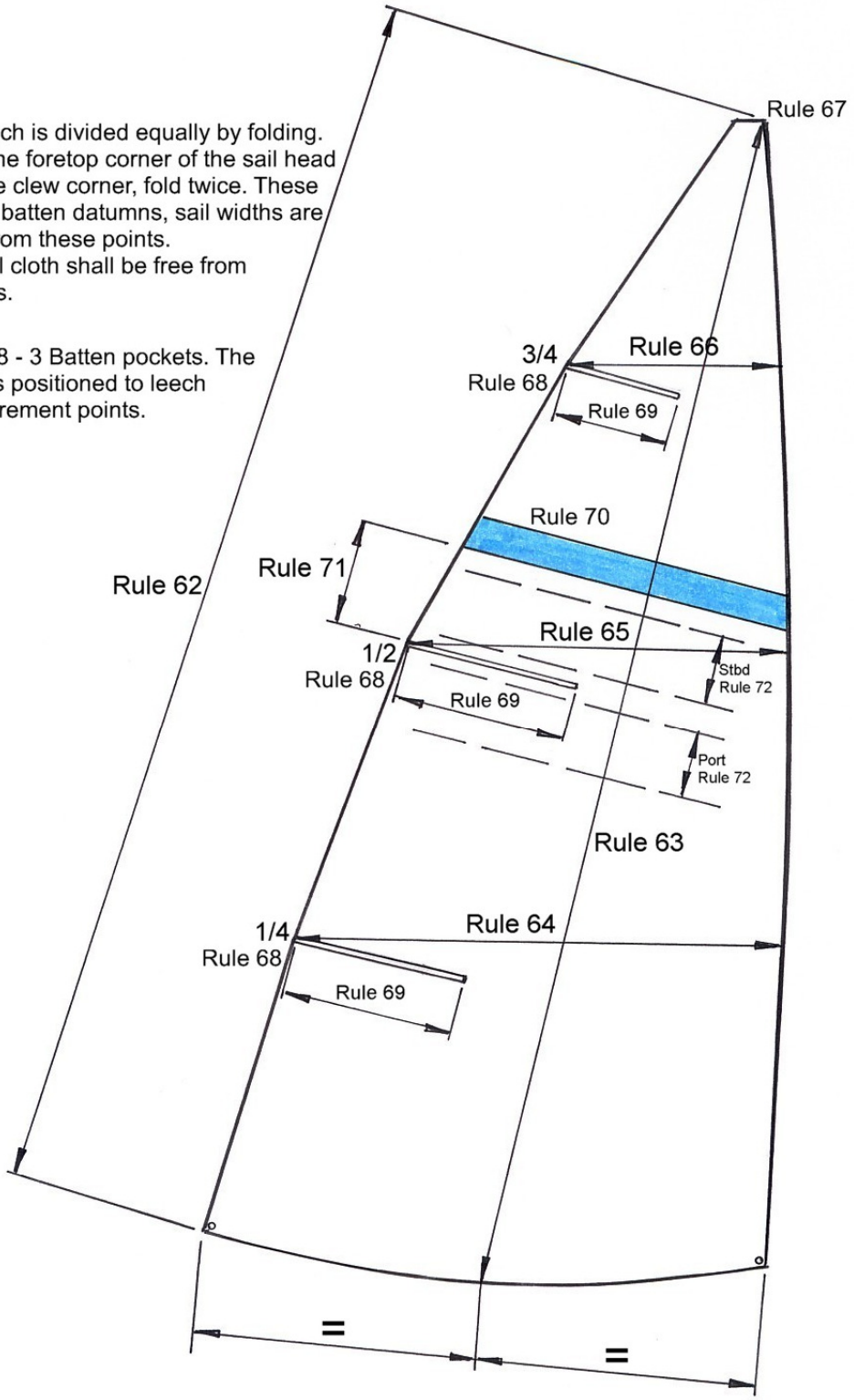
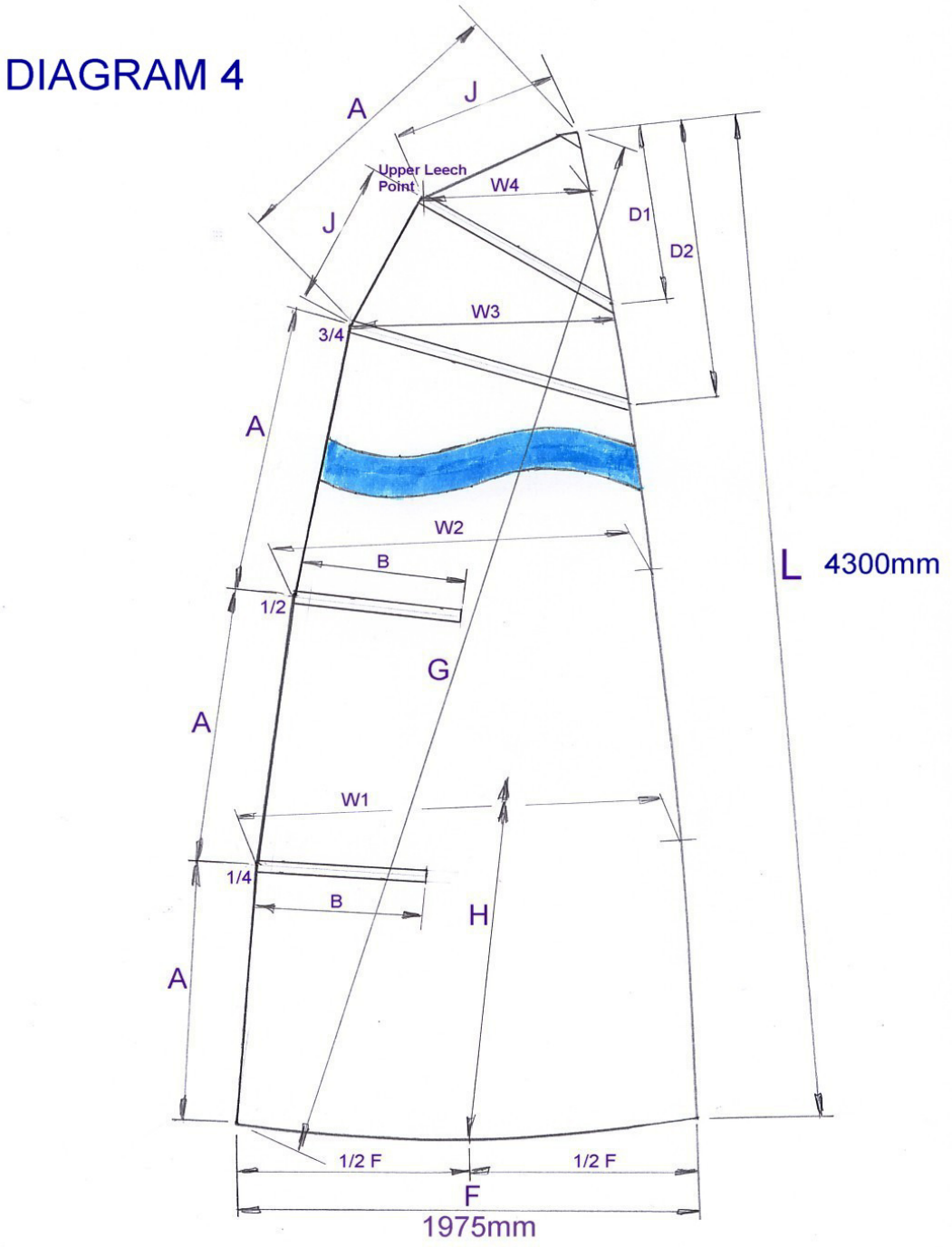



Diagram 3

# STREAKER CLASS OWNERS ASSOCIATION

## STREAKER WAVE SAIL

## DIAGRAM 4






DRAWING TO BE READ IN CONJUNCTION WITH SPECIFICATION FOR MANUFACTURE

| Date. | Rule. | Additions / Alterations. | Amendment by; |
|---|---|---|---|
| 25.05.12. | 13.11 | North Sails added as 'Approved Sail Supplier'. | Alan Gillard. |
| 21.03.13. | 2.15 | Optional bulkhead Nº5A (integral part of shorter aft tank) | Veronica Falat. |
| 21.03.13. | 3.06 | Shorter aft tank allowed for GRP/FRP and Composite Boats. | Veronica Falat. |
| 21.03.13 | 5.14 | Buoyancy tank Nº4. | Veronica Falat. |
| 21.03.13 | 5.19 | Shorter rear tank option. | Veronica Falat. |
| 15.09.13 | 2.12 | Double skin cockpit floor alternative. | Peter Cogill. |
| 15.09.13 | 7.01 | Alloy rudder blade, optional profile and additional 100mm length. Rudder diagram 2. | Peter Cogill. |
| 15.09.13 | 13.06 | Insignia on both sides of the sail. | Peter Cogill. |
| 15.11.13 | 2.16 | Inside tank bulkhead lightening holes. | Peter Cogill. |
| 15.11.13 | 2.17 | Inside aft tank stiffening. | Peter Cogill. |
| 15.11.13 | 2.18 | Apertures in keelson. | Peter Cogill. |
| 15.11.13 | 13.06 | Sail insignia position. | Peter Cogill. |
| 15.11.13 | 71 | Insignia position measurement. | Peter Cogill. |
| 10.01.14 | 70 | Sail insignia position. | Peter Cogill. |
| 31.12.14 | 9.04 | Sail tack attachment. | Alan Gillard. |
| 31.12.14 | 13.11 | McNamara Sails and Morgan Sails added as 'Approved Sail Supplier'. | Alan Gillard. |
| 31.12.14 | 13.11 | Speed Sails removed from 'Approved Sail Supplier' list. | Alan Gillard. |
| 31.12.14 | 13.22 | Wave sail details made available to all 'Approved Sail Suppliers'. | Alan Gillard. |
| 31.12.14 | 2.15b | Rule 5.19 Shorter rear tank, rule renumbered as 2.15b. | Alan Gillard. |
| 12.11.15 | 1.08d | Requirement for membership card removed. | Alan Gillard. |
| 12.11.15 | 3.01 | Additional rules added clarifying FRP/GRP mould Licensing. | Alan Gillard. |
| 12.11.15 | 10.04 | | |
| | 10.08 | Position of mainsheet block made optional. | Alan Gillard. |
| 12.11.15 | 10.04a. | Mainsheet block support added. | Alan Gillard. |
| 12.11.15 | 71 | Insignia position measurement. | |
| | 13.06 | Insignia position measurement. | Alan Gillard. |
| 09.09.16 | 10.03 | Track and Traveller Centremain. | Alan Gillard. |