



STREAKER CLASS OWNERS ASSOCIATION

RULES OF MEASUREMENT AND CONSTRUCTION

September 2023.

1.0. 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 Chief Measurer, it is unreasonable or impracticable to alter to comply with these Rules, may be granted an endorsed Class Certificate of Measurement provided that, in the opinion of the SCOA Chief Measurer.

- (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 Chief Measurer 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.
- 1.07e. Measurements are referenced as MN (Measurement Number) in both the Rules of Measurement and Construction and the 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 – Chief Measurer or Hon Secretary. The SCOA – Chief Measurer or Hon Secretary 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 Chief Measurer may refuse to issue a Measurement Certificate if, in his/her 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 either a, b, or c.
 - 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 list 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 N°2 or (the aft side of the False Floor if fitted) to the foreside of Bulkhead N°5 or (the optional Bulkhead N°5A 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 - N°5A – is permitted positioned aft of the original Bulkhead N°5, 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 N°5 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 N°5 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 license 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

- 4.01a. The minimum weight of the Hull and equipment is 48kg.
- 4.01b. 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.*
- 4.02a. The weight of the hull and equipment must be measured in a dry condition.
- 4.02b. Equipment included in the Hull weight; All permanently attached fittings and control systems for Kicker, Downhaul, Outhaul, Mainsheet Traveller (both centremain and transom bridle), Boom elastic, Shroud and Forestay adjusters, Compass Bracket and Compass if permanently attached to the Hull.
- 4.02c. Not included in the Hull weight: Mast, Boom and Rigging, Mainsheet, Daggerboard and Rudder assembly. Any other loose equipment. A detachable compass.
- 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 tenon 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 Daggerboard/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 waterlogged. 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 (± 5 mm) wide and 3mm (± 1 mm) 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. Daggerboard.

- 6.01. The Daggerboard 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 Daggerboard must be in accordance with the profile shown in the **Diagram 1**.
- 6.03. The Daggerboard must be fitted with a handle/stop provided the fitted handle/stops do not allow for infringement of Measurement Number (MN48).
- 6.04. Additional handle fittings are permitted.
- 6.05. The Daggerboard may have a hole for hand control to be contained within a rectangle 35mm x 120mm in the part of the daggerboard that is never below the keel line.
- 6.06. Protective edges of optional material may be fitted to the daggerboard, within permitted measurement tolerances.
- 6.07. The daggerboard 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 daggerboard 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.

- 8.0. **SPARS**
MAST.
Mandatory.
- 8.01. Only those listed Mast sections specified are allowed.
 Approved Mast Manufacturer and Sections.
 Holt – **Cheetah 5116.**
 Holt/Evolution/Custom Spars – **Rigel and Aldebaran.**
 Superspar – **Rigel (MHR) and M9.**
 Selden – **Lambda.**
- 8.02. No alterations to the Mast Section are allowed other than the Mast being tapered as per rule 8.10.
- 8.03. Materials - The Mast shall be of aluminum alloy. It may be anodized or painted.
- 8.04. The **Mast Datum Point** is the **Lower Point**.
- 8.05. 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 Number (MN6). (Aft side of mast mortice in deck).
- 8.06. The lower edge of the **Upper Point** must be no greater than 5045mm above the **Mast Datum Point**.
- 8.07. **Mast Datum Point** and **Upper Point (Sail Limit Mark)** must be permanently painted or taped around the mast.
- 8.08. The **Rigging Point** is 3040mm above the **Mast Datum Point**. +/- 25mm.
- 8.09. Permanently bent masts are prohibited but a mast spar curvature measured at any place of the mast between the upper and lower sail measurement points, of a maximum of 30mm is permitted.

MAST.

Optional.

- 8.10. The Mast may be either tapered or un-tapered above the **Rigging Point**.
- 8.11. The Mast may be supplied as two sections with a sleeved joint.
- 8.12. The Mast may be fitted with an internal sleeve of 250mm maximum length around the area of the deck gate and primary kicker attachment. And/or an external collar may be fitted to the mast where the mast fits through the deck gate.
- 8.13. The complete sealing, inclusion of positive buoyancy (ping pong balls) or foam insertion of the Mast.
- 8.14. An internal sleeve as fitted for 'Rigel' masts. (Sleeve positioned between the Gooseneck and Rigging Point as fitted by Jack Holt Ltd.).
Note: This option is no longer available for new supplied masts. Some 'Rigel' sleeved masts are still in existence. These masts are class legal.

Mast Fittings

Mandatory.

- 8.20. Mast head fitting including halyard sheave box.
- 8.21. Shroud and Forestay attachment – method of attachment is optional.
- 8.22. Gooseneck.
- 8.23. Mast Heel fitting. May be either of a tenon or saddle design.
- 8.24. Primary Kicker attachment.

Mast Fittings

Optional.

- 8.30. Burgee/wind indicator and attachment.
- 8.31. All Mast Halyard fittings.
- 8.32. Attachment of Downhaul, Kicker, and Outhaul Fittings.
- 8.33. Compass bracket.
- 8.34. Mast head float.

Boom.

Mandatory.

- 8.40 Materials - The Boom shall be Aluminum Alloy or Carbon Fibre.

Alloy Boom.

Mandatory.

- 8.41. Only those listed boom sections specified are allowed.
Approved Boom Manufacturer and Sections.
Holt – **Cheetah 4516 and Deneb (93)**
Holt/Evolution/Custom Spars – **Deneb**
Superspar – **Deneb (BHD)**
Selden – **2628**
- 8.42. No alterations to the Boom section are allowed.
- 8.43. The **Outer Limit Mark** must be permanently painted or taped around the Boom at a distance no greater than 2475mm from the Aft Edge of the Mast Luff groove or its extension.

Alloy Boom.

Optional.

- 8.50. Boom lightening holes (Maximum size of lightening hole 100mm long x 22mm high) – A maximum of 3 holes are allowed in the aft half of the boom on both sides.
- 8.51. The Boom may be tapered at its outboard end up to a maximum of 350mm of its length (not including the end fitting).
- 8.52. A slot may be cut underneath the Boom to allow for the mainsheet to exit from inside. The slot is to be a maximum of 250mm long.
- 8.53. The Boom may be anodized or painted.

Alloy Boom Fittings.

Mandatory.

- 8.60. Inner Boom end fitting, which may include control line pulleys.
- 8.61. Kicker attachment.
- 8.62. Mainsheet Block attachments.

Alloy Boom Fittings.

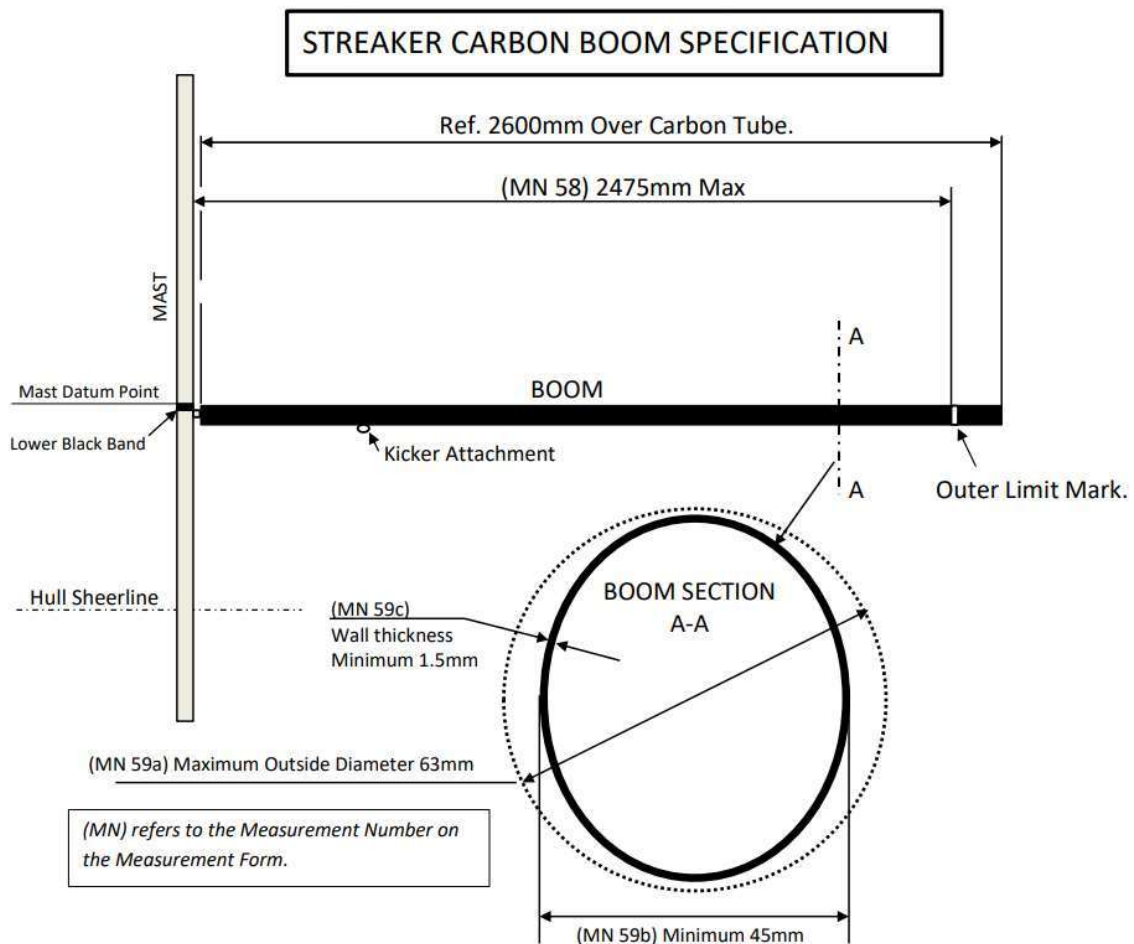
Optional.

- 8.70. Outer Boom end fitting, which may include control line pulleys.
- 8.71. Position and type of Kicker Attachment
- 8.72. Outhaul.
- 8.73. An eyelet, strap band(s) or sleeve on Boom to hold mainsheet to Boom.
- 8.74. Shroud protection plates attached to the Boom.

Carbon Boom

See Streaker Carbon Boom Drawing.

- 8.80. The supplier of the Carbon Boom is optional either professional or amateur manufacture.
- 8.81. The Boom section (excluding fittings) shall fit through a 63mm diameter circle and shall have a minimum dimension in any plane (cross section) of 45mm.
- 8.82. The Boom shall have a minimum wall thickness of 1.5mm.
- 8.83. The Boom section shall be uniform throughout its length except for localised reinforcement.
- 8.84. Inner Boom end fitting, which may include control line pulleys.
- 8.85. Outer Boom end fitting is optional.
- 8.86. The **Outer Limit Mark** must be in a contrasting colour and permanently painted or taped around the Boom at a distance no greater than 2475mm from the Aft Edge of the Mast Luff groove or its extension.
- 8.87. Position and type of Kicker attachment is optional.
- 8.88. Attachment of Mainsheet Blocks is optional
- 8.89. Outhaul optional
- 8.90. An eyelet, strap band(s) or sleeve on Boom to hold main sheet to Boom.
- 8.91. Shroud protection plates attached to the boom.
- 8.92. Boom lightening holes are prohibited.
- 8.93. Tapering of the outer end of the boom is prohibited.
- 8.94. The Boom may be painted or varnished.



9.0 Rigging.

Mandatory requirement.

- 9.01. 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.
- 9.02. 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.*
- 9.03. 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.*
- 9.04. Forestay/shroud length adjustments are not permitted while racing.
- 9.05. 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.*

9.10 Optional Sail Controls.

NB: Where cleats and blocks are required, they may include mountings.

- 9.11. Sail Luff tension devices.
- 9.12. Sail foot control.
- 9.13. Kicking strap and tension adjusters and attachment to the boom.
- 9.14. The method of attachment of the Sail tack to either the Mast or Boom.
- 9.15. Reefing points and fittings to reef.
- 9.16. Gybe rope attached to boom.
- 9.17. An elastic strop to hold the boom out.

10.00. Mainsheet System.

NB: To enable the attachment of any of the mainsheet system fittings to the Hull; Mounting blocks for reinforcement is permitted. Unless specifically stated by the rule mainsheet system fittings may be attached to the thwart, side tank, aft cockpit bulkhead, angled side deck, false floor, daggerboard case or keelson. The fittings shall not be fitted directly to the top of the deck.

- 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. The position and type of mainsheet Centre Jammer and/or Pulley/Ratchet Block for mainsheet lead to hand is optional.
- 10.04. 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. The mainsheet to hand may be led from a fixed centre take-off point or direct from the rear transom bridle.
- 10.06. Rule not used.

10.07. Centremain.

- 10.07a **Strop or Bridle mainsheet system - The type and its attachment are optional but must conform to Rule 10.00 regarding attachment. Strop or Bridle adjustment is optional.**
- 10.07b Track and Traveller mainsheet system - The Track and Traveller shall be fitted to the thwart. Maximum length of track 610mm as per Measurement Number (MN26a). Reinforcement of the thwart is permitted.
- 10.07c Control lines for adjustment of the traveller car are optional.

10.08. Rear transom bridle.

- 10.08a 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 Number (MN26).
- 10.08b The rear transom bridle may be led forward for adjustment. See NB above 10.00. Mainsheet Systems.

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.
- 11.12 Mast gate chocks. *(Mast gate chocks are not included in the measurement of the mast gate. Measurement Numbers (MN6) & (MN7)).*

12.00. Prohibitions.

- 12.01. All electronic devices are forbidden, except as allowed by Rule 11.02.
- 12.02. Deleted.
- 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
MN62	Sail Leech - diagonal, top forward corner of head to clew	--	5385
MN63	Sail Foot Median - diagonal, top forward corner of head to center line of foot	--	5270
MN64	Sail - width at ¼ height	--	2175
MN65	Sail - width at ½ height	--	1625
MN66	Sail - width at ¾ height	--	925
MN67	Sail - width at head	--	125
MN68	Sail - 3 batten pockets. The Centre's of batten pockets positioned to leech measurement points.	--	50
MN69	Sail – Length of battens - Two lower	--	765
MN69	Sail – Length of batten – Top	--	610
MN70	Sail – Width of blue stripe (Streaker Class insignia).	140	165
MN71	Sail – Position of Insignia – The bottom edge of the insignia positioned parallel and above the center of the middle batten pocket.	425	475
MN72	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. The construction shall be: Soft Sail, single ply.
- 13.05. The sail shall have 3 batten pockets in the leech.
- 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 shall be on both sides of the sail placed back-to-back.
- 13.07. The body of the sail shall consist of the same ply throughout, either laminate ply or woven ply. The ply shall be of polyester. Sail Reinforcements, Batten Pockets and Tabling shall consist of the same ply permitted in the body of the sail.
- 13.07a The property of the sail, either laminate ply or woven ply shall not exceed a modulus of 250 and a minimum ply weight of 150g/m².
- 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, maximum of 3 'sail shape indicator stripes.
- 13.08a Above the top sail batten a buoyant panel may be added to the sail.
- 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 (MN70, MN71 and MN72).

- 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', 'HD Sails', 'Morgan Sails' and 'Hartley Boats'**. 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 sailmakers 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 Deleted
- 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 DAGGERBOARD

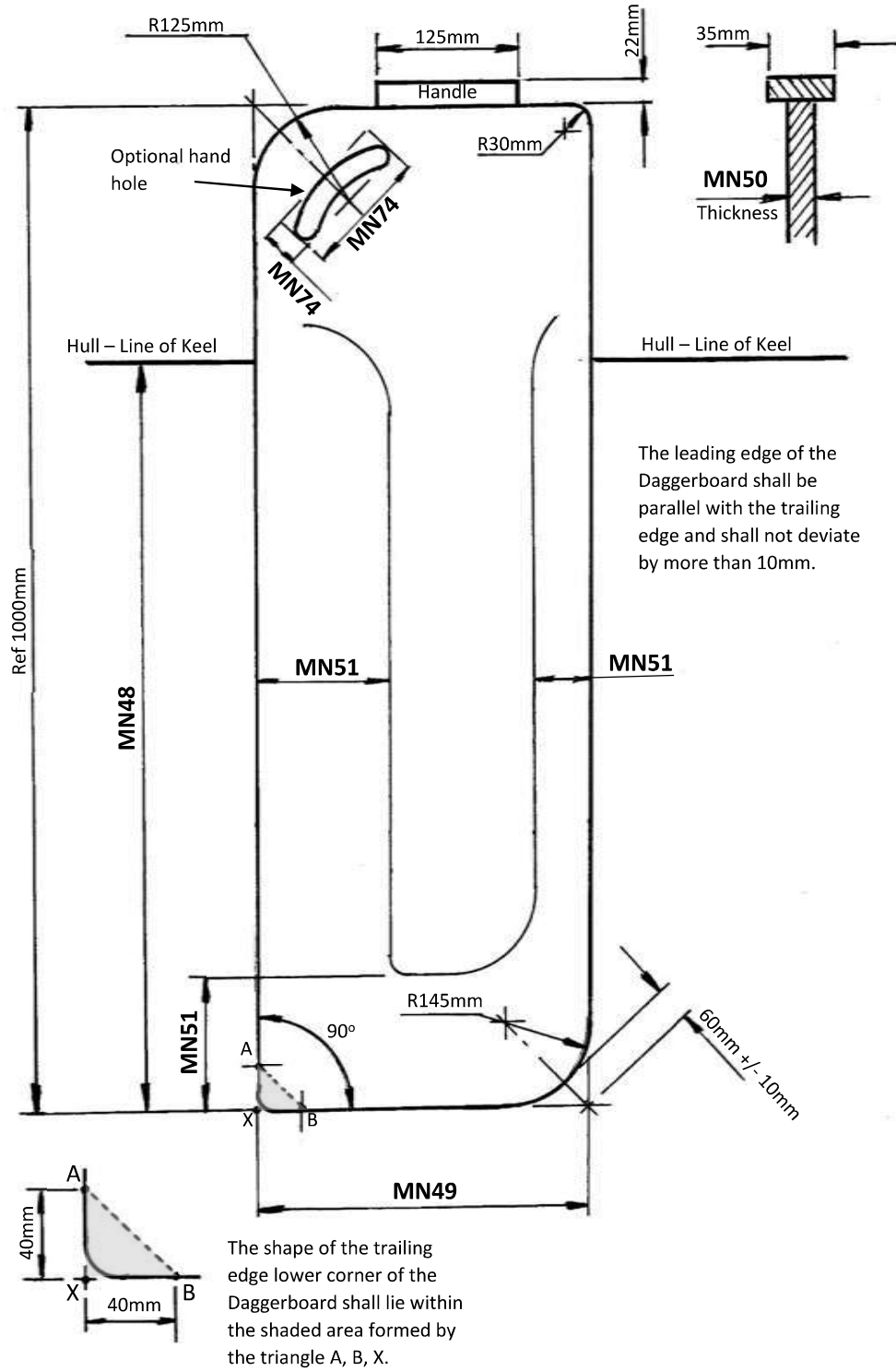
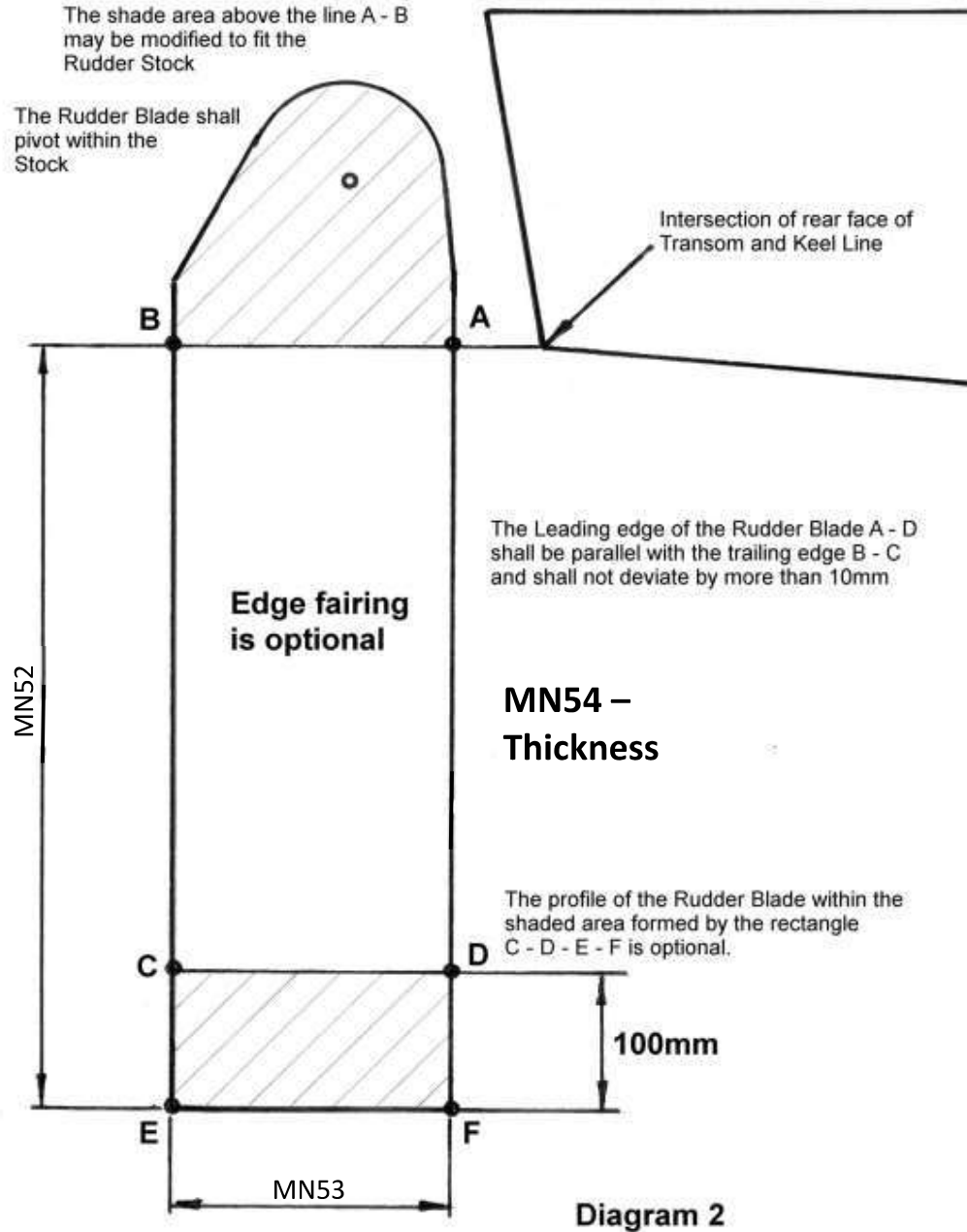


Diagram 1

DETAILS OF STREAKER RUDDER BLADE



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 positions give the $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ width positions.
 The sail cloth shall be free from wrinkles.
 MN68 – 3 Batten pockets. The centres positioned to leech measurement points.

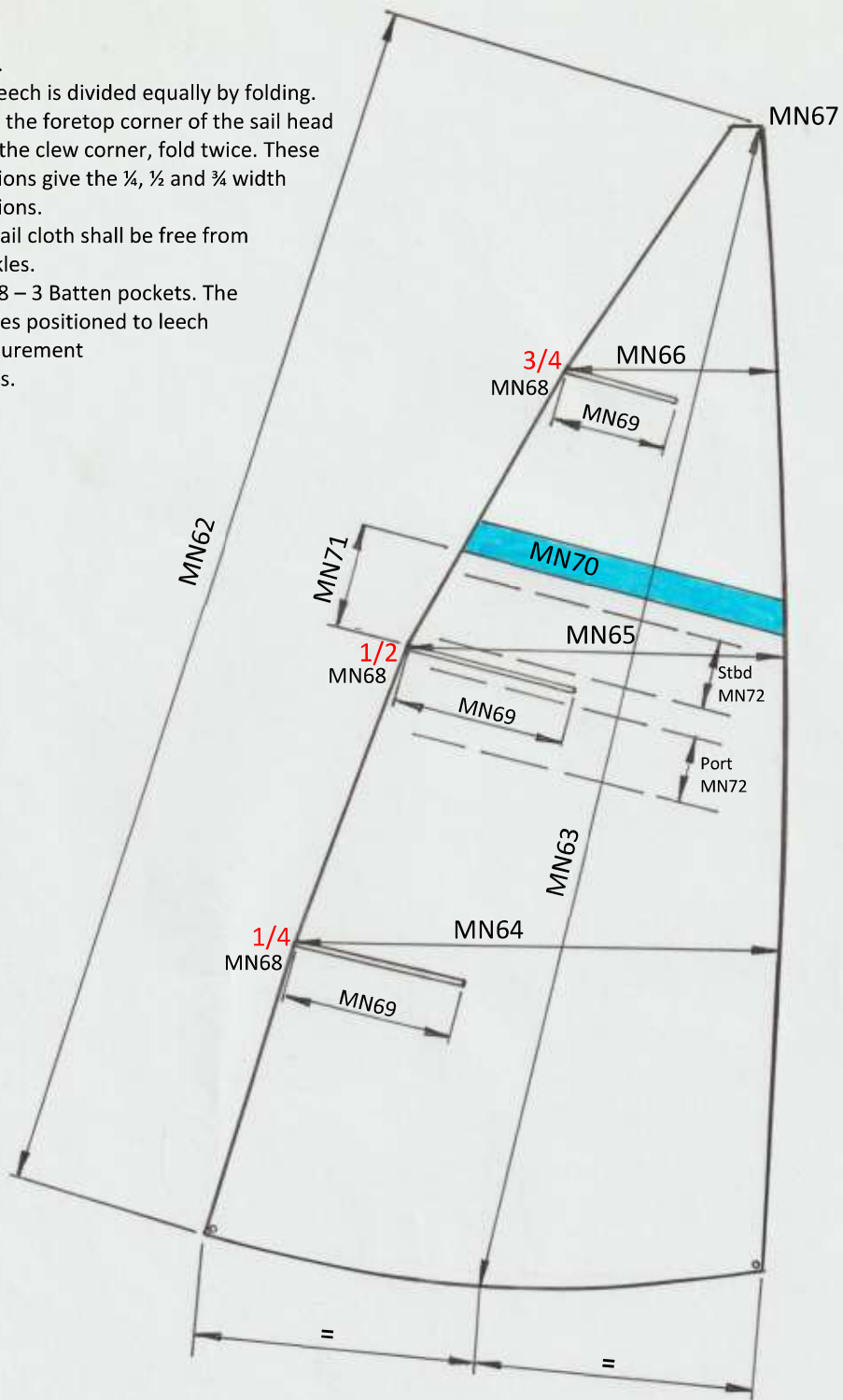
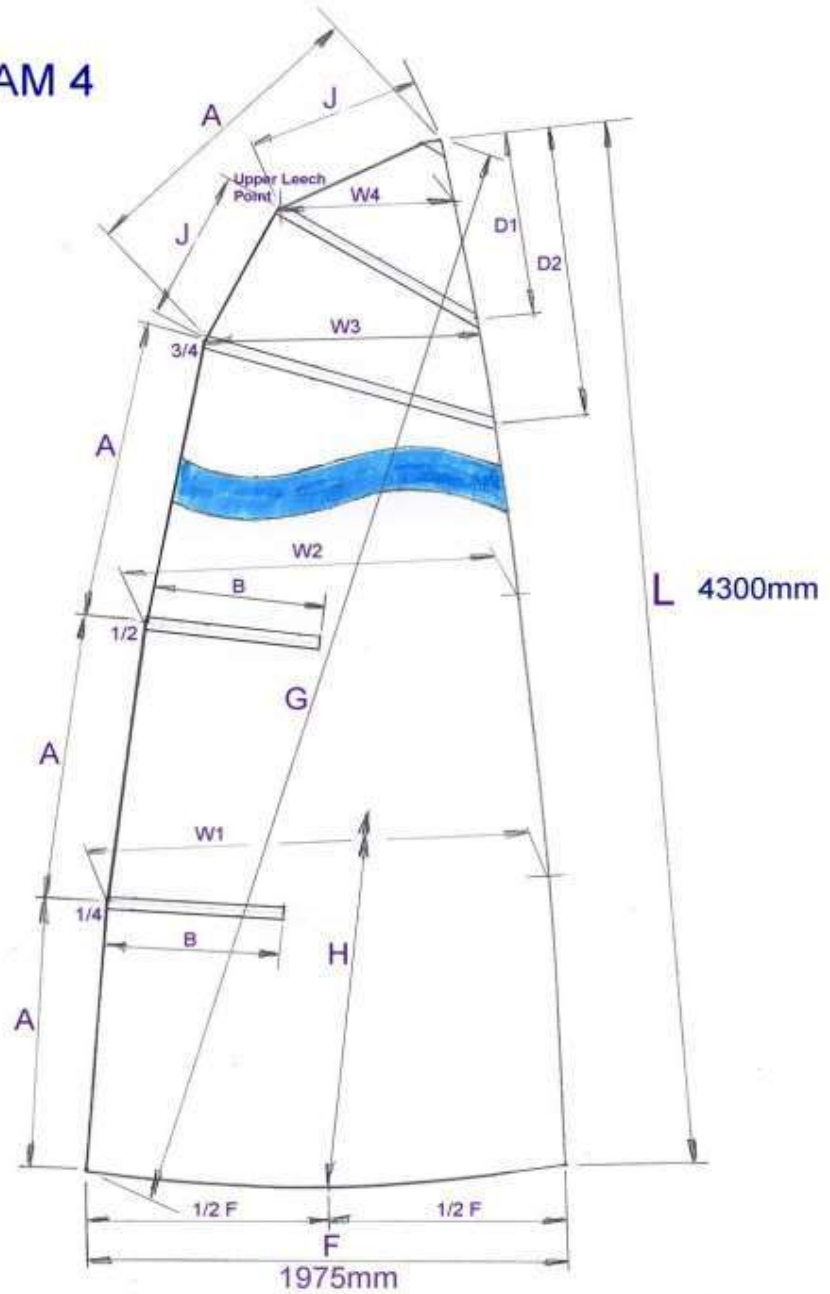


Diagram 3

STREAKER CLASS OWNERS ASSOCIATION

STREAKER WAVE SAIL

DIAGRAM 4



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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 N°5A (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 N°4.	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.
17.09.18	10.08	Adjustment of Rear Transom Bridle made optional.	Alan Gillard.
17.09.18	10.00	Mainsheet rules renumbered.	Alan Gillard.
17.09.18	13.00	Requirement for the sail to be 'white' removed.	Alan Gillard.
17.09.18	13.08	Sail shape indicator strips.	Alan Gillard.
17.09.18	13.11	HD Sails added as 'Approved Sail Supplier'.	Alan Gillard.
02.01.20	8.01a	Spars- Option of Carbon Boom.	Alan Gillard.
30.01.21	8.00	Spars- Rules updated to include full mast specification.	Alan Gillard.
30.01.21	8.10	Mast rule changed to allow tapered masts,	Alan Gillard.
30.01.21	8.71		
	8.87	Kicker position and attachment to boom made optional	Alan Gillard.
21.10.21	13.08a	Sail floatation panel.	Alan Gillard.
21.11.22	4.00	Clarification equipment included in Hull weight.	Alan Gillard.
21.11.22	11.12	Mast chocks added as optional permitted equipment.	Alan Gillard.
21.11.22	13.11	Hartley Boats added as 'Approved Sail Supplier'	Alan Gillard.
12.09.23	10.07a	Centremain – Strop and Bridle mainsheet system.	Alan Gillard.