

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION MEASUREMENT DATA SHEET

Use Standard Marking Procedure on this Form:

- (a) When NOT within the tolerance limits allowed, mark an "X" in the margin and state actual measurements.
 (b) Otherwise, do not write in the measurements of this boat except where specifically called for.
 (c) Draw a neat circle around number of each paragraph when you have verified or carried out all its details.
 (d) Thus, when your examination is completed, every paragraph number will be "circled" (indicating conformity); or will bear an "X" in the margin (something to be re-built or to be submitted to the International Measurement Committee for decision).

1. Measurers must fill in every blank space provided on this sheet. Each dimension shown must be verified by the measurer and if the dimension is not either the maximum or minimum or between the two, the measurer may recommend certificate only if discrepancy is MINOR and clearly shown.
2. This boat must have been assigned a racing number by the Association which must be carved or burned clearly into the surface of the keel batten directly abaft the center-board trunk. These numbers must be at least 1" high. Unless this is done, the boat cannot receive a Certificate of Measurement.
3. Official Racing Number of boat. 8999
4. Boat's name. Caribe
5. Full name(s) and address(es) of owner(s) (please print)
 Carlos Bosch, 1974a, Vista Alegre,
 Santiago de Cuba, Cuba

6. Note: Whenever this boat is sold, the seller should notify the class secretary, W. F. Crosby, giving name and address of new owner. He should also endorse the current Measurement Certificate over to the new owner and return his current S.C.I.R.A. membership card to the class Secretary who will make out a new card and send it to the new owner. The seller should also turn over his S.C.I.R.A. Rules Book to the new owner.
7. Name and charter number of the fleet in which this boat is expected to compete.
 Flota de Santiago de Cuba - #360
 Santiago de Cuba
 (also home port, bay or lake where it probably will be moored.)

GENERAL RESTRICTIONS

8. Boats to be eligible to race in this class must be built to conform in every way to this data sheet. Boats that do not meet all these requirements shall be ineligible to receive a Certificate of Measurement but they must retain their identifying numbers. Such boats cannot take part in any open or closed regattas whatsoever. Owners of such boats shall be ineligible to join S.C.I.R.A. The measurer must notify the Executive Secretary of any boats that cannot pass these requirements, giving the boat number, and name and address of both the builder and owner.
9. Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such.
10. Boats must be measured by officially appointed or elected Fleet Measurers. No Certificate shall be acceptable unless recommended and signed by such a Measurer.
11. Changes after certification. If any owner makes any changes whatsoever in the hull, rig or sails or any part of his boat after a Certificate of Measurement has been issued, such Certificate shall be void until such time as it has been countersigned again by the Measurer showing the date he re-examined the boat and found it O.K.

INSTRUCTIONS FOR MEASURING

12. In addition to the restrictions imposed by this sheet, the boat itself must also be measured as follows: The boat to be hauled out and placed on an even flat floor as indicated in the drawing. This floor shall be flat enough to act as a base line.
13. Starting at the bow (stem head), measure back 31 inches the first station. Locate this as accurately as possible on the outside of the hull near the keel.
14. Locate station 5 by measuring back from station 1. It shall be 10 feet 4 inches in back of station 1, or 12 feet 11 feet stem head. Stem head is the point where the forward edge of the stem intersects the deck.
15. With stations 1 and 5 accurately located, put blocking up the boat so that station 1 is exactly 6 3/8" off the floor base line to the bottom face of the keel. Station 5 should be 4 1/2" from the base line to the bottom of the keel.
16. The boat should be securely blocked in that position, across so that the height to chine is the same on both sides. Now follow the profile drawing and check every dimension shown.
17. Check the rudder, mast, boom and center-board.
18. Check the sizes of materials. If in serious doubt, a Measurer should get the owner's permission to bore a few holes in the bottom or sides of a boat to determine the thickness of planking, such holes to be plugged by the owner.
19. EVERY DIMENSION MUST BE CHECKED. If there is variation outside or inside the limits, the boat is ineligible for a Certificate, unless such variation is specifically approved by the International Measurement Committee as not bettering her sailing qualities.
20. Measure widths on deck by placing ruler across the deck from inside of sheer molding to inside of sheer molding. All stations should be spaced 2 feet 7 inches apart. There are 12 such stations to measure, plus the transom. Note: The device used for measuring the chine widths may be inverted and used for deck widths.
21. In measuring the beam at chine, use the device shown in the drawing. This comprises a solid, straight piece of timber at least 5 feet long marked off in inches and fractions (a rule may be used). One end has a fixed upright absolutely square to the base piece. The other piece is movable and bearing reading may be taken direct from the base piece. A level should be used and an assistant to hold the other end. The movable piece should be made wide enough in the base so that it sits rigidly on the base piece and so that there is no play. The same instrument may be used for taking measurements on deck, if used inverted.
22. Establish a mark on the mast by snapping against it a chalk line stretched taut between the 1 ft. marks of two rulers placed vertically on the opposite sheers. Measure mast heights at the jib stay location from this mark, adding 1 ft. Crown of deck must be at least 7" below this mark. (Heights may not be measured from deck because of varying crowns.)
23. Jurisdiction and duties of measurers. Measurers elected by appointed by local fleets shall have sole power to recommend Measurement Certificates. Measurers shall use this sheet as a guide to their duties. Upon request by an owner, a measurer shall, at his earliest convenience, pass upon the boat by using this sheet completely. Measurers shall not pass upon a boat which, in their opinion, contain expensive refinements or departures from the plans and restrictions as shall be the letter and/or spirit of these rules.
24. In cases where a boat is found to be ineligible to receive a Measurement Certificate, the Measurer must notify the

the fleet captain and the Exec. Secretary. The identifying numbers shall, however, be retained by the boat. If the Measurer is thought to be at fault, the owner may report to his fleet captain who, in turn, shall make a full report to the Exec. Secretary. The Secretary shall, in turn, make report to the International Measurement Committee whose decision shall be final. There can be no further appeal. Until such vote is announced, the boat in question cannot participate in any way in any sanctioned regattas. Participation in local Fleet Racing during such interim is a local fleet option, but any trophies or points accrued would be provisional pending said decision.

6) Haulouts. Each fleet shall make its own rules as to how often a racing Snipe may be hauled out during a season. Such rule to be passed only with the approval of the majority of the fleet members. Similarly regarding remeasurement of sails.

NOTE: The above is the official, recognized procedure. Any alternative method must accurately verify every point enumerated in this Data Sheet.

HULL

6) Check hull materials below. Where O.K., use check-mark. Give actual dimension only when found different.

- Molded depth of frames - - - - - (2 1/4") 1
- Thickness of frames - - - - - (3/4") 1
- (Frames may be made of fir exterior plywood in one piece or in four pieces joined by suitable gussets at the chine and floor timbers at the keel.)
- Size of intermediate frames - (1"x1" or equal)
- (If none are used, so state) - - - - - none
- Thickness of gussets at chine - - - - - (3/4") 1
- (Gussets at chine may be made of 1/4" fir exterior plywood if double, and 1/2" fir exterior plywood if single.)
- Dimensions of chine pieces - - - - - (3/4"x1 1/2") 1
- Dimensions of clamps - - - - - (3/4"x1 1/2") 1
- Thickness of side planking - - - - - (3/4") 1
- Thickness of bottom planking - - - - - (3/4") 1
- Thickness of transom (estimate acceptable) (3/4") 1
- A 3/4" exterior plywood transom may be used.
- Thickness of deck - - - - - (1/2") 1
- Deck may be made of 1/4" exterior plywood.
- Dimensions of transom cheek pieces (3/4"x2 1/4") 1
- Thickness of stern knee - - - - - (3/4") 1
- Width and thickness of keel batten - - - - - (3/4"x5") 1
- Width and thickness of keel - - - - - (3/4"x4") 1
- Dimensions of deck beams (plywd. or spr.) - - - - - (3/4"x2") 1
- Dimensions of floor timbers - - - - - (3/4"x2") 1

7) Planking. Must be at least 3/4" thick throughout the sides and bottom of the hull. If the chine has been rounded off the radius of such round shall not exceed 3/4". Seam battens optional. Double or triple planking may be used but the total thickness must be 3/4". Canvas or other filler between layers shall not be considered as part of this dimension.

8) Hull Structure. The entire hull must be built like the plans and specifications and restrictions. Kind of wood used is optional but the 450 pound minimum weight limit must be observed. The materials specified in plans are best suited. Decks may be bright finish or canvas covered. The boat must have chine pieces, clamps, frames, deck beams, knees, etc., as specified in the plans.

- 20) Fastenings. Any type permitted. Must be metal.
- 30) Skeg. No skeg shall be used.
- 31) No tapered timbers, frames, etc., permitted.
- 32) The dimensions as given above are minimum for all sizes. They are the sizes specified in plans.
- 33) Keel must be at least 4" wide on flat under surface from stern to frame 2. It must be at least 2" wide at frame 1.
- 34) Holes cut in any part of frame structure for lightening hull are forbidden.

DECK

35) Forward deck. This must extend the full width of the boat to a point at least 6'8" abaft of the bow. Maximum crown of deck not to exceed 5". The top of the sprayboards must be at least 2" vertically above the deck for not less than 2' of their respective lengths. Crown of deck throughout shall be based on a maximum crown of 1" per foot of beam, but may be less.

36) After deck may not be less than 18" in length.

37) How many deck beams used?..... 16
(16 minimum including side deck beams)

COCKPIT

- 38) Greatest length of cockpit..... 6'..... Greatest width..... 26"
(The cockpit as designated in plans is recommended 2' x 6'). Boats having cockpits more than 36" in width cannot receive a measurement certificate.
- 39) Floorboards may be reasonably spaced, but must be adequate for their purpose and must approximate the cockpit opening in coverage. Must not be over 3/4" thick.

CENTER-BOARD

- 40) Check type on this boat. Dagger..... Pivoted.....
- 41) Verify dimensions with sketch. Tolerance minus 1/4". No other shapes permitted. Slot in dagger board shall not be more than 1 1/2" longer than the width of board. Boards must be of uniform thickness except within 1" of edges which may be tapered off. Dagger board may be cut out for lightness either radius or straight cut. (See plans.)
- 42) A dagger board cannot be used in the slot of a pivoted center-board.
- 43) No center-board of either type shall exceed 80 lbs. in weight. The dimensions and tolerances for boards as given on the sketch on the back of this sheet must be adhered to, but all boards may be increased in thickness to bring them up to the 80 lbs. limit. The full limit of weight is recommended in order to give best performance. All types of center-boards must be made of one single piece of metal. There shall be no inserts or other means of changing the distribution of the weight. Only one center-board shall be permitted to be measured.

RUDDER

- 44) See that rudder is substantially made and properly doweled. May be made of 3/4" exterior plywood. See that tiller is strong and suitably attached directly to rudder head.
- 45) State material from which rudder is made.....
- 46) Thickness above waterline..... (3/4" minimum).
- 47) The length from underside of keel to bottom of rudder, measured diagonally across should be 1'-11 1/2" (allowance 1" plus or minus.)
- 48) The width of blade below waterline must be not less than 9 3/8" at any point. This measurement is taken across rudder at approximately right angles to its leading edge.
- 49) Metal rudder blades and folding or pivoted rudders are prohibited. Tillers must be direct connected and all above the aft deck. Rudder must at all times be submerged as shown in plans. Vertical adjustments or changes in angle not permitted.

MAST, BOOM AND RIGGING

- 50) Maximum allowable length of mast from top of mast (not counting wind indicators) to top of sheer molding shall not exceed 20'-3". Only one mast may be measured.
- 51) The minimum allowable length from sheer molding shall not be under 18'-10".
- 52) Mast may be stepped on deck provided height above sheer is correct. Rotating or bending masts of any type prohibited. The mast must be at least 1 1/2" athwartships at top.
- 53) The mast must be at least 2" athwartships and 3" fore and aft at deck. If mast is round (not streamlined), the dimension at deck must be not less than 2 1/4" in diameter. Give dimension of this mast.....
- 54) Give shape of mast. Square... Round... Pear shaped....
- 55) Is mast hollow or solid?..... In hollow masts the walls must be at least 3/8" thick. Verify if in serious doubt.
- 56) Measure height of jib stay above sheer... Correct dimension is 14'7 1/2". Maximum 15', minimum 14'3". Shrouds must be within 2" of jib stay.
- 57) No spreader of any kind used anywhere in the rigging of this boat shall exceed 14" in length.
- 58) Halliards must be used, and the top of main halliard must lie not less than 1" from top of mast.
- 59) Length of boom shall be 8'8" maximum, 8'3" minimum, measured from aft side of mast. Only one boom may be measured.
- 60) The maximum depth of boom no matter what type shall not exceed 4" at any point, minimum 2". Check..... The boom shall not be in excess of 3" wide at any point. If a plank boom is used, it must be at least 3/4" thick throughout. If slotted boom is used, it shall not exceed 4" in depth including the wood forming the slot. Round booms must have a minimum diameter of 2". Bending booms not permitted. Any type boom must equal stiffness of 2" round.

MEASURERS ARE CAUTIONED TO FILL OUT THIS MEASUREMENT SHEET
DON'T WAIT UNTIL THE LAST MOMENT

- 62. Boom and mast may be slotted to take sail bolt rope provided dimensions are met.
- 63. No restrictions on whisker pole length or its location.
- 64. Shroud anchorages must be not more than 4" in from the edge of deck, not counting sheer molding. Anchorages of jib stay and shrouds may be under deck and locations and tension of all stays must be incapable of change during a race.
- 65. All boats must have a regulation jib stay and two side shrouds as per plans and restrictions, but additional stays and spreaders may be used if desired. Permanent backstay permissible.
- 66. Side shrouds and jib stay must be as shown in plans (within allowable variations). All other rigging optional. So-called streamlined rigging not permitted. Running rigging optional. Double jib stays not permitted. Mast rakers not permitted. If, in the opinion of the Measurer, the rig shall be considered unsound, weak or unseaworthy, the Measurer must not recommend a Measurement Certificate. Changes must not be made after the Certificate is issued, unless the owner has Measurer recheck the rig.

WEIGHT LIMIT

67. THE BOAT MUST WEIGH AT LEAST 450 POUNDS WHEN READY TO RACE (may include specified loose gear). BOATS THAT DO NOT COME UP TO THIS WEIGHT MUST BE REBUILT TO CONFORM.

68. The weight of this boat as outlined above is 457 lbs. This figure was arrived at by the following means: (explain how boat was weighed and list loose gear in boat when weighed) sails, anchor, life preserver

Weight of anchor, if included in above weight.....5 lbs.

69. Total weight of all other loose gear, if included..... lbs. Unless Measurer is thoroughly convinced that the weight is 450 pounds or more, he shall not recommend issuance of a Measurement Certificate.

70. The Measurer shall, if there is any question whatever on the weight of the boat, require the owner to furnish a weight certificate signed by at least two witnesses and the owner as well as the owner of the scales, that the boat complete weighs 450 pounds or more. A boat that weighs less will not be issued a Certificate under any conditions and ballast may not be added to make up the difference.

71. A recognized professional boat builder, who has built at least six Snipes regularly offered for sale to the general public and advertised as such, may issue his own weight certificate to an owner. Such certificate may be accepted by a Measurer and S.C.I.R.A. Should such a boat be found to weigh less than 450 pounds, all subsequent certificates from such a builder shall not be considered by either the Measurer or S.C.I.R.A.

72. A professional builder who builds a stock Snipe class boat must, if called upon, issue a weight certificate with his boat, said weight not to include any trailer, truck, packing cases, crates or cradles, or weights other than the hull, rigging, spars, and rudder.

73. If this boat has a weight certificate, it must be attached to this Measurement Data Sheet and sent to the class Secretary. A duplicate weight certificate may be retained by the owner.

MISCELLANEOUS

74. Measurer must notify the owner of the following essential requirements: Boat must carry two life preservers or buoyant cushions. They must be carried at all times—regardless of whether the boat is racing or not! Suitable paddle (or oar), and adequate bailing equipment must be carried. No dead ballast may be carried. Anchor of not less than 4½ lbs. must be carried with 25' suitable line.

75. Advertising matter on boats. There shall be no advertising matter whatever on the outside of any boat or sails. Any boat infringing this ruling shall be subject to loss of measurement certificate. Measurers shall not issue a certificate to any such boat.

76. Give name and address of builder of boat.....
Varadyan Boat Works
Carlsbad, California

SAILS

(Paragraphs 77 through 89 need not be "circled" unless sails were measured with the boat)

- 77. Any means of artificially changing the shape or length of the foot, leech or luff of either jib or mainsail is prohibited. Leech lines or pucker strings may be used in the mainsail but are not recommended. Such lines may not be touched or adjusted during the course of a race.
- 78. No extra battens or other means of artificially stiffening the leech of either sail shall be used.
- 79. Not more than two suits of sails shall be purchased for any boat within a period of one year, i.e., from April 1 to March 31. Measurers may modify this rule on proof of destruction of other sails. All boats in races must carry their own sails with the proper numbers attached thereto. In sanctioned races where the boats are borrowed, a borrower must use his own regular racing sails.
- 80. Give name and address of maker of sails.....

81. The dimensions for sails as given are for maximum measurements. Sails over dimensions on any side are not allowable. A new sail must not be approved which, in the Measurer's opinion, will not be within the specified limits after "breaking in." Sails are subject to remeasurement and to cancellation of approval at any time. Disregard roaches; use straight-measurements, taken to the center of the mainsail headboard hole and in all other instances to the centers of the grommet normally located just inside the roping at the corners of the sail. Where such grommet is either omitted or obviously misplaced, Measurer should make a mark where such center would properly be and measure to such mark. A light pull of about 3 lbs. shall be applied to the corner which is opposite the side to be measured. A roped edge (all luffs, and mainsail foot) shall be subjected to a direct-line pull of 16 lbs. while it is measured; and similarly an unroped edge (all leeches, jib foot) shall be subjected to a direct-line pull of 8 lbs. Mainsails should be measured with battens in place.

82. Mainsail

	Allowance	Under
Foot	Over (8'-3")	None
Luff	(16'-7")	None
Leech	(17'-4")	2"

83. Battens in mainsail may be shorter but not longer than: (Pockets not over 1½" longer than batten)

Top batten	(18")
Center batten	(27")
Lower batten	(24")

84. The headboard in mainsail shall not exceed 6" measured perpendicular to the luff.

85. Racing numbers shall be at least 10" in height and on both sides of the mainsail. The class insignia must also be on both sides of the mainsail before sail is approved.

86. Jib

	Allowance	Under
Foot	Over (6'-4")	1" (note)
Luff	(12'-3")	None
Leech	(11'-6")	None

Note: Some genoas stretch after short use and if foot is 1" or less over the maximum dimensions, such sails may be passed provided other dimensions are within the limits.

87. Genoa jibs must have all snap hooks properly attached to stay when racing. May be sheeted inside or outside shrouds. No battens whatever allowed in jib. No headboard permitted in genoa jib.

88. Loose-footing any mainsail prohibited. Spinnakers not permitted.

89. Measurer shall mark the tack of each approved sail with the date, fleet number, and his initials before it may be used in any race.

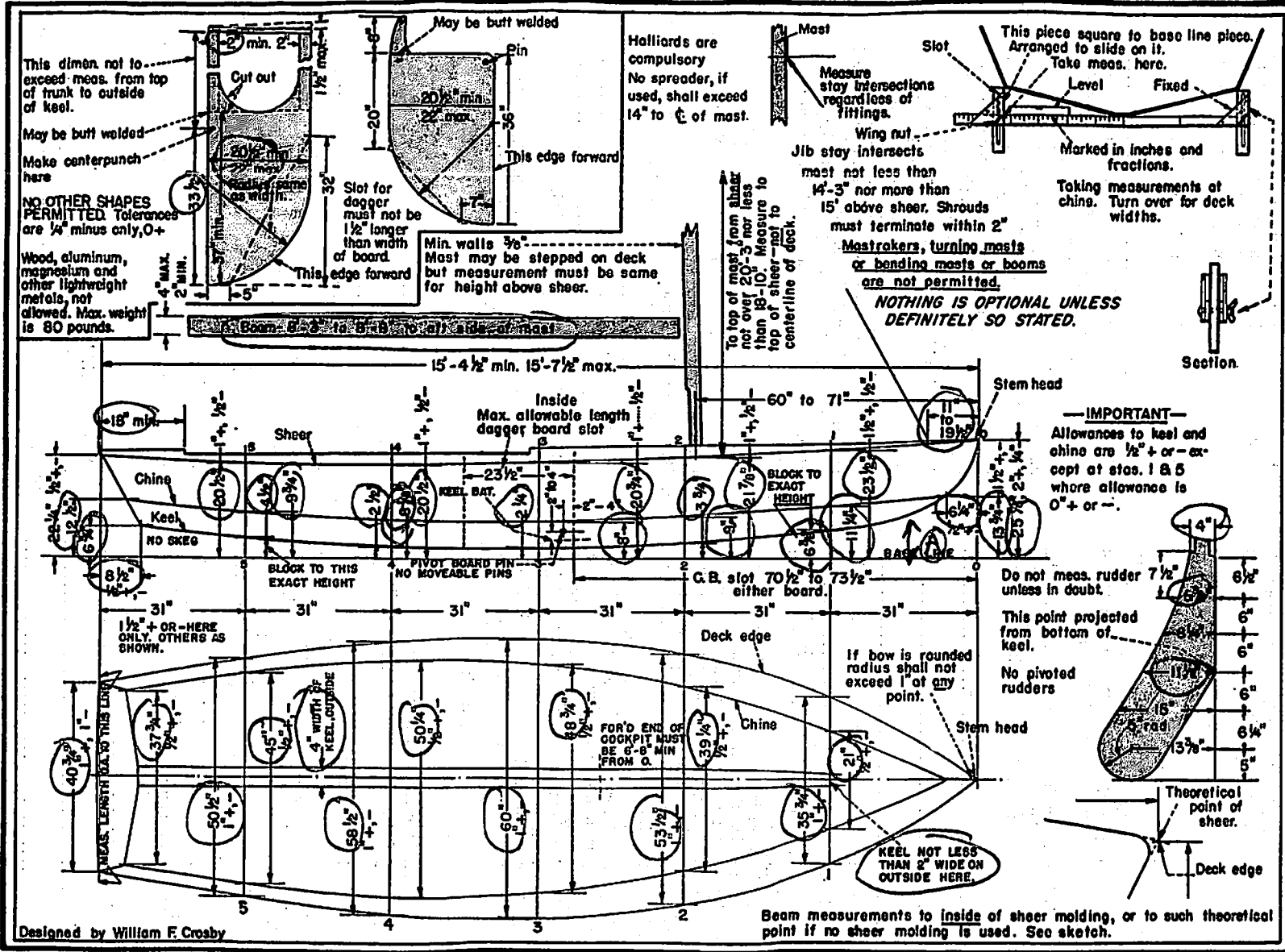
ADDITIONAL COPIES OF THIS BLANK ARE AVAILABLE TO INTERESTED PARTIES AND MAY BE HAD UPON REQUEST FROM THE CLASS SECRETARY.

w. preferably with colored pencil. ... 10" and use a reference line.

91. If certain measurements are not within the limits shown, cover same on the drawing with a line or line across to your marginal note, giving the actual measurement.

Briefly note exceptions here. (If additional explanatory sheet is attached, check...)

Complete Snipe plans \$6.00 from Exec. Sec.



A Bow 9" from
face line at
15 3/4" from
stem line

IMPORTANT
Allowances to keel and chine are 1/2" + or - except at stas. 1 & 5 where allowance is 0" + or -.

Do not meas. rudder 7 1/2" unless in doubt.

This point projected from bottom of keel.

No pivoted rudders

Theoretical point of sheer.

Deck edge

I hereby certify that I am the official measurer of the FLEET A. SANTIAGO DE CUBA Divisional Fleet, Charter No. 360.
I certify and affirm that I have carefully measured this boat No. 8-9-9-9 to the best of my ability and that all the measurements written herein or checked by me were found to be exactly as indicated. I am ready and willing to swear to this before any accredited notary public.
(Date) 2/24/53 (Measurer's signature) [Signature]
Recommended for Certificate. [Signature] (Initial) [Initial] Not Recommended

Note: The Fleet Measurer must under no circumstances give the Certificate of Measurement to the owner unless he is positive that the boat fully complies with these restrictions. If positive, the Measurer gives the Certificate to the owner and sends this Data Sheet to the Executive Secretary together with \$2.00 for the owner's dues for the current year. These Data Sheets are not to be broadcast promiscuously but are primarily for the Association's files.

8999
(X-9)

1823 N. Mildred St.
Tacoma, WA 98406
November 2, 2009

Ms. Jerelyn Biehl
SCIRA
2812 Canon St.
San Diego, CA 92106

RE: Reassignment of SCIRA Hull Number #8999

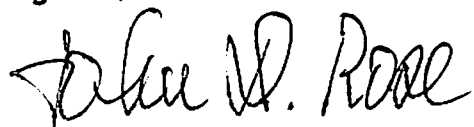
Hello Jerelyn,

Enclosed is a check (\$50) to cover reassignment of Snipe hull #8999 to Snipe #X-9.

In reviewing my file of old Snipe Bulletins, Snipe #8999 was last reported in the 1957 season point scores (July 1958 Snipe Bulletin), sailed by Carlos Bosch/Santiago, Cuba. In the 1958 season point scores (July 1959 Snipe Bulletin), Bosch/Miami, FL sailed a new Snipe #10999. Somewhere in Snipe Bulletin issues of that era, I believe that it was reported that #8999 had been destroyed by fire. [I sailed against Bosch/#8999 in a Snipe regatta at Deep Creek Lake in western MD, in the summer of 1958. As I recall, I think it was his old boat, not his new one, but maybe it was his new boat with sails from the old boat.]

Thanks so much for your cooperation and assistance in completing this transaction.

Regards,



JOHN D. ROSE

