

WOODEN SNIPE DATA REQUEST FORM

Instructions:

Copy this form and paste it into an e-mail, then complete Section 1 and e-mail to: rosjoh35@comcast.net; or print form, complete Section 1 and mail to WoodSnipe, 1823 N. Mildred St., Tacoma, WA 98406. The information from SCIRA headquarters will be requested and entered in Section 2 when received. The completed form will be forwarded to you, and to SCIRA and SCIRA USA headquarters for updating Snipe class database records.

1. Snipe Identification (by owner):

Hull No. (*) 10101 Boat Name Chequendeque

* Hull number can be located in cockpit, on keel aft of centerboard trunk.

Hull Material: Wood Plank (X) Plywood ()

Owner's Name Brad Thompson

Address

City, State, Zip Long Beach, CA 90803

Tel. No. 714-330-0054 (cell)

E-Mail: bwtemail@yahoo.com

Boat Location (City, State) St.Petersburg, FL

SCIRA USA Dues Paid? Yes () No (X)

If Yes, most recent year paid? 2014

2. Data (from SCIRA):

Boat Measured? Yes (X) No ()

If Yes, Measurement Data Sheet (MDS) Date (Year)

Builder Varalyay Boat Works

Location (City, State, if noted) Gardena, CA

Original Owner (From MDS) Frederick Schenck

Location (City, State) Newport Beach, CA

Original Boat Name (if noted) Chequendeque

Previous Owners (from SCIRA Registration Records):

1. Name Beebe Russell (Daniels)

Location (City, State) Lakewood, NY

Date (Year) 1959 - ?

2. Name Don Magnuson
Location (City, State) Lakewood, NY Date (Year) 1971 - ?
3. Name Murray Hestley
Location (City, State) Rochester, NY Date (Year) 1989
4. Name Burton Eaton
Location (City, State) Merrick (Long Island), NY/Pasadena CA Date (Year) 1989-93?
5. Name Jerry Thompson
Location (City, State) Long Beach, CA Date (Year) 1993? –
2014

List any additional previous owners and locations and dates below or on an additional page

Additional Comments (if applicable):

Boat stored by JT at Miami, Bradenton, St. Petersburg FL (Alan Capellin)

MAKE OUT IN FULL BY MEASURER
Must Be Signed by Fleet Measurer to be 10/01
Valid

SNIFE 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... 10101
- ④ Boat's name
- ⑤ Full name(s) and address(es) of owner(s) (please print)
.....
.....
- ⑥ Name and charter number of the fleet in which this boat is expected to compete.
.....
.....
(also home port, bay or lake where it probably will be moored.)

GENERAL RESTRICTIONS

- ⑦ 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.
- ⑧ Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such. Boats must be built to the plans and offsets. Dimensions shown on this sheet are for checking purposes only and tolerances are to take care of accidental and unavoidable variations from the nominal dimensions and changes in shape which occur as the boat becomes older.
- ⑨ Boats must be measured by officially appointed or elected Fleet Measurers. No Certificate shall be acceptable unless recommended and signed by such a Measurer. See "Instructions for Fleet Measurers" in the official Rule Book, 1952 edition or later.

HULL

- ⑩ Check hull materials below. Where O.K., use check-mark. Give actual dimension only when found different.

- Molded depth of frames - - - - - ($2\frac{1}{4}$ ")... ✓
- Thickness of frames - - - - - ($\frac{3}{4}$ ")... ✓
- (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.)
- Thickness of gussets at chine - - - - - ($\frac{3}{4}$ ")... ✓
- (Gussets at chine may be made of $\frac{1}{4}$ " fir exterior plywood if double, and $\frac{1}{2}$ " fir exterior plywood if single.)
- Dimensions of chine pieces - - - - - ($\frac{3}{4}$ " x $1\frac{1}{2}$ ")... 3/4 x 1 1/2
- Dimensions of clamps - - - - - ($\frac{3}{4}$ " x $1\frac{1}{2}$ ")... ✓
- Thickness of side planking - - - - - ($\frac{3}{4}$ ")... ✓
- Thickness of bottom planking - - - - - ($\frac{3}{4}$ ")... ✓
- Thickness of transom (estimate acceptable) ($\frac{3}{4}$ ")... ✓
- A $\frac{3}{4}$ " exterior plywood transom may be used.
- Thickness of deck - - - - - ($\frac{1}{2}$ ")... ✓
- Deck may be made of $\frac{1}{4}$ " exterior plywood.
- Dimensions of transom cheek pieces ($\frac{3}{4}$ " x $2\frac{1}{4}$ ")... ✓
- Thickness of stern knee - - - - - ($\frac{3}{4}$ ")... ✓
- Width and thickness of keel batten - - - - - ($\frac{3}{4}$ " x 5")... ✓
- Width and thickness of keel - - - - - ($\frac{3}{4}$ " x 4")... ✓
- Dimensions of deck beams (plywd. or spr.) - - - - - ($\frac{3}{4}$ " x 2")... ✓
- Dimensions of floor timbers - - - - - ($\frac{3}{4}$ " x 2")... ✓

- ⑪ Planking. Must be at least $\frac{3}{4}$ " thick throughout the sides and bottom of the hull. If the chine has been rounded off the radius of such round shall not exceed $\frac{3}{4}$ ". Seam battens optional. Double or triple planking may be used but the total thickness must be $\frac{3}{4}$ ". Canvas or other filler between layers shall not be considered as part of this dimension.
- ⑫ 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.
- ⑬ No tapered timbers, frames, etc., permitted.
- ⑭ The dimensions as given above are minimum for all sizes. They are the sizes specified in plans.
- ⑮ 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.
- ⑯ Holes cut in any part of frame structure for lightening hull are forbidden.

DECK

- ⑰ 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.
- ⑱ After deck may not be less than 18" in length.

19) How many deck beams used?.....17.....
(16 minimum including side deck beams)

COCKPIT
20) Greatest length of cockpit. 6'4".....Greatest width. 2'7 1/2".
(The cockpit as designated in plans is recommended 2' x 6').
Boats having cockpits more than 36" in width cannot receive a measurement certificate.

21) 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. May be of plywood.

CENTER-BOARD

22) Check type on this boat. Dagger.....Pivoted.....

23) 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.)

24) A dagger board cannot be used in the slot of a pivoted center-board.

25) 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. The full limit of weight is recommended in order to give best performance. All types of center-boards must be made of one single kind 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

26) 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.

27) Thickness above waterline.....3/4.....(3/4" minimum).

28) The length from underside of keel to bottom of rudder, measured diagonally across should be 1'-11 1/2" (allowance 1" plus or minus.)

29) 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.

30) 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. Rudder must be mounted normal distance from transom.

MAST, BOOM AND RIGGING

31) 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.

32) The minimum allowable length from sheer molding shall not be under 18'-10".

33) Mast may be stepped on deck provided height above sheer is correct. Rotating or bending masts of any type prohibited.

34) The mast must be at least 1 1/2" athwartships at top.

35) 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 1/2" in diameter. Give dimension of this mast.....2 5/8.....

36) Give shape of mast. Square.... Round..... Pear shaped....

37) Is mast hollow or solid? Hollow..... In hollow masts the walls must be at least 3/8" thick. Verify if in serious doubt.

38) Measure height of jib stay above sheer. 14'..... Correct dimension is 14'7 1/2". Maximum 15', minimum 14'3". Shrouds must be within 2" of jib stay.

39) No spreader of any kind used anywhere in the rigging of this boat shall exceed 14" in length.

40) Halliards must be used, and the top of main halliard must lie not less than 1" from top of mast.

The luff of the mainsail shall not be stretched beyond 16'7" in length while racing. To permit checking this, bands 1" wide shall be painted around the mast in a color to contrast with the color of the mast. The center lines of the bands shall be located as follows:

- 1. To coincide with the center of the grommet in the head-board of the sail when the sail is hoisted as far as possible.
- 2. Six inches and twelve inches below the top band.
- 3. Sixteen feet seven inches below each of the above bands.

The sail may be set at any height desired as long as the sail luff is not stretched so that the distance between grommets in the headboard and tack is greater than the distance between corresponding bands.

41) Length of boom shall be 8'8" maximum, 8'3" minimum, measured from aft side of mast. Only one boom may be measured. The foot of the mainsail shall not be stretched beyond 8'3" in length while racing. To permit checking this, a band 1" wide shall be painted on the boom in a color to contrast with the boom, the center line of the band being 8'3" from the center line of the grommet in the tack of the sail when the tack is attached to the gooseneck.

42) 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.

43) Boom and mast may be slotted to take sail bolt rope provided dimensions are met.

44) No restrictions on whisker pole length or its location.

45) 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.

46) 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.

47) 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

48) 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.

49) The weight of this boat as outlined above is...426...lbs. This figure was arrived at by the following means: (explain how boat was weighed and list loose gear in boat when weighed) weighed with no loose gear on Varalyay's certified spring scale.....

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

Total weight of all other loose gear, if included..... lbs.

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

- 50) Unless Measurer is thoroughly convinced that the weight is 450 pounds or more, he shall not recommend issuance of a Measurement Certificate.
- 51) 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.
- 52) 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.
- 53) The weight not to include any trailer, truck, packing cases, crates or cradles, or weights other than the hull, rigging, spars, and rudder.
- 54) 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

- 55) 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.
- 56) 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.
- 57) Give name and address of builder of boat.....

LOUIS VARNALYAY
 GARDENA, CALIF.

SAILS

- 58) 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.
- 59) No extra battens or other means of artificially stiffening the leech of either sail shall be used.
- 60) 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.
- 61) Give name and address of maker of sails. KEENEETH..
 E. WAITS.....TORRANCE, CALIF.

- 62) 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-line measurements, taken to the center of the mainsail headboard hole and in all other instances to the centers of the grommets

normally located just inside the roping at the corners of sails. 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 being measured. A roped edge (all luffs, and mainsail foot) shall be subjected to a direct-line pull of 16 lbs. while it is being measured; and similarly an unroped edge (all leeches, and jib foot) shall be subjected to a direct-line pull of 8 lbs. Mainsails should be measured with battens in place.

- 63) Mainsail

	Allowance	
	Over	Under
Leech	Maximum	No limit
Leech (17'6")		

Mainsail luff and foot need not be measured. A limiting dimension of 16'7" on the luff and 8'3" on the foot will be checked on the mast and boom when the boat is racing.
- 64) 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")

- 65) The headboard in mainsail shall not exceed 6" measured perpendicular to the luff.
- 66) 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.
- 67) Jib

	Allowance	
	Over	Under
Foot	1" (note)	No limit
Luff	None	No limit
Leech	None	No limit
Foot	(6'-4")	
Luff	(12'-3")	
Leech	(11'-6")	
- 68) 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.
- 69) Loose-footing any mainsail prohibited. Spinnakers not permitted.
- 70) 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.

WHAT IT COSTS

Pertinent information on prices follows:

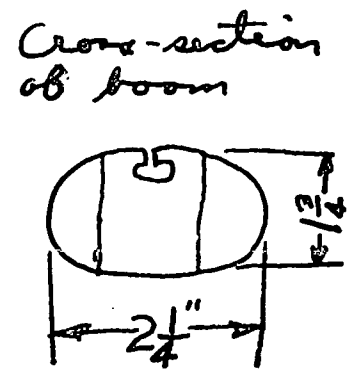
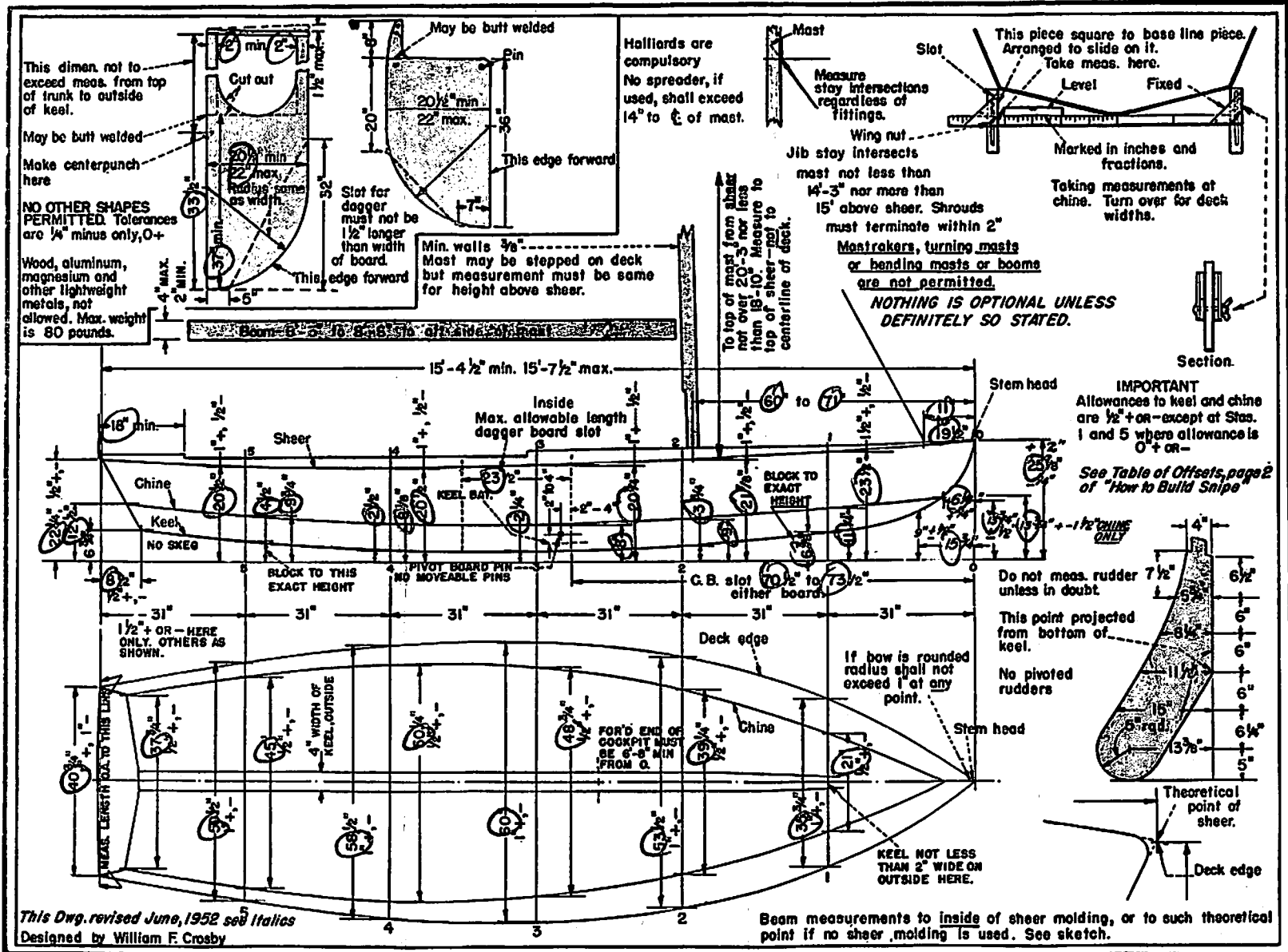
Annual Fleet Charter fee	\$5.00
Annual dues for members	3.00
Assignment of numbers	2.00
Transfer of ownership	2.00
Snipe plans, booklet	2.00
Snipe plans, blue print.....	5.00
Rule and record book	2.00
	(free to members)
Snipe Bulletin, per year	2.00
	(free to members)

There are no royalties to pay on Snipes, sails, etc. Once a number is assigned to a Snipe it remains with it forever.

NT DATA SHEET IN FULL AND AS ACCURATELY AS POSSIBLE.
 BEFORE MAILING IT TO HEADQUARTERS.

71 Those measurements found correct should be "circled" carefully on the drawing below, preferably with colored pencil.
 72 If certain measurements are *not* within the limits shown, cover same on the drawing with an "X" and use a reference letter or line across to your marginal note, giving the actual measurement.

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



PLEASE USE INK

I hereby certify that I am the official measurer of the Newport Harbor Divisional Fleet, Charter No. 99.
 I certify and affirm that I have carefully measured this boat No. 10101 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) 6/30/55. (Measurer's signature) Tom Frost
 Recommended for Certificate. TF (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 \$3.00 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.