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Technical Information



Useful Kestrel Information

It is our intention to use this section of the web site to provide Kestrel sailors with useful technical and "how to" information. Some of it will appear with no access restrictions but other material may well be limited to Kestrel Owners' Association members to encourage membership. This is not expensive – see Membership page. We hope this part of the site will eventually develop into a helpful addition.

basic kestrel dimensions

Overall length	4.776 metres (15' 7 1/2".)
Beam	1.75 metres (5' 6")
Bare hull weight	120 Kg (265 lbs.)
Main	9.29 sq. metres (100 sq. ft.)
Foresail	4.8 sq. metres (52 sq. ft.)
Spinnaker	11.15 sq. metres (120 sq. ft.)
Optimum weight	146 Kg (322 lbs.)
Portsmouth Yardstick (PY)	1038

main sail – quick reference

Leach length	6401 mm
Width – half height	1981 mm including bolt rope
Width – three-quarter height	1245 mm including bolt rope
Window area	186040 sq. mm
Width – headboard	102 mm
Length – top batten	1219 mm
Length – lower batten	838 mm
Width – top batten end (square with luff)	1016 mm

foresail – quick reference

Luff	4115 mm
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Exclusive Members Content

Upcoming Events

Goldhanger open - 29 August
2015
Photos of 2015 Nationals
2015 Nationals at Brixham
Sailing Club

Leach	4064 mm
Foot	2413 mm
Head to half width on foot	4013 mm
Maximum roach on leach	102 mm
Window area	186040 sq. mm

*North American owners. See special measurement rule

*spinnaker – quick reference

Hanging height	4572 mm
Greatest width	2896 mm
Half-height width (<i>minimum 3/4 of n</i>)	2896 mm max.
Foot width (n)	2896 mm

mast – quick reference

Lower band	Upper edge of band above datum on mast: 978 mm – 1004 mm
Upper band	Lower edge of band above upper edge of lower band: 5791 mm
Boom band	Distance from rear of mast track, to forward edge of limit band: 2730 mm
Spinnaker halyard exit	No more than 4013 mm above top edge of lower band

kestrel variants

type	number	maker
wooden	number 1 – number 6	Jack Chippingdale
mk I	number 7 – number 1428	John Gmach
mk I 1/2	number 1429	John Gmach
mk II	number 1430 – number 1479	John Gmach
mk II	number 1480 – number 1502	Martin Boats
mk II	number 1510 – number 1512	Moores of Wroxham (for Paul Williams)
mk II	number 1513 – number 1516	Williams
Kestrel 2000	number 1530 – onwards	Hartley Laminates

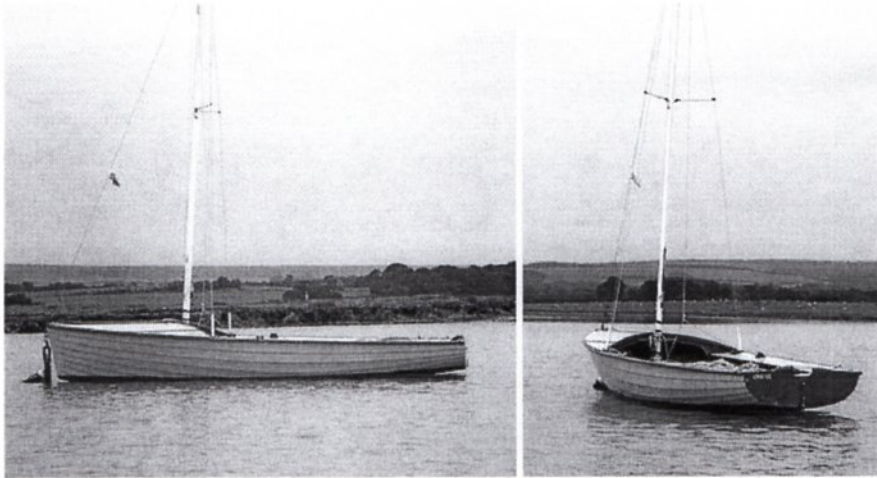
Kestrel Variants – A Visual Guide

Here is a visual comparison along with a brief description of the main differences between the boats.

Wooden Kestrel – Kestrel number 6

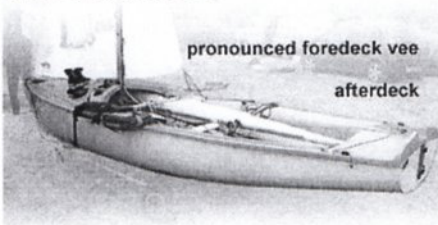
In 2010 John Barnes wrote to us:

"Thought you may be interested to know that I have put Kestrel number 6 Cristel back in the water this year after a long lay off. As far as I know this is the only surviving wooden Kestrel out of the 6 built. (I have somewhere the letters from Ian Proctor confirming she is number 6). I raced her at Weymouth in the Nationals some years ago to 9th place which wasn't bad for a boat built around 1955. Best wishes to those in the Kestrel class who remember me. Thanks JB"



Wooden Kestrel No.6 "Cristel" owned by John Barnes

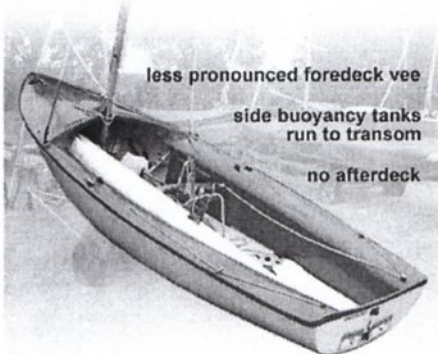
Kestrel mkl



pronounced foredeck vee
afterdeck

A Mark I may have had many modifications made to it. Not all were produced with spinnaker chutes and many have changed from transom sheeting to centre sheeting. It is not uncommon to find strengthening bars fitted between the chainplates to stiffen the hull for racing. These dinghies were supplied with either steel or alloy centreboards. Cruising boats may not have been fitted out with transom flaps or bailers.

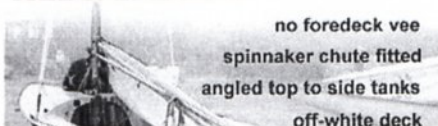
Kestrel mkII



less pronounced foredeck vee
side buoyancy tanks
run to transom
no afterdeck

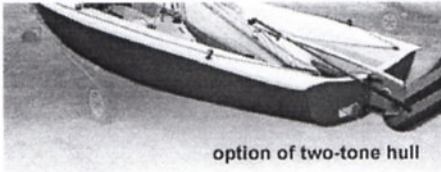
The Mark II is not as numerous as the Mark I and looks very different above the hull. There is no afterdeck and the side buoyancy tanks are extended to the transom. Spinnaker chutes were optional and the Kestrel could be specified with centre or transom sheeting.

Kestrel 2000



no foredeck vee
spinnaker chute fitted
angled top to side tanks
off-white deck

The Kestrel 2000 is the current version of the dinghy. The foredeck is cleaner in design and the side buoyancy tanks have been remodelled with a distinct angled inner section, replacing the radius curve of previous marks. Decks are of an off-white colour



whilst the hull can be specified with two colours – below the water line is usually white.

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