

Applies To All Boats For  
Which Numbers Were  
Issued After 12800

15235  
**MAKE OUT IN FULL BY MEASURER**  
**Must Be Signed by Fleet Measurer to be Valid**

**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 good for local races only on home built boats, if discrepancy is MINOR and clearly shown. No discrepancies permitted on professionally built boats.
- 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 of a planked or plywood hull. Minimum height of these numbers must be 1". Unless this is done, the boat cannot receive a Certificate of Measurement. On a fiberglass hull, the numbers shall be stamped on a plate bonded or riveted to the hull.
- 3. Official Racing Number of boat on keelson or on a plate if fiberglass boat: 15235
- 4. Boat's Name: EL TORO
- 5. Full name(s) and address(es) of owner(s) (please print)  
Cristiano da Rocha Miranda Pontes  
SQS 113 Bl. F Apt. 408  
Brasilia D.F. Brazil
- 6. Name and charter number of the fleet in which this boat is expected to compete.  
BRASILIA 516  
LAKE BRASILIA  
(also home port, bay or lake where it probably will be moored.)

- 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. Height above deck 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. The position of the gooseneck may be changed while racing.
- 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.

- 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 Rule Book.

**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. (In addition to the offsets shown in the MDS, the plans show 2 3/4" back at 18" up; 4 3/4" at 15" up; and 8 3/4" back from stem head at 12" up from the base line.)  
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.

**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 and must be straight. No curvature allowed.
- 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 3/4" 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"x1 1/2") ✓
- Dimensions of clamps - - - - - (3/4"x1 1/2") NONE
- 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:  
3/4" minimum, 1/2" recommended - - - - - 3/4" ✓
- 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"x2 1/4") ✓
- Width and thickness of keel batten - (3/4"x5") ✓
- Dimension of deck beams  
(plywood or spr.) - - - - - (3/4"x2") ✓
- Width and thickness of keel - - - - - (3/4"x4") ✓

11. Planking. Minimum thickness  $\frac{3}{4}$ " 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. Boats must be weighed at the start of each season, and the fleet measurer shall note the weight on the owner's membership card.
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 width minimum 4" on flat under surface from stern to frame 2, and minimum 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 5". The top of the sprayboards must be minimum 2" vertically above the deck for minimum 2' of their respective lengths. Maximum projection of deck or sheer molding beyond sheer is  $1\frac{1}{4}$ " in a horizontal plane, perpendicular to the sheer.
20. After deck minimum 18" in length.
21. If the deck is covered with  $\frac{1}{2}$ " planking, 16 deck beams,  $\frac{3}{4}$ " x 2", shall be used. If the deck is covered with  $\frac{1}{4}$ " plywood, the following simplified structure may be used: Ahead of and in back of the cockpit, there shall be two  $\frac{3}{4}$ " x  $1\frac{1}{2}$ " fore and aft stiffeners, one on each side of the centerline, with the  $1\frac{1}{2}$ " dimension vertical, and one  $\frac{3}{4}$ " x  $1\frac{1}{2}$ " fore and aft stiffener on the center line. This may lay flat. There shall be  $\frac{3}{4}$ " x 3" deck beams at station 1, station 2, and at the fore and aft ends of the cockpit. If the aft end of the cockpit is forward of station 5, there shall be an additional deck beam between it and the transom. Approximately equally spaced between the deck beams at the fore and aft ends of the cockpit, there shall be two stiffeners from the side of the boat to the cockpit side rail on each side, and also from the side rail to the chine piece. Minimum thickness of these stiffeners  $\frac{3}{8}$ ". Fore and aft members shall be spruce or equivalent; deck beams and stiffeners may be either plywood, spruce, or equivalent wood.

**COCKPIT**

22. Greatest length of cockpit  $7\frac{1}{2}$ " Greatest width  $31\frac{1}{4}$ " (The cockpit as designated in plans is recommended 2' x 6') Maximum width of cockpit 36". If the deck alongside of the cockpit curves down on a radius, the maximum width of 36 inches shall be checked at the intersection of the deck with a plane through the sheer. 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. 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. Pivoted.
25. Verify dimensions with sketch. No other shapes permitted. Slot in dagger board trunks maximum  $1\frac{1}{2}$ " 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.
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 for boards as given on the sketch on the back of this sheet must be adhered to. 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 dis-

tribution 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. Only steel, bronze, and aluminum boards are approved.

**RUDDER**

28. See that rudder is substantially made. See that tiller is strong and attached firmly to rudder head in such a manner that it cannot be slid fore and aft. There shall be a suitable means of preventing rudder from falling off with boat inverted.
29. Thickness above waterline  $7/8$ " ( $\frac{3}{4}$ " 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 minimum 9 $\frac{1}{2}$ " 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  $1\frac{1}{2}$ " maximum clearance.

**MAST, BOOM AND RIGGING**

33. Only one mast shall be measured.
34. The minimum allowable length from sheer molding shall not be under 20' 1".
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 shall have a maximum size of 8" x 8" or 10" in diameter if round.
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 minimum  $1\frac{1}{2}$ " athwartships at the top band.
38. If mast is made of wood, it must be minimum 2" athwartships and minimum 3" fore and aft at deck. If mast is round (not streamlined), the dimension at deck must be minimum  $2\frac{1}{2}$ " in diameter. Give dimensions of this mast  $2\frac{1}{2}$ " Round Hollow
39. 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'-9" minimum. Shroud intersection must be within 2" above or 4" below. If a tube projecting in front of the mast is used for the jib halyard, the tube shall be attached to the mast by a strap running from the front of the tube to the front of the mast, the intersection with the mast being between 14'-9" and 15'-0" above the sheer. The tube shall not project more than 4" from the front of the mast and the forestay and the strap shall form a straight line when the forestay is under tension in its normal position.
40. Halliards must be used. The length of the luff of the mainsail shall be limited while racing by the following means: Bands 1" wide shall be painted around the mast in color to contrast with the color of the mast, the bands being located as follows:  
 1/ The lower edge of the top band to be not more than 20 feet  $\frac{1}{2}$  inch above the sheer.  
 2/ Two more bands whose lower edges are 6" and 12" below the lower edge of the top band.  
 3/ Three additional bands, the upper edge of each band being a maximum of 16'-9 $\frac{1}{4}$ " below the lower edge of the corresponding top band.
- In racing, the sail must be set so that the edge of the sail is limited at the top by the lower edge of one of the bands, and at the bottom by the top edge of a corresponding band.
41. Length of boom shall be 8'-8" maximum, 8'-6 $\frac{1}{2}$ " minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the bolt-rope). The foot of the mainsail shall not be stretched beyond the following limit while racing: the aftermost edge of the sail at the clew shall not be farther aft than the forward edge of a band 1" wide, and forward side of which is 8'-4 $\frac{1}{4}$ " after of the aft side of the mast or a projection thereof downward.
42. The maximum depth of boom no matter what type or material shall be 4" at any point, minimum 3 $\frac{1}{2}$ " for a wood boom. Check Maximum width at any point 3". Minimum thickness of plank boom  $\frac{3}{4}$ ". If slotted boom is used, the maximum depth of 4" includes the wood forming the slot.
43. Aluminum extrusions may be used for masts and booms. Any section approved for a mast may also be used as a boom. Masts must be made of alloy 6061T6 or equivalent. Booms may be made of 6063T-6. Currently approved sections

are as follows:

- (1) A section measuring 2.65" fore and aft and 1.75" athwartship, with minimum wall thickness of .085", with diamond stays below the shroud anchorages and a spreader with an overall length of at least 15".
- (2) A section measuring 2.70" fore and aft and 2.19" athwartship, a varying wall thickness and a weight of .796 lbs. per foot, with swinging spreaders at least 17" long.
- (3) A section 3.0825" fore and aft and 2.375" athwartship, a varying wall thickness and a weight of .938 lbs. per foot, no spreaders required.
- (4) A section measuring 2-11/16" fore and aft, 2 1/2" athwartship, and a minimum thickness of .063". (No spreaders required).
- (5) For booms only, a section measuring 2 1/2" minimum depth and 3/4" minimum width with a minimum wall of .050".

- 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, but location and length of jib stay and shrouds must be incapable of change during a race. The use of elastic light line between the shrouds and the mast is permitted.
- 49. All boats must have regulation jib stay and two side shrouds as per plans and restrictions. No back stay may be used.
- 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. 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, or any other loose gear. It does include mast, boom, rigging, mainsheet, rudder, and tiller. 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 408 lbs.  
Weight of anchor (minimum weight 4 lbs.) 4 lbs lbs.
- 53. All boats must be weighed before issuing a measurement certificate and must be re-weighed at the start of each season. The weight and the amount of ballast, if any, shall be noted on the membership card.
- 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 minimum weight of the boat complete is 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. On all-fiberglass boat (hull, deck, floorboards, etc.) 20 lbs. maximum ballast can be carried. If the board boat's centerboard weighs less than 80 lbs., ballast up to an amount equal to the difference between the weight of the board and 80 lbs. may be in any location. All ballast must be bolted, screwed, or bonded securely to the structure of the boat.
- 55. Weight certificates from builders will not be accepted.
- 56. 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 wearable life preservers for all occupants at all times, and race committee may require wearing them when racing when they consider it necessary. Suitable paddle (or oar) and adequate hand bailing equipment must be carried. A sponge is not considered adequate. Electric bilge pumps are approved as auxiliary equipment. Anchor with a minimum weight of 4 lbs. must be carried with 50' of suitable line.
- 59. 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  
ALBERTO LINENBURGER - Rua Oswaldo Pinto da Veiga - 1555 1 Crisiuma, SC - Brazil
- 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 within 8" of the top of the deck. It is permissible

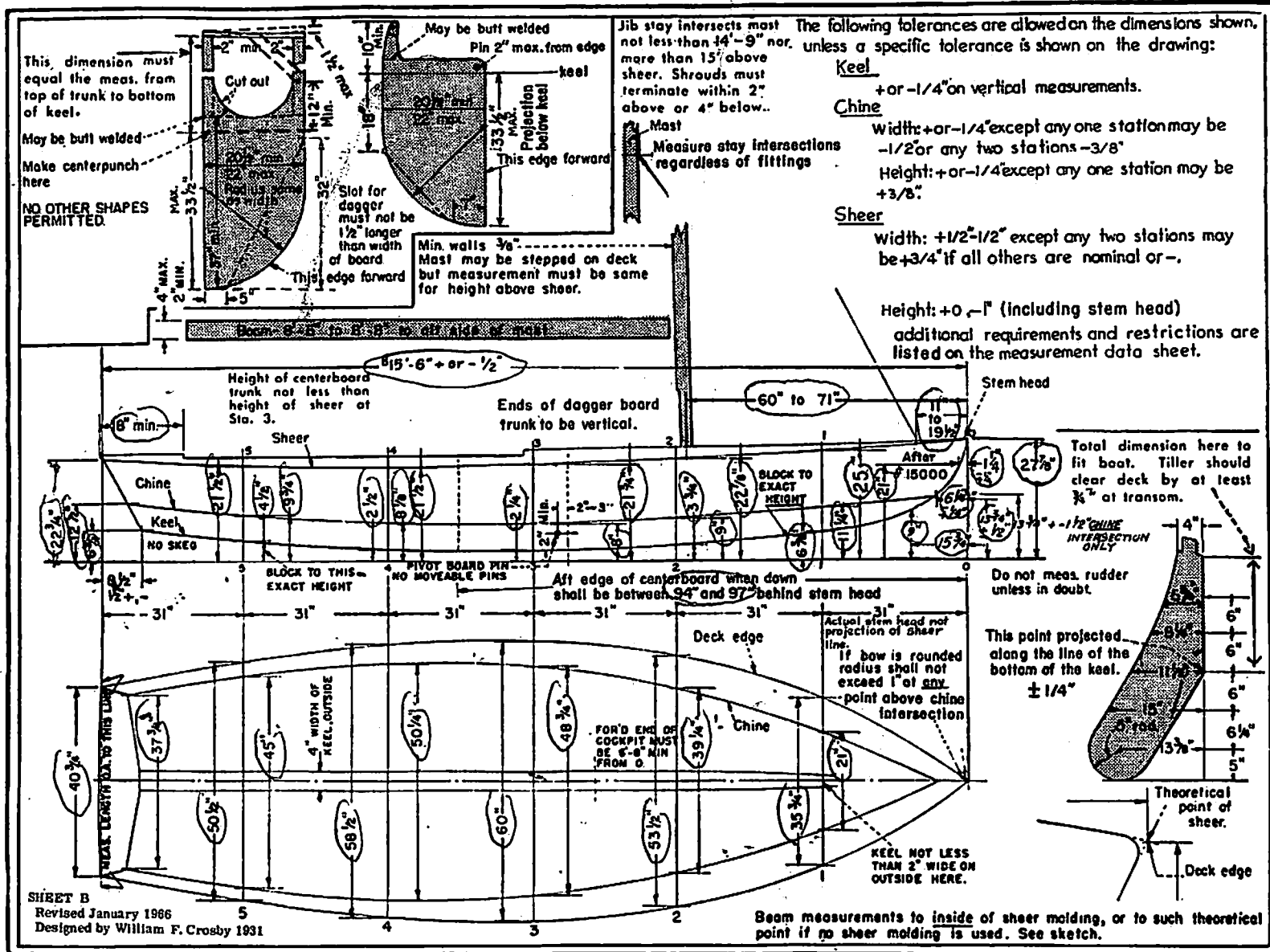
for the crew to hold on to the side stays.

**SAILS**

- 62. A grommet may be installed in the mainsail to permit tightening the luff while racing. This grommet shall be located 6" maximum above the top of the boltrope on the foot of the sail, and 2" maximum aft of the aft side of the luff rope. A line may be rigged through this grommet in any manner desired in order to tighten the luff.
- 63. No extra battens or other means of artificially stiffening the leech of either sail shall be used.
- 64. In all races, skipper must use their own sails. Borrowed sails may not be used. The number on the sails shall correspond to a measured hull on which dues for the current year have been paid and registered in the skipper's name. If he owns more than one boat, he may use numbers corresponding to either boat. Numbers must be 10" high.
- 65. Material: Any type of woven fabric may be used as long as it has a minimum weight of 3 ounces per square yard (note: most weights for sail material are given in ounces per lineal yard and in varying widths, which are generally around 28"). A transparent window of non-woven material may be used in the jib if desired. Maximum area, one square foot. 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. They must be measured at the start of each season and so marked. Disregard roaches; use straightline 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. The supplemental drawing on limiting sail dimensions shall be used when it appears that an effort has been made to make an over-sized sail. All measurements shall be taken to centers of grommets and no allowance shall be made for mislocated grommets resulting in a sail being smaller than maximum permissible. If a grommet is located farther from the edge of the sail than is permissible, the sail must not be accepted. The foot of the jib and leeches shall be subjected to a direct-line pull of 8 lbs. when being measured. Mainsails should be measured with battens in place.
- 67. Mainsail  
Maximum dimension of 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. The maximum dimension across the sail from the midpoint of the luff to the midpoint of the leech is 5'10 1/2". Determine the midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack. Determine the center of the leech using the headboard grommet and the grommet at the clew. Spread the sail out flat, smoothing out the wrinkles and measure between the points. No tension need be applied unless necessary to remove wrinkles.
- 68. Maximum lengths of mainsail battens:  
(Pockets not over 1 1/2" 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 located at different heights on the two sides of the sail, the median distance down from the top of the sail being between one third and one half the distance from the top of the sail to the boom. The use of letters to designate the country in which the boat is registered is required and the letters shall be at different heights on the two sides of the sail (except I, M, and U,) and shall be above the numbers on both sides. The class insignia shall be located immediately above the top batten, and shall be an accurate reproduction of the official emblem which may be obtained from the Executive Secretary. Honor Award Chevrons may be displayed immediately below the top batten. The insignia, chevron, national designation, and racing number shall be centered between the leech and luff. The numbers and national designation letters shall be 10" in height and 6" in width (except 1 and I).
- 71. Jib maximum dimensions  
Foot 6'-5" Luff 12'-3"  
Roach on Foot 6" Leech 11'-6"
- 72. The jib 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 jib. Jibs must have at least five hooks, one near each end of the luff and the other three evenly spaced between. The jib must have a wire in the luff to prevent pulling of the jib beyond the demensions given in Paragraph 71 above, and the luff shall be measured with sufficient tension to straighten the wire.
- 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.

**MEASURERS ARE CAUTIONED TO FILL OUT THIS DATA SHEET IN FULL AND AS ACCURATELY AS POSSIBLE.**  
 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 Scribe plans \$5.00 from Exec. Sec.

SHEET B  
 Revised January 1966  
 Designed by William F. Crosby 1931

PLEASE USE INK

I hereby certify that I am the official measurer of the BRASILIA Divisional Fleet, Charter No. 516  
 I certify and affirm that I have carefully measured this boat No. 15235 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) Feb 19, 1968 (Measurer's signature) Fernando Arakjo  
 Recommended for Certificate \_\_\_\_\_ (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 \$7.50 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.