

SNIFE CLASS RACING ASSOCIATION

MEASUREMENT DATA SHEET FOR CERTIFIED BOATS

Revised February 2019

This page to be used for all boats. *For measurements in Italic refer to the Class Rules*

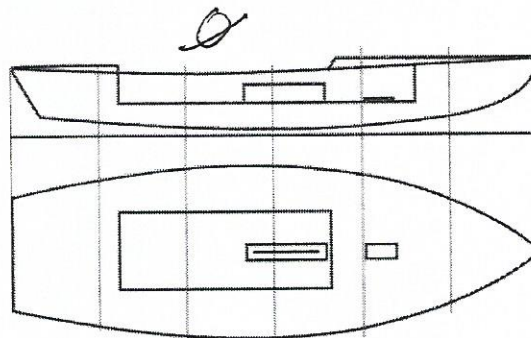
HULL NUMBER	11313	BUILDER	DIENER
MODEL		YEAR OF MANUFACTURE	
OWNER	CATARUZZA ALBERTO	COUNTRY	ITA

BARE HULL	<input type="checkbox"/>	COMPLETE	<input checked="" type="checkbox"/>	INCOMPLETE	<input type="checkbox"/>
HULL MATERIAL: WOOD	<input type="checkbox"/>	FIBERGLASS	<input checked="" type="checkbox"/>	make note of	
DECK MATERIAL: WOOD	<input type="checkbox"/>	FIBERGLASS	<input checked="" type="checkbox"/>	incomplete items	
FROM CERTIFIED MOULD	<input type="checkbox"/>	filling the cells with NO			

HULL WEIGHT (min 125kg)	✓	MAST LENGTH (Rules C.9.2, F.3.4)	✓
TOTAL WEIGHT (min 172.8kg)	175.3	Limiting marks & pin	✓
CORRECTOR WEIGHTS (max 15kg)	0	Corrector weights (max 100gr)	0
MOI	727.6	BOOM LENGTH (max 2642mm)	✓
Spring set #	126	Limiting marks & pin	✓
JIB FITTING	FIRST HOLE 282	POLE LENGTH (max 2642mm)	9620
(279-300mm hor. From Hull Datum Point)	PLUCKED	RUDDER DIMENSIONS	✓
max 45mm vert. above sheerline)		Weight (min. 2.72kg)	✓
SHROUDS (1778-1981mm from HDP)	1785	Corrector weights (Rule C.8.5)	✓
MAST HOLE (min 1494-mm from HDP)	+26	Parallel to transom (tolerance 2mm)	✓
UPPER GUDGEON (Rule D.2.3)	412	DAGGERBOARD DIMENSIONS	✓
LOWER GUDGEON (Rule D.2.3)	110	Band	✓
GUDGEONS DIAMETER (Rule D.2.3)	9	Safety line (max 610mm long)	✓
		Restraining system (hooks or tablet)	✓

Insert the **actual** measurement in the cells marked as

Mark corrector weights position and amount below. Data to be copied on the Official Snipe Label



DATE MEASURED 09/05/2019 MEASURER'S STAMP

MEASURER'S NAME GIORGIO BEZCH

NOTES:

11313

Keel				
Station	Height		Width	
	Actual	Allowable Range	Actual	Allowable Range
400mm		223-235		
1		162		Min 51
2		89-101		99-105
3		51-63		99-105
4		58-70		99-105
5		114		99-105
Transom		166-168		99-105

Stem Offset		
up from baseline	back from HDP	Actual
267	267-279	
305	194-206	
337	153-165	
381	108-120	
457	54-66	
527	26-38	
311 to 387	intersection of chine extension	

Miscellaneous					
Measurement	Actual	Allowable Range	Measurement	Actual	Allowable Range
LOA		4711-4737	Chine radius at st. 1		Max 19
Horizontal transom offset		203-229	Chine radius st. 2 to transom		Max 3
Hull Datum Point height		683-708	Deck height		Max 127
Bow radius		Max 25			

Topside Measurements					
Measurement	Actual	Allowable Range	Measurement	Actual	Allowable Range
Aft end of dagg. slot from Hull datum point		2438-2464	Mast step to sheer (vertical)		390-400
Top of case parallel to baseline		tolerance 2	Mast hole in the deck	✓	Max 256x76
Aft edge of slot perpendicular to baseline		tolerance 2	Length of foredeck	1885	Min 1842
Forward edge of slot perpendicular to baseline		tolerance 6	Length of aft deck	985	Min 457
Keel to top of daggerboard case		310-313	Sheer strikes	✓	Max 32
Length of daggerboard slot	555	Max 546	Gunwale radius	✓	Max 12
Width of daggerboard slot	12	Max 13	Splashboard	✓	Min 51 x 610

Measurer **GIORGIO BEZICH**

Stamp nr.

SCIRA Measurement Data Sheet

To be used with the 80/20 true baseline measurement frame

For boats built from January 1st, 2018. For older boats use the MDS in force in the year of manufacturing

Owner CATARUZZA ALBERTO Date 09/05/2019

Hull 11313 Builder DIENER Material FIBERGLASS

NEW MOULD: FIRST OR OF 5 CERTIFICATION RENEW Y/N

DO NOT COMPLETE IF FROM A CERTIFIED MOULD

Chine						
	Height				Width	
Station	Starboard	Port	Total	Allowable Range	Actual	Allowable Range
1				838-864		527-540
2				724-749		991-1003
3				673-699		1232-1245
4				680-705		1270-1283
5				762-787		1137-1149
Transom				902-927		952-965

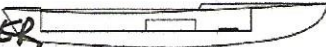

Sheer						
	Height				Width	
Station	Starboard	Port	Total	Allowable Range	Actual	Allowable Range
1				1499-1549		895-921
2				1391-1441		1346-1372
3				1333-1384		1511-1537
4				1321-1372		1473-1499
5				1321-1372		1270-1295
Transom				1384-1435		1022-1048

GIORGIO BEZICH





Snipe Class International Racing Association
Class Measurement Certificate

Hull Number 11313 Year of Manufacturer 0
Builder 0 Model 0
Weight 175.3 Mark corrector weights here
Corrector weights 0
Mast builder SIDEWINDER 
Corrector weights 0
MOI value 727.6 

Owner ALBERTO CATARUZZA
Country ITALY

Measurer/s GIORGIO BREZICH 

Date of measurement 9.5.2019
This certificate is not valid until signed and stamped by the N.S. This certificate indicates that the boat has a registered MDS on file in the SCIRA office.

National Secretary signature _____

I hereby agree to all SCIRA rules and bylaws. I agree to notify a SCIRA measurer if any equipment is modified, replaced and/or transferred to proceed to a new measurement. SCIRA reserves the right to measure this boat and any equipment at any time.

Owner signature Lattorja Pllute
Date _____

THIS CERTIFICATE REMAINS WITH THE OWNER OF THIS SNIPE.
IT CAN BE REPLACED BY REMEASUREMENT

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

~~11313~~
11313

SNIPE CLASS
INTERNATIONAL RACING ASSOCIATION

MEASUREMENT DATA SHEET Boat Destroyed

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 11313
4. Boat's Name _____
5. Full name(s) and address(es) of owner(s) (please print)
GUY PERRY
DIAMOND LAKE,
CASSOPOLIS, MICHIGAN
6. Name and charter number of the fleet in which this boat is expected to compete.
DIAMOND LAKE YACHT CLUB
FLEET 158
(also home port, bay or lake where it probably will be moored.)

- Molded depth of frames - - - - - ($2\frac{1}{4}$ ")_____
- Frames must be located within $\frac{3}{4}$ " of station lines.
- 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.) No gussets required if the frames are made in one piece.
- Dimensions of chine pieces - - - - - ($\frac{3}{4}$ "x $1\frac{1}{2}$ ")_____
- 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 sides of centerboard trunk - ($\frac{1}{2}$ ")_____
- 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 (plywood or spr.) - - - - - ($\frac{3}{4}$ "x 2 ")_____
- Dimension of floor timbers - - - - - ($\frac{3}{4}$ "x 2 ")_____

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.
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 FIBERGLASS

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

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. The height of the centerboard trunk shall not be less than the height of the sheer at Station No. 3. 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.

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.

14. No tapered timbers, frames, etc., permitted.
15. 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 3/4".
20. After deck may not be less than 18" in length.
21. How many deck beams used? FIBERGLASS
(16 minimum including side deck beams)

COCKPIT

22. Greatest length of cockpit 67". Greatest width 26 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. If the cockpit has a radius, the width is measured from the point of tangency of the radius and the deck.
23. Floorboards may be reasonably spaced, 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. Floorboards must be installed on the frames or floorboard supports.

CENTER-BOARD

24. Check type on this boat. Dagger Pivoted
25. 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.)
26. A dagger board cannot be used in the slot of a pivoted center-board.
27. 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. 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

28. See that rudder is substantially made and properly doweled. May be made of 3/4" exterior plywood. See that tiller is strong and attached directly to rudder head.
29. Thickness above waterline 3/8" (3/4" minimum). Edges of 3/4" thick rudder may be tapered back below below waterline.
30. The length from underside of keel to bottom of rudder, measured diagonally across should be 1'-11 1/2" (allowance 1" plus or minus).
31. 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.
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 adjust-

ments or changes in angle are not permitted. Rudder must be attached to the transom and as close to the transom as conveniently possible.

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 or bending masts of any type prohibited.
37. The mast must be at least 1 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 1/2" in diameter. Give dimension of this mast 3" DIA.
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 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 4" 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.
45. Aluminum extrusion may be used for mast and boom. For the mast, the minimum wall thickness is .085 inch; the minimum dimension athwartships is 1.750 inches; and the minimum dimension fore and aft is 2.650 inches. For the boom, the minimum wall thickness is .085 inch.
46. Boom and mast may be slotted to take sail bolt rope provided dimensions are met.
47. No restrictions on whisker pole length or its location.
48. 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.
49. All boats must have regulation jib stay and two side shrouds as per plans and restrictions. No back stay may be used.

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

- 50 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

- 51 THE BOAT COMPLETE MUST WEIGH 425 POUNDS MINIMUM. THIS WEIGHT DOES NOT INCLUDE ANCHOR, PADDLE, LIFE PRESERVERS, BAILING EQUIPMENT (unless permanently attached), SAILS, SHEETS, OR ANY OTHER LOOSE GEAR. BOATS THAT DO NOT MEET THIS WEIGHT LIMIT MUST HAVE WEIGHT PERMANENTLY ADDED BEFORE THEY CAN BE GIVEN MEASUREMENT CERTIFICATES.

- 52 The weight of this boat as outlined above is 429 lbs. Weight of anchor (minimum weight 4½ lbs.) 5 lbs.

- 53 All boats must be weighed before issuing a measurement certificate.

- 54 The Measurer shall either witness the weighing of the boat or 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 425 pounds or more. A boat that weighs less will not be issued a Certificate under any conditions. Ballast, up to 10 pounds, may be permanently added immediately under and attached to the deck.

- 55 Weight certificates from builders will not be accepted.

- 56 The weight not to include any trailer, truck, packing cases, crates or cradles, or weights other than the hull, rigging, spars, and rudder.

- 57 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

- 58 Measurer must notify the owner of the following essential requirements: Boat must carry two life preservers or buoyant cushions. Small inflatable pocket-type life preservers are not considered adequate. 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. Electric bilge pumps are approved. No dead ballast may be carried. Anchor of not less than 4½ lbs. must be carried with 25' suitable line.

- 59 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.

- 60 Give name and address of builder of boat LOFLAND, NICHITA, KAS

- 61 Sliding seats, hiking boards, trapeze rigs, and other artificial methods of supporting the skipper's or crew's weight to balance the boat are prohibited. This does not prevent the use of hiking straps or any kind of line or cord attached to the boat near the deck line.

SAILS

- 62 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 the race.

- 63 No extra battens or other means of artificially stiffening the leech of either sail shall be used.

- 64 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.

- 65 Material: Any type of fabric may be used as long as it has a minimum weight of 3 ounces per square yard. Give name and address of maker of sails WATTS TORRENCE, CALIFORNIA.

- 66 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 "break-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. The luff of the jib shall be subjected to a direct-line pull of 16 lbs., while it is being measured; and leeches shall be subjected to a direct-line pull of 8 lbs. Mainsails should be measured with battens in place.

- 67 Mainsail Allowance
- | | | | |
|-------|----------|------|----------|
| | | Over | Under |
| Leech | (17'-6") | None | No limit |
- 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.

- 68 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") | ✓ |

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

- 70 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. Letters to designate the nation under which the boat is registered may be used if desired. Insignia denoting honor awards consisting of chevrons may be worn. See Para. 70 in the Rule Book for details.

- 71 Jib Allowance
- | | | | |
|---------------|----------|-----------|----------|
| | | Over | Under |
| Foot | (6'-4") | 1" (note) | No limit |
| Roach on Foot | (5") | None | No limit |
| Luff | (12'-3") | None | No limit |
| Leech | (11'-6") | None | No limit |

- 72 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. Jibs must have at least five hooks, one near each end of the luff and the other three evenly spaced between.

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

- 74 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	5.00
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 and crews)

There are no royalties to pay on Snipes, sails, etc., except for \$25.00 for each fiberglass hull. 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.

April 7, 2010

Jerelyn Biehl
SCIRA Executive Director
One Design Management
2812 Canon Street
San Diego, California 92106

Ref: Snipe #8 – New Hull Number Requested

Dear Mrs. Biehl:

11313

I would like to assign Hull # ~~12558~~ to my new 1960s home built plywood hull.

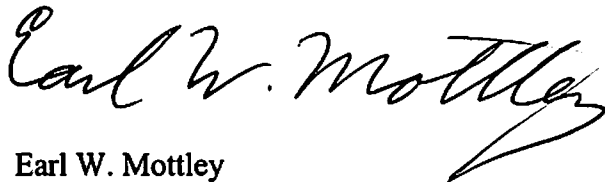
Enclosed please find a check for \$50 made out to SCIRA.

Boat Info:

1. Plywood built from Gerber frame kit in early to mid 1960s by Richard Thomas
2. Boat name – “Ricky’s Girl”
3. Currently in our name of Earl W. & Susan C. Mottley, 1225 Swan Lake Drive #302, Charlottesville, Virginia 22902
4. I purchased it on October 10, 2009 and completing the construction currently
5. All hardware, rigging, mast, boom, rudder, tiller, & etc are transferred from old Snipe #8

If you have any questions please do not hesitate to call me at (434) 426-0392, e-mail me at emottley107@Gmail.com or write me at 1225 Swan Lake Drive #302, Charlottesville, Va. 22902.

Sincerely,



Earl W. Mottley

Jerelyn Biehl

From: Earl Mottley [emottley107@gmail.com]
Sent: Monday, April 12, 2010 4:42 AM
To: Jerelyn Biehl
Subject: Re: Snipe #8 - New Hull Number - Status?

Jerelyn Biehl

John indicated that #11313 was another boat that was destroyed if we can not use 12558. I would be pleased to have this number as a second choice.

Earl Mottley

On Fri, Apr 9, 2010 at 6:35 PM, <rosjoh35@comcast.net> wrote:

You could use #11313 if Jerelyn OK's it, it was for a 1958 Snipe - built earlier than yours. I'll bet the original owner got started working on yours in the early 1960s, like before 1965, so the later number would be more age-appropriate. However, I doubt that Jerelyn would re-assign #12558 for another go-around, unless she can determine that the boat that got that re-issued number is no longer in existence. I recall the Seattle/Lake Washington marina fire was in the 1960s, sometime after the 1962 Snipe Nationals that were held there (I was chairman of that event), a number of the Snipe fleet boats were stored there at the time but only two got burned out. It was a shame, #12558 was well-built (by two aircraft engineers who were fussy) and right on Snipe tolerances. The owner later bought a newer fiberglass Snipe.

If your Snipe has never been finished and used, it might be suitable to get a "new" number (30XXX), but as I mentioned, be sure the SCIRA records include a note that the boat was built in the mid-1960s so new boat tolerances wouldn't be applied to the boat if it is ever measured in the future.

John D. Rose

Tacoma, WA

rosjoh35@comcast.net

Volunteer author - Classic Snipes on SCIRA USA web site <http://www.snipeus.org> Go to "About Us" and click on prompt "Classic Snipe" for more information

----- Original Message -----

From: "Earl Mottley" <emottley107@gmail.com>

To: rosjoh35@comcast.net

Sent: Friday, April 9, 2010 4:42:11 AM GMT -08:00 US/Canada Pacific

Subject: Re: Snipe #8 - New Hull Number - Status?

John

I had responded by e-mail stating I preferred 12558 if it could be issued due to it being closer to the 14,??? - 16,000 range. I would be fine with 11313 as a second choice. I had questioned whether your friend had the reissued number or the original number and the date of Marine fire and the date in 1969 fire could identify this.