

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

Applies To All Boats For
Which Numbers Were
Issued Prior To
June 1, 1959

SNIPER 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 on keelson 10862
 4. Boat's Name JANGA IV

5. Full name(s) and address(es) of owner(s) (please print)
GABRIEL GONZALEZ
RUA MARECHAL FLORIANO - 91-12a.
P. ALEGRE - R.G. SUL - BRASIL -

6. Name and charter number of the fleet in which this boat is expected to compete.
FLOTILHA DE SNIPES DO RIO GRANDE
DO SUL - n: 426 - RIO GUAIABA
 (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 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. The stem must be a smooth curve as shown in the plans. The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions in which, at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question. Improvements and changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.

- Approved Options not covered elsewhere:
- 1. Self-bailing cockpit: No restriction on method of construction. Bailing equipment must still be carried.
 - 2. Hiking Straps: No restriction on number or location.
 - 3. Tiller Extension: No restriction on cross section or length.

- 4. Boom Vang: No restriction on type. May be used at any time.
- 5. Cleats for Jib Sheets or Mainsail Sheets: No restriction on number, type, or location.
- 6. Jib Fairleads: Any type or location permitted.
- 7. Mainsheet Bridle: Any type or location permitted. May be adjusted while racing.
- 8. Attachment of Jib Tack: Any method permissible. May be adjusted while racing.
- 9. Mainsail Clew Outhaul: Any type permitted. May be adjusted while racing.
- 10. Sliding Goosenecks: May be on track or in slot in mast. May be swiveling and may incorporate roller reefing gear. Must have some means to prevent downward movement beyond position giving maximum legal length of luff.
- 11. In countries where Styrofoam or equivalent material cannot be secured, the use of flotation bags will be permitted. At least two bags must be used and be of approximately equal capacity. Twice as much flotation must be provided as is required with Styrofoam.

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 Rule Book.

HULL

- 10. Check hull materials below. Where O.K., use check-mark. Give actual dimension only when found different.
- Molded depth of frames - - - - - (2 1/4") _____
- Frames must be located within 3/4" of station lines.
- Thickness of frames - - - - - (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 - - - - - (3/4") _____
- (Gussets at chine may be made of 1/4" fir exterior plywood if double, and 1/2" fir exterior plywood if single.) No gussets required if the frames are made in one piece.
- Dimensions of chine pieces - - - - - (3/4" x 1 1/2") _____
- Dimensions of clamps - - - - - (3/4" x 1 1/2") _____
- Clamps shall be bonded to the side of the boat at the sheer on plywood hulls. They may be installed in this manner on fiberglass or planked hulls or may be omitted entirely.
- Thickness of side planking - - - - - (3/4") _____
- Thickness of bottom planking - - - - - (3/4") _____
- Thickness of sides of trunk:
 3/8" minimum, 1/2" recommended - - - - - _____
- Thickness of transom (estimate acceptable) (3/4") _____
- A 3/4" exterior plywood transom may be used.
- Thickness of deck - - - - - (1/2") _____
- Deck may be made of 3/4" exterior plywood.
- Dimensions of transom cheek pieces - (3/4" x 2 1/4") _____
- Thickness of stern knee - - - - - (3/4") _____
- Width and thickness of keel batten - (3/4" x 5") _____
- Width and thickness of keel - - - - - (3/4" x 4") _____
- Dimensions of deck beams
 (plywood or spr.) - - - - - (3/4" x 2") _____

11. Planking. Must be at least $\frac{3}{4}$ " thick throughout the sides and bottom of the hull. Double or triple planking may be used but the total thickness must be $\frac{3}{4}$ ". For boats in countries other than the United States where suitable light-weight wood for planking is not readily available, the use of $\frac{1}{2}$ " mahogany planking (unit weight of .0185 pounds per cubic inch or greater) will be allowed, upon appeal by the National Secretary made to the International Rules Committee. When the $\frac{1}{2}$ inch mahogany planking is used, it will also be required that the frames, keel, keel batten, stem, and centerboard trunk be made of mahogany, and to dimensions as shown in the Measurement Data Sheet, except as altered in this paragraph. The thickness of the keel will be $\frac{1}{2}$ inch and the thickness of the keel batten will be 1 inch. In any case, uniform thickness will be required throughout the sides and bottom of the hull. Canvas or other filler between layers shall not be considered as part of this dimension. Transom must be $\frac{3}{4}$ " thick.

12. Hull Structure. The entire hull must be built like the plans and specifications and restrictions. Kind of wood used is optional but the 425 pound minimum weight limit must be observed. The materials specified in plans are best suited. No tapered timbers, frames, etc., permitted.

14. The dimensions as given above are minimum for all sizes. They are the sizes specified in plans.

16. 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.

17. Holes cut in any part of frame structure for lightening hull are forbidden.

18. Snipe hulls may also be built of fiberglass or plywood. The specifications and restrictions on the use of these materials are listed in a supplement to the Measurement data sheet and may be obtained from the Executive Secretary.

DECK

19. 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. Maximum projection of deck or sheer molding beyond sheer is $1\frac{1}{4}$ ".

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

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

COCKPIT

22. Greatest length of cockpit 64. Greatest width 30" (The cockpit as designated in plans is recommended 2' x 6'). Boats having cockpits more than 36" in width cannot receive a measurement certificate. If the cockpit has a radius, the width is measured from the point of tangency of the radius and the deck. Cockpit corners may be square or rounded to any desired radius.

23. Floorboards may be reasonably spaced, must be adequate for their purpose and must approximate the cockpit opening in coverage. Must not be over $\frac{3}{4}$ " thick. May be of plywood. Floorboards must be installed on the frames or floorboard supports, unless made of plywood and bonded to the bottom of a fiberglass hull. The area of the bottom covered by the floorboards shall be of at least the width and length of the cockpit, and the area of the floorboards shall be at least 60% of the area they cover.

CENTER-BOARD

24. Check type on this boat. Dagger Dagger Pivoted _____

25. Verify dimensions with sketch. Tolerance minus $\frac{1}{4}$ ". No other shapes permitted. Slot in dagger board shall not be more than $1\frac{1}{2}$ " 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.) The top of the front leg of a daggerboard may be sloped back at an angle not greater than 45 degrees, starting at a point 12" above the centerpunch mark $33\frac{1}{2}$ " from the bottom of the board. A dagger board cannot be used in the slot of a pivoted center-board.

26. 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. All types of centerboards must be made of one single kind of metal. There shall be no inserts or other means of changing the distribution of the weight. Aluminum boards may be made of any hard aluminum alloy. 6061T6 or its equivalent is recommended. Minimum thickness of aluminum boards $\frac{1}{4}$ ". Minimum thickness of steel or bronze boards $3/16$ ". Recommended minimum thicknesses are $5/16$ " for aluminum and $\frac{1}{4}$ " for steel or bronze. Only one center-board shall be permitted to be measured.

RUDDER

28. See that rudder is substantially made and properly doweled.

May be made of $\frac{3}{4}$ " exterior plywood. See that tiller is strong and attached directly to rudder head.

29. Thickness above waterline $1\frac{1}{4}$ " ($\frac{3}{4}$ " minimum).

30. The length from underside of keel to bottom of rudder, measured diagonally across should be $1'-11\frac{1}{2}"$ (allowance 1" plus or minus).

31. The width of blade below waterline must be not less than 9%" at any point. This measurement is taken across rudder at approximately right angles to its leading edge.

32. Metal rudder blades are prohibited. While pivoting rudders are desirable because of purely local conditions, they may be used for local point score races only. They may not be used in any regattas or championships. Tillers must be direct connected and all above the aft deck. Rudder must at all times be submerged as shown in the plans. Vertical adjustments or changes in angle are not permitted. Rudder must be attached to the transom and as close to the transom as conveniently possible with 1" maximum clearance.

MAST, BOOM AND RIGGING

33. 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.

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

35. The center line of the mast shall be located 60 to 71 inches aft of the stem. This measurement shall be taken to the mast step. Where the mast is stepped on the keel, the hole in the deck where the mast goes through the deck may be of any size and location.

36. Mast may be stepped on deck provided height above sheer is correct. Rotating masts and any means of artificially inducing bending prohibited.

37. The mast must be at least $1\frac{1}{2}"$ athwartships at top.

38. If mast is made of wood, it 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 $2\frac{1}{2}"$ in diameter. Give dimension of this mast $2\frac{5}{8}"$

39. Give shape of mast. Square _____ Round _____ Pear shaped _____

40. Is mast hollow or solid? Hollow In hollow wooden masts the walls must be at least $\frac{3}{8}"$ thick. Verify if in serious doubt.

41. Measure distance from sheer to the intersection of the jib stay with surface of the mast. See sketch on measurement drawing for method of determining the intersection. Dimension may be 15' maximum, 14'3" minimum. Shroud intersection must be within 2" above jib stay intersection or 4" below.

42. 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 headboard 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.

43. 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 bottom 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.

44. The maximum depth of boom no matter what type or material shall not exceed 4" at any point, minimum 2". Check $3\frac{1}{2}"$

The boom shall not be in excess of 3" wide at any point. If a plank boom is used, it must be at least $\frac{3}{4}"$ 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". Any type boom must equal stiffness of 2" diameter solid spruce boom.

45. Aluminum extrusion may be used for mast and boom. A currently approved section has a fore and aft dimension of 2.650" and an athwartship dimension of 1.750" with a wall thickness of .085". This section when used as a mast must use side diamond stays below the shroud anchorages with a spreader having an overall length of at least 15". Tentative approval has been given to another section made in England, having a fore and aft dimension of 2.70"; an athwartship dimension of 2.19"; a varying wall thickness and a weight of .796 lbs. per foot. Spreader are required. Either section may be used for a boom.

Those measurements found correct should be "circled" carefully on the drawing below, preferably with colored pencil. 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 . . .)

Complete Snipe plans \$5.00 from Exec. Sec.

