

Sheet B
Revised January, 1970
(Destroy all older B Sheets)

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

Applies To All Boats For
Which Numbers Were
Issued After 12600

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, burned, or molded into the centerboard trunks in an unobscured position.** Minimum height of these numbers must be 1/2". Unless this is done, the boat cannot receive a Certificate of Measurement.

③ **Official Racing Number of boat on trunk.** 18924

⑤ **Full name(s) and address(es) of owner(s) (please print)**
Rudy Hornung
2676 Bridge Way
Sausalito Calif.

⑥ **Name and charter number of the fleet in which this boat is expected to compete.**

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.** The stem must be a smooth curve. If the stem does not appear to be a smooth curve, the following offset shall be checked: 10 1/2" up from base line, 9 1/2"-10 1/2" back from stem head; 12" up, 7-11/16"-8 3/8" back; 15" up, 4 1/4"-5" back; 18" up, 2-3/16"-2 3/4" back.

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. 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. The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line.

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.

12. **Movement of the mast, fore and aft or lateral, may be restrained by blocks at the deck level.** Fore and aft guys may be used, with the fore guy attached to the mast no higher than the top band of the lower set of bands. Mast can not be moved at the maststep.

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. Boats must be weighed at the start of each season, and the Measurer shall note the weight and the amount of ballast, if any, on the owner's SCIRA membership card. 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. On any measured item (mast, boom, rudder, or centerboard), only one can be measured and these items can be changed only on irreparable damage or loss, after the start of any racing season. 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 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 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"x1 1/2")

Dimensions of clamps - - - - - (3/4"x1 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:

3/4" 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 1/4" 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 3/4" throughout the sides and bottom of the hull. Double or triple planking may be used but the total thickness must be 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 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 Inter-

Glass Hull & Deck

national 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 minimum weight limit must be observed. The materials specified in plans are best suited.
- 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 6'1/2" Greatest width 33" (The cockpit as designated in plans is recommended 2' x 6'). Maximum width of cockpit 36"; on boats meeting new flotation requirements 40". If the deck alongside of the cockpit curves down on a radius, the maximum width 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 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. Only steel, bronze, and aluminum boards are approved. Centerboard material shape J thickness 5/16 weight 39 #.

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 1.2g ($\frac{1}{4}$ " 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 $9\frac{3}{4}"$ 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.

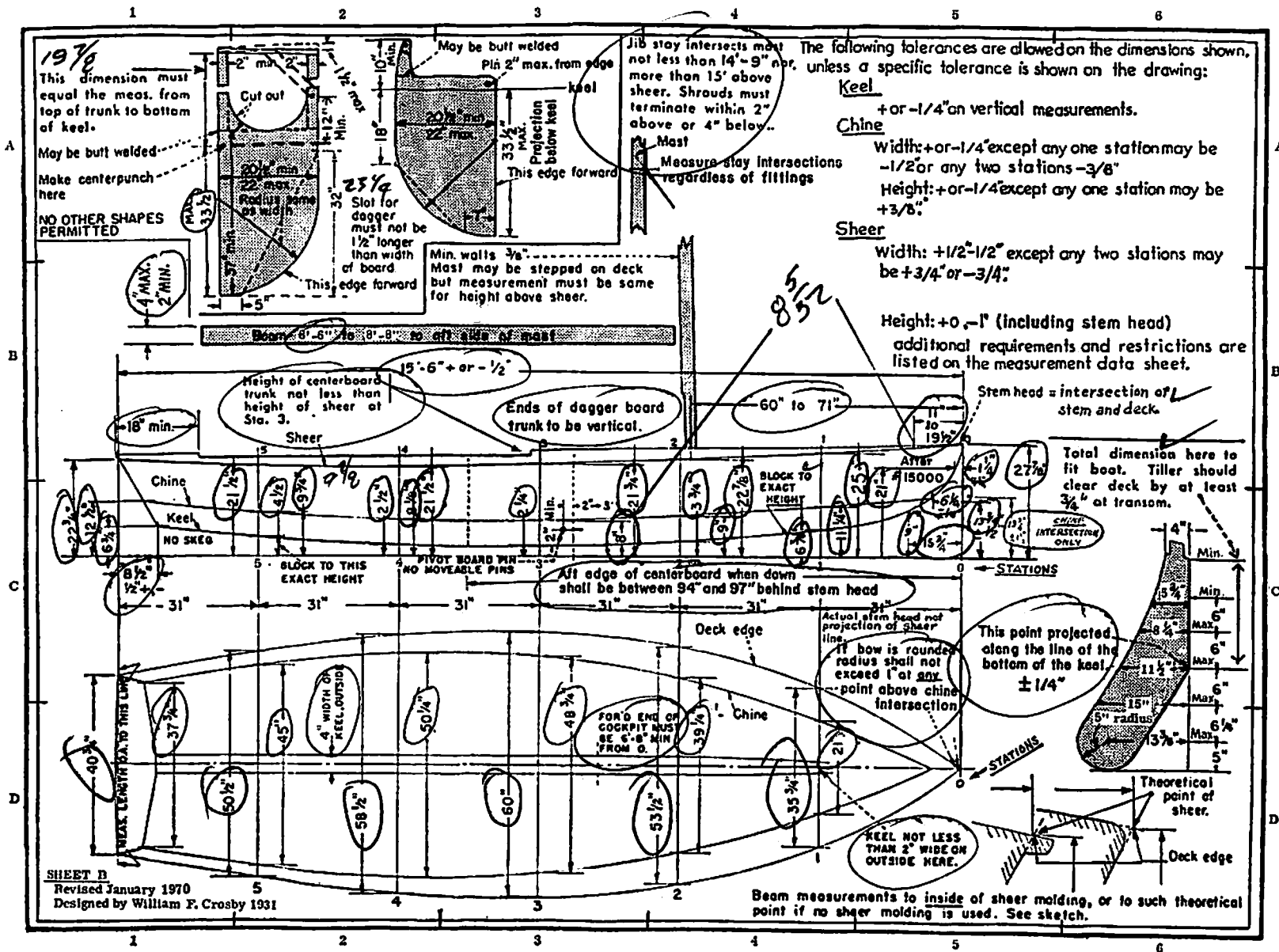
MAST, BOOM AND RIGGING

- 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 prohibited.
- 37 The mast must be minimum $1\frac{1}{2}"$ athwartships at the top band or at any point below.
- 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 Cobra Aluminum
- 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 Halyards must be used, and they must lead down the mast toward the boat, alongside or inside the mast. 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.
- 41 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.
- 42 Length of boom shall be 8'8" maximum, 8'6" 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.
- 43 The maximum depth of boom no matter what type or material shall be 4" at its widest point, maximum $3\frac{1}{2}"$ for a wood boom. Check 4". 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.
- 44 Aluminum extrusions may be used for masts and booms and may be tapered subject to Para. 37. Masts must be made of alloy 6061T6 or equivalent. Booms may be made of alloy 6063T6 or equivalent. Weight of mast without winches, halyards, stays, or spreaders, including only the bare mast and fittings for stays, spreaders, and butt end must be at least 15 $\frac{1}{2}$ lbs. if stepped on deck, or 17 lbs. if stepped on keel. Center of gravity in the condition when weighed must be at least 70 inches above the upper band of the lower set of bands if deck stepped, or at least 60 inches if keel stepped. Masts having an athwartship dimension of $2\frac{1}{2}"$ or less must use spreaders.

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 Snipe plans \$5.00 from Exec. Sec.



13" step to sheer

SHEET D
 Revised January 1970
 Designed by William F. Crosby 1931

PLEASE USE INK

I hereby certify that I am the official measurer of the Mission Boy Divisional Fleet, Charter No. 495
 I certify and affirm that I have carefully measured this boat No. 18924 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) 9/23/20 (Measurer's signature) Richard R. Groh
 Recommended for Certificate RRG (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.