

LENNAR Rook
28940

1992-1995

INSTRUCTIONS FOR FLEET MEASURERS

1. It is the responsibility of the Fleet Measurer to determine, accurately and carefully, that each Snipe he measures meets all the requirements in the Measurement Data Sheet. He should be particularly careful to note any attempt, either on the boat or sails, to gain a racing advantage for the boat, even though this advantage may not be specifically prohibited in the restrictions. The completed Measurement Data Sheet is sent to the SCIRA office by the Fleet Measurer.
2. A Measurement Certificate is completed at the same time as the Measurement Data Sheet. The Certificate is presented to the owner of the boat, who endorses it to a new owner, should he sell the boat. He is requested to inform the SCIRA office of the name and address of the new owner, in the event of sale of the boat.
3. The Measurer should inform the owner that changes in the boat will void the Certificate. Any changes must be remeasured, and the Certificate countersigned and dated by the Measurer to indicate that the boat has been re-examined, and the changes approved.
4. Measurers are elected or appointed by local fleets, and shall have the sole power to issue Measurement Certificates. Measurers shall use the Measurement Data Sheet as a guide to their duties. Upon request by an owner, a Measurer shall, at his earliest convenience, pass upon the boat by filling out this sheet. Measurers shall not approve boats which contain departures from the plans and restrictions, or infringe the letter and/or spirit of these rules.
5. In cases where a boat is found to be ineligible to receive a Measurement Certificate, the Measurer must notify the owner, the fleet captain, and the Executive Director. The identifying number shall be retained by the boat. The owner may appeal to the fleet captain, who shall make a full report to the Executive Director. The Executive Director shall make a full report to the Chairman of the Rules Committee. The decision of the Rules Committee shall be final. There can be no further appeal. Until such a decision is announced, the boat cannot receive a decal for participation in SCIRA events.

RESTRICTIONS AND MEASUREMENTS

For all boats built after January 1, 1992, EXCEPT AS NOTED.

1. Measurers must fill in every blank space provided on the Measurement Data 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 trunk in an unobscured position. Minimum height of these numbers must be 1/2" (13mm). Unless this is done, the boat cannot receive a Certificate of Measurement. In order to be eligible to race, every boat must have an official decal for the current year, permanently attached to the starboard side just forward of the transom. Decals will be issued by the appropriate secretary for each year that dues are paid.

3. Official Racing Number of boat on trunk.

4. Boat's Name.

5. Full name(s) and address(es) of owner(s).

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. A boat that does not meet all these requirements shall be ineligible to receive a Certificate of Measurement but it must retain its identifying number. Such boats cannot take part in any open or closed regattas whatsoever. Owners of such boats shall be ineligible to join SCIRA. The measurer must notify the Executive Director of any boats that cannot pass these requirements, giving the boat number, and name and address of both the builder and owner.

METRIC CONVERSION TABLE

LINEAR MEASURE

- 1 inch = 2.54 centimeters
- 1 foot = 0.3048 meters
- 1 yard = 0.9144 meters
- 1 statute mile = 5280 feet = 1.6093 kilometers
- 1 nautical mile = 6076 feet = 1.852 kilometers
- 1 millimeter = 0.394 inches
- 1 centimeter = .3937 inches
- 1 meter = 39.37 inches
- 1 kilometer = .6214 miles
- 1 kilometer = .54 nautical miles

SQUARE MEASURE

- 1 square inch = 6.452 square centimeters
- 1 square foot = 929.03 square centimeters
- 1 square yard = 0.8361 square meters
- 1 square centimeter = .155 square inches
- 1 square meter = 10.764 square feet

CUBIC MEASURE

- 1 cubic inch = 16.387 cubic centimeters
- 1 cubic foot = 0.0283 cubic meters
- 1 cubic yard = 0.7646 cubic meters
- 1 cubic meter = 35.31 cubic feet

LIQUID MEASURE

- 1 pint = 28.875 cubic inches = 0.4732 liter
- 1 quart = 57.75 cubic inches = 0.9464 liter
- 1 gallon = 231 cubic inches = 3.7854 liters
- 1 liter = 1.06 quarts
- 1 liter = .26 gallons

WEIGHT MEASURE

- 1 ounce = 28.3495 grams
- 1 pound = 453.59 grams
- 1 kilogram = 2.2046 pounds

TEMPERATURE

To compute Centigrade: Subtract 32 from Fahrenheit and divide by 1.8

To compute Fahrenheit: Multiply Centigrade by 1.8 and add 32.

8. Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such.

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:

- 8.1. Self-bailing cockpit: No restriction on method of construction.
- 8.2. Hiking Straps: No restriction on number or location.
- 8.3. Tiller Extension: No restriction on cross section or length.
- 8.4. Boom Vang: No restriction on type. May be used at any time.
- 8.5. Cleats for Jib Sheets or Mainsail Sheets: No restriction on number, type or location.
- 8.6. Jib Fairleads: Any type or location permitted.
- 8.7. Mainsheet Bridle: Any type or location permitted. May be adjusted while racing.
- 8.8. Attachment of Jib Tack: The jib luff wire at the deck must be attached so it cannot be moved while racing. Tension on the cloth in the jib luff may be adjusted while racing. This restriction shall apply to all boats without regard to date of manufacturer.
- 8.9. Mainsail Clew Outhaul: Any type permitted. May be adjusted while racing.
- 8.10. 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.

8.11. All metric measurements are taken to the nearest one-tenth of one millimeter. Questions must be resolved by using the customary system which is also shown, and which was used in designing the boat.

8.12. 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 guys attached to the mast no higher than the top band of the lower set of bands. Mast shall not be moved at the maststep while racing.

8.13. Floorboard are optional.

8.14. FOR ALL BOATS: The maximum overall length of the whisker-pole is 104" (2641.6 mm) and it may not extend in front of the bow of the boat or aft of the boom when not deployed. Pole launcher and retractor systems using shock cord are allowed.

8.15. FOR ALL BOATS: Aramid fiber lines may be used only in the running rigging, but carbon or aramid fibers or micro-grooved film are not be used elsewhere in the hull construction, or equipment.

8.16. No electronic devices other than timers shall be used on the boat.

9. Boats must be measured by officially appointed or elected Fleet Measurers or by Class Measurers approved by SCIRA. No certificate shall be acceptable unless recommended and signed by such a Measurer. Boats must be weighed at the start of each season. 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.

HULL:

10. Thickness of sides, transom, sides of centerboard trunk and bottom:

Fiberglass: 1/8" (3mm) minimum.

Fiberglass & Foam Sandwich or Fiberglass and Honeycomb Sandwich: 1/8" (3mm) Outerskin and 1/16" (1.5mm) Inner skin minimum.

Wood: Density of .0185 lbs per cubic inch (512 Kg per cu. meter) or greater - 1/2" (12.7mm) minimum. Density of less than .0185 lbs per cubic inch (512 Kg per cubic m) - 3/4" (19.1mm) minimum.

Plywood: 3/8" (9.5mm) minimum.

Plywood and fiberglass: 3/8" (9.5mm) minimum plywood, plus fiberglass.

Thickness of plywood deck: 1/4" (6.4mm) minimum. Exterior grade may be used.

11. Keel width 4" (101.6mm)+ or - 1/8" (3.2mm) on flat under surface from stern to station 2 and minimum 2" (50.8mm) wide at station 1.

12. Stem must be a smooth curve and it must follow the table of stem offsets as shown on drawing.

13. Maximum chine radius is 3/4" (19.1mm) at station 1, tapering to 1/8" (3.2mm) at station 2, and is 1/8" (3.2mm) from there aft.

14. Maximum lack of flatness in any cross section is 1/8" (3.2mm) per foot (304.8mm) of distance over which the lack of flatness is being checked.

DECK:

19. Forward deck. This must extend the full width of the boat to a point at least 72 1/2" (1841.5mm) aft of the stem. Maximum crown of deck 5" (127mm). The top of the sprayboards must be minimum 2" (50.8mm) vertically above deck for minimum 2' (609.6mm) of their respective lengths. Maximum projection of deck or sheer molding beyond sheer is 1 1/4" (31.8mm) in a horizontal plane, level with the sheer.

20. Afterdeck minimum 18" (457.2mm) in length.

COCKPIT:

22. Maximum width of cockpit 40" (1016mm). If the deck alongside the cockpit curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane 2" (50.8mm) below the sheer. Cockpit corners may be square or rounded to any desired radius.

CENTERBOARD:

25. Verify dimensions with drawing. No other shape permitted. Slot in centerboard trunk maximum 21-1/2" (546.1mm) long and no more than 1/2" (12.7mm) in width if in fiberglass nor 9/16" (14.3mm) if in wood or plywood. The aft edge of centerboard trunk shall be perpendicular to base line. Forward edge of centerboard trunk shall either be perpendicular or slope forward 1/4" (6.4mm) maximum at the top of trunk. Boards must be uniform thickness except within 1" (25.4mm) of edges which may be tapered off. Centerboard may be cut out for lightness. (See drawing.) The top of the front leg of a centerboard may be sloped back at an angle not greater than 45 degrees, starting at a point 12" (304.8mm) above the centerpunch mark 33-1/2" (850.9mm) from the bottom of the board. The handle of the centerboard shall be installed in such a manner that the aft edge of the centerboard is perpendicular to the base line when the centerboard is completely down.

26. FOR ALL BOATS: The centerboard must be restricted while racing, in such a manner that not less than 12 inches (304.8mm) extends below the keel when the board is at its maximum height. To permit checking the position of the centerboard while racing, a band 1" wide shall be painted on each side of the board, the top of the band being even with the surface of the deck at the centerline of the boat when the board is raised to this maximum height. A safety line must be used on the centerboard while racing.

27. The dimensions for centerboards as given on the drawing on the back of this sheet must be adhered to. There shall be no inserts or other means of changing the distribution of the weight. Centerboards shall be made of any hard aluminum alloy, 6061T6 or its equivalent is recommended. The thickness of the centerboard shall be 3/8" (10mm). If seals are used on the centerboard trunk, they shall be used at the top of the trunk only. Any type of seals may be used.

RUDDER:

28. See that rudder is substantially made of wood, fiberglass or fiberglass and foam. 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. The basic rudder thickness above and below the waterline shall be 3/4" (19.1mm) minimum and 1-1/2" (38.1mm) maximum.

31. The width of blade below waterline shall be 10-1/4" (260.4mm) maximum and 10" (254 mm) minimum. This measurement is taken across rudder at approximately right angles to its leading edge.

32. Metal rudder blades are prohibited. Where 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 mounted essentially parallel to the transom. 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 1-1/2" (38.1mm) maximum clearance. The minimum weight of the rudder including pintles shall be 6 pounds (2.72 kg) on all boats.

MAST, BOOM AND RIGGING:

33. Only one mast may be used during a regatta unless irreparable damage has occurred. It shall be stepped on the keel, or no higher than 2" (50.8mm) above the top of flotation tank in bottom. The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable means.

34. The minimum allowable length from sheer molding shall be 20'1" (6121.4mm).

35. The center line of the mast shall be located 60 (1524mm) to 64

inches (1625.6mm) aft of the stem. This measurement shall be taken to the mast step. The hole in the deck where the mast goes through the deck shall have a maximum size of 3" (76.2mm) athwartship x 10" (254mm) fore and aft. A 60" (1524 mm) mark showing on either side of the mast step shall be molded in the hull.

36. Rotating masts are prohibited.

37. The mast must be minimum 1-1/4" (31.8mm) athwartships at the top band or at any point below. On all boats: Any taper in the mast above the stay intersection shall be essentially a uniform taper.

38. If mast is made of wood, it must be minimum 2" (50.8mm) athwartships and minimum 3" (76.2mm) fore and aft at deck. If mast is round (not streamlined), the dimension at deck shall be minimum 2-1/2" (63.5mm) in diameter.

39. Spreader length and rake limit shall not be adjustable while racing, on any boat.

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. The shroud, jibstay, and jib halyard intersections with the surface of the mast shall be between 14'8" (4470mm) and 15'0" (4572mm) above the sheer. This shall apply to all boats built after January 1, 1992 and to replacement masts on older boats if so desired.

42. 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" (25.4mm) wide shall be painted around the mast in color to contrast with the color of the mast, the bands being located as follows:

X. The lower edge of the top band to be not more than 20'1/2" (6108.7mm) above the sheer.

Y. An additional band, the upper edge of which shall be a maximum of 16'9-1/4" (5111.8mm) below the lower edge of the corresponding top band.

3. Two additional bands, the lower edge of each band being 6" (152.4mm) below the lower edge of the previously specified bands, may be installed. These additional bands are optional.

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. Tape which is not readily removable and which soon becomes as permanently attached as paint (such as one mil mylar) may be used for bands. Easily removable tape such as electricians or plastic decorative tape is not acceptable.

43. Length of boom shall be 8'8" (2641.6mm) maximum, 8'6" (2590.8mm) minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the boltrope). 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" (25.4mm) wide, and forward side of which is 8'4-7/8" (2562.2mm) aft of the aft edge of sail slot in the mast.

44. The maximum depth of boom, no matter what type or material shall be 4" (101.6mm) at its widest point, minimum 3-1/2" (88.9mm) for a wood boom. Maximum width at any point 3" (76.2mm). Minimum thickness of plank boom 3/4" (19.1mm). If slotted boom is used, the maximum depth of 4" (101.6mm) includes the material forming the slot. Booms shall be essentially straight and shall not be tapered nor have lightening holes.

48. Aluminum extrusions may be used for masts and booms and masts 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 such mast with winches, halyards, stays, gooseneck, spreaders and butt end must be at least 20 lbs (9.1kg), and nothing may be added to the basic mast except necessary fittings or reinforcements. Center of gravity in the condition when weighed, with the stays and halyards extended full length and temporarily taped to the mast, shall be at least 60 inches (1524mm) above the upper band of the lower set of bands. Masts having an athwartship dimension of 2-1/8" (54mm) or less must use spreaders. Any section which may be used for a mast may be used for a boom. For booms only, a basic section 2-1/2" (63.5mm) deep and at least 7/8" (22.2mm) wide at its widest point may be used. The height of the boom at either end may be reduced for access to the boltrope.

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

47.

48. All boats must have a jib stay and two side shrouds. The jib stay must be all metal 3/32" (2.4mm) minimum diameter, either wire or rod and must be fastened to a tang or other deck fitting. The length of the jib stay shall be such that it does not allow the mast to touch the back of the partner when the mast is restrained only by the jib stay and shrouds and the mast push/puller is off. THIS APPLIES TO ALL BOATS. No backstay may be used. Shroud anchorages or through-the-deck fairleads must be not more than 4" (101.6mm) in from the sheer, and between 70" (1778mm) and 78" (1981.2mm) aft of stem. 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.

50. All other rigging optional. So-called streamlined rigging not permitted. Running rigging optional. 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 BE WEIGHED. THIS WEIGHT DOES NOT INCLUDE PADDLE, LIFE PRESERVERS, BAILING EQUIPMENT (unless permanently attached), SAILS, OR ANY OTHER LOOSE GEAR. IT DOES INCLUDE MAST, BOOM, RIGGING, MAINSHEET, WHISKERPOLE OR WHISKERPOLE LAUNCHING SYSTEM, CENTERBOARD, RUDDER, AND TILLER. Boats that do not meet the Weight Limit must have weight permanently added BEFORE they can be given Measurement Certificates.

52. The weight of this boat as outlined above is 173.75 kg

Amount of ballast _____ lbs.

53. All boats must be weighed before issuing a measurement certificate and must be re-weighed at the start of each season.

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 complies with this paragraph. The minimum weight shall be 381 lbs (172.8 Kg). The bare hull including deck, centerboard trunk, floorboards, flotation, hull fittings, and sailaway equipment shall weigh 276 lbs (125.2 Kg) minimum. In addition ballast up to 33 lbs (15Kg) may be permanently added in any location, subject to the requirements for Moment of Inertia. All ballast must be installed where it may be seen and it shall be attached with peened over bolts or glass cloth. The bare hull including ballast as defined above shall be subjected to the moment of inertia test as contained in the Supplement to the Measurement Data Sheet for Moment of Inertia Test.

55. Weight certificates from builders will not be accepted.

56. All boats shall comply with the following flotation requirement: When the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 6" (152.4 mm) above the water when the boat is supporting 300 lbs (136.1 kg). This may be accomplished by means of tanks, flotation bags, self-bailing cockpits, increased low density flotation material, or other suitable means. Holes with maximum total area 100 square inches (645.2 sq.cm) may be made in the transom to facilitate drainage. Where transom drains are used to comply with this rule they should have a minimum of 45 square inches (290.3 sq.cm) total. In boats meeting the requirements of this rule, the centerboard trunk may have a minimum height of 9" (228.6 mm) above the outside of the keel if the boat, after capsizing and being righted, floats high enough so that water will flow out of the trunk; otherwise, the trunk shall be 2" (50.8 mm) above the water level in the boat after capsizing and being righted.

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 committees may require wearing them when racing when they consider it necessary. Suitable paddle or oar must be carried. A towline of 33' (10 meters) minimum length, and 1/4" (6mm) minimum diameter must be carried. SCIRA makes no prescription on anchors but some local authorities may require them. This applies to all boats.

59. There shall be no advertising matter whatever on the outside or inside of any boat or on its sails, except as allowed by the SCIRA Event Sponsorship Policy (see page 61). 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

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" (203.2 mm) of the top of the deck. It is permissible for the crew to hold on to the side stays.

CONSTRUCTION OF FIBERGLASS HULLS

62. Only professional boat builders can make fiberglass Snipe hulls. Effective January 1, 1965, the construction of fiberglass hulls has been allowed under the same tolerances as approved by IYRU and now in effect for wood hulls. The loft lines do not show any sheer molding. Part or all of a sheer molding may be molded with the hull.

MATERIALS: Fiberglass cloth, woven roving or mat may be used, with either polyester or epoxy resins. Glass content must be at least 30% by weight.

FLOTATION: 6-1/2 cubic feet (.184 cu.m) of Styrofoam, Urethane foam, or equivalent, having a density of 2-1/2 kg per cubic foot (40 kg cu.m) maximum must be built into the hull. Balsa wood enclosed in resin-impregnated fiberglass cloth is considered equivalent. Supposedly airtight compartments are not considered adequate.

TOLERANCE: All fiberglass boats are to be measured to standard tolerances. The thickness of the hull must be uniform except where reinforced locally such as at the keel, the chine, the stem, the mast step, and where the stay anchorages and rudder gudgeons are attached. Increased thickness due to incorporation of flotation material in either the sides or bottom of the hull is not a violation of this requirement. If desired, floorboards may be bonded directly to the bottom of the boat, omitting supports. A fiberglass and foam sandwich floor structure may be used. Wood and plywood are acceptable local reinforcements.

DECKS: the deck may be plywood as specified in the measurement data sheet, or it may be fiberglass. In general, a fiberglass deck will require some type of double surface and core construction to secure adequate stiffness. Each builder's method of construction must be approved by the Rules Committee.

EXCEPTION TO APPLICABILITY OF PRIOR RULES

The new centerboard shape and thickness must be used after January 1, 1976 on all boats in the World Championship, Western Hemisphere Championship and European Championship. Those existing boats which cannot use a 3/8" (10mm) thick board because of trunk slot width shall use a 5/16" (8mm) thick board of the new shape. The length of the trunk slot shall be 21-1/2 inches (546.1mm) maximum.

SCIRA EVENT SPONSORSHIP POLICY

1: There shall be no advertising matter whatsoever in or on any boat, its sails or competitors clothing except as provided in Paragraph 2.

2: The organizers of events listed in Paragraph 3 may request that competitors display advertising material under the restrictions outlined in paragraphs 4 through 7.

3: The following events are eligible for advertising on boats or clothing: Worlds, European, Western Hemisphere, and Continental (North and South American, Southern Europeans, etc) and National Championships at all levels, i.e. Master, Senior and Junior. The advertising policy for an event shall be stated in the Notice of Regatta.

4: Under no circumstance will advertising be mandatory. The final decision on whether to display advertising shall remain with the skipper. There shall be no penalty or inducement of any type for a skipper who chooses not to display advertising, and he shall be entitled to all benefits both on and off the race course.

77. **BOTTOM AND SIDES:** The weight of the plywood used must be at least one pound, two and one-half ounces per square foot (5.65 kg. Per square meter). If 3/8 inch (9.5 mm) material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

FLOTATION: Three cubic feet (.085 cu.m) of Styrofoam must be installed in the hull.

(MOMENT OF INERTIA TEST)

78. All bare hulls, as defined in paragraph 54 must be subjected to a moment of inertia test. (For a full description of the method, see SUPPLEMENT TO THE MEASUREMENT DATA SHEET FOR MOMENT OF INERTIA TEST.)

The moment of inertia of the hull is calculated from the following formula:

$$I = \frac{C D^3 T^3}{4 \pi^2}$$

Where: I = Moment of Inertia
C = Spring constant, lb. per ft. (Kg. per M.)
D = Distance to axis, Ft. (M.)
T = Time of one complete oscillation, seconds
 $\pi = 3.1416$

For our purpose, $D = 104" - 1" + 9/32" = 103.281 = 8.6067$ ft. (2.6233 M.) The spring constant will be furnished with springs from SCIRA. We can now simplify the formula to:

$$\text{(English)} \quad I = \frac{8.6067^3 C T^3}{4 \times 3.1416^2} = 1.8763 (C T^3) \text{ slug ft.}^2$$

$$\text{(Metric)} \quad I = \frac{2.6233^3 C T^3}{4 \times 3.1416^2} = .1743 C T^3$$

The minimum moment of inertia of the hull as determined from the formula above shall be:

English - 200 (slug foot squared)

Metric - 27.6 (metric slug meters squared)

If the hull moment of inertia does not meet this minimum, weight shall be moved to or added to the ends to bring it up to the minimum.

The Moment of Inertia for this boat is _____

Amount of weight and location _____

5: The entry fee and any other fees associated with the event shall be uniform for all skippers, whether or not they display advertising. This shall include fees associated with social events.

6: Advertising on the boat shall be restricted to the hull of the boat and shall not exceed 25 cm x 60 cm (10" high by 24" long) per each side of the boat. All advertising material shall be displayed aft of the shrouds and shall be no closer than 10 cm (4") to the current SCIRA dues decal.

7: Only one advertisement or logo shall be visible on a competitors clothing at one time.

8: For those Event Organizers that do choose to allow advertising, the following fee schedule shall apply:

- A. World Championships: US \$5,000 to the SCIRA Office.
- B. European and Western Hemispheres: US \$2,500 to the SCIRA office.
- C. World Masters and Juniors: US \$1,000 to the SCIRA office.
- D. Continental Championships: US \$1,000 to the host country's SCIRA office.

All fees shall be remitted to the appropriate office before the start of racing.

9: The SCIRA National Authorities are authorized to set their own policies which shall not exceed the limits or restrictions set by SCIRA.

10: Advertising on hulls or clothing, other than the event sponsor's is prohibited.

SAIL MEASUREMENTS:

62. A grommet may be installed in the mainsail to permit tightening the luff while racing. This grommet shall be located 6" (152.4 mm) maximum above the top of the boltrope on the foot of the sail, and 2" (50.8 mm) 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, skippers 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" (254 mm) 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 (101.7 gr. per sq. meter) (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, two square feet (185800 sq. mm). The use of Mylar (polyester film) is not permitted in the jib sail cloth material.

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 "breaking in". Sails are subject to remeasurement and cancellation of approval at any time. They must be measured at the start of each season and so marked. 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 corner of the sails. The supplemental drawing on limiting sail dimensions shall be used when it appears that an effort has been made to make an oversized sail. All measurements shall be taken to centers of grommets and no allowance shall be made for mislocated grommets resulting in the sail being smaller than the maximum size permissible. If a grommet is located farther from the edge of the sail than is permissible, the sail must not be accepted. The foot, and the head grommet to midpoint of the foot of the jib, and leeches shall be subjected to a direct line pull of 8 pounds (3.6 kg) when being measured. Mainsails should be measured with battens in place.

67. Mainsail Dimensions.

Maximum dimension of leech 17'6" (5334 mm)

Mainsail luff and foot need not be measured. The limiting dimensions are 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" (1790.7 mm). 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. The measurement for mid-point girth of mainsail does not include the boltrope. The measurement is from the inside of the boltrope to the leech.

68. Maximum lengths of mainsail battens:

(Pockets not over 1-1/2" (38.1 mm) longer than batten)

Top batten (18") (457.2 mm)

Center batten (27") (685.8 mm)

Lower batten (24") (609.6 mm)

69. The headboard in mainsail maximum 6" (152.4 mm) measured perpendicular to the luff.

70. Placing of racing numbers, letters and emblems shall comply with IYRU, and USSA Rule 25, and additional detail requirements of this class rule.

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 A, 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 insignia which may be obtained from the Executive Director. 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" (254 mm) in height and 6" (152.4 mm) in width (except 1 and I).

71. Jib Dimensions

Foot.....6'5" max. (1955.8 mm)

Head grommet to midpoint of foot.....12'2" max. (3708.4 mm)

Luff.....12'3" max. (3733.8 mm)

Leech.....11'6" max. (3505.2 mm)

72. FOR ALL BOATS: The use of jib hanks is optional. If used there shall be a minimum of 5 and a maximum of 10 hanks, one at each end of the luff and the others evenly spaced between them. Jibs may be sheeted inside or outside shrouds. No battens whatever allowed in jib. No headboard permitted in jib. If glove fasteners are used a maximum of 10 inches (254 mm) of the forestay may be covered. All jibs must be capable of being attached without disconnecting the forestay. The jibs must have a wire permanently attached in the luff, with a washer or other positive stop, to prevent pulling of the jib beyond the dimensions given in Paragraph 71 above, and the luff shall be measured with sufficient tension to straighten the wire. Other measurements shall be made with a pull of 8 lbs (3.6 kg). The roach on the leech and foot shall form a uniform curve with constant radius, tangent to a 3/4" (19.1 mm) radius centered at the grommet in the head, and a 1" (25.4 mm) radius centered at the grommets in the tack and clew. The maximum girth measurement for new sails shall be 4-1/4" (108 mm) at the head.

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.

75. A SCIRA sail royalty label must be permanently sewn on every mainsail and every jib in countries where required. It is the obligation of the sailmaker to buy these labels from the Association office. No new sail can be accepted by a member for racing purposes without a label; it is not a Snipe sail unless the royalty label appears thereon. Insignia denoting honor awards shall consist of a chevron as shown below, which may be used in five colors as designated. No sail will display more than one chevron, it being the one corresponding to the highest Championship won. Honors won and displayed on sails are awarded on a permanent basis, to the skipper, and not to the boat. The chevron will be placed immediately under the Snipe insignia and different colors will be used as follows:

Gold - World Championship

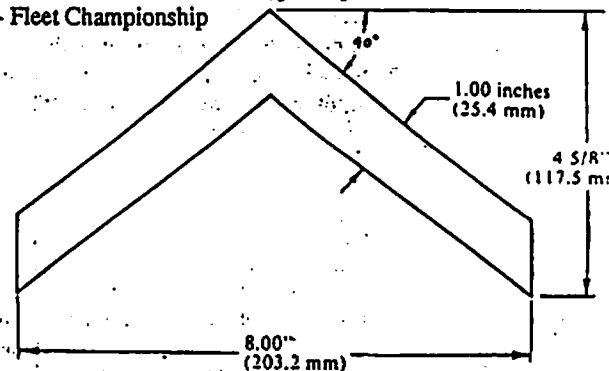
Silver - European or Western Hemisphere Championship

Red - National Championship

Blue - Junior National Championship

Green - Winner of an Invitational or District Regatta in which boats from five or more fleets have participated.

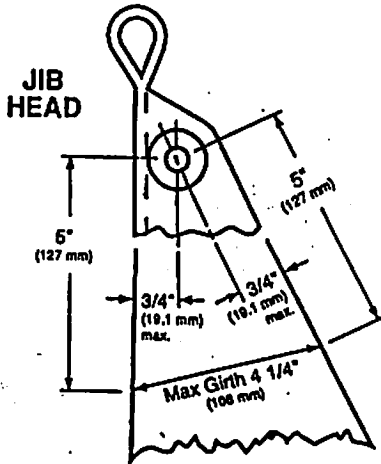
Black - Fleet Championship



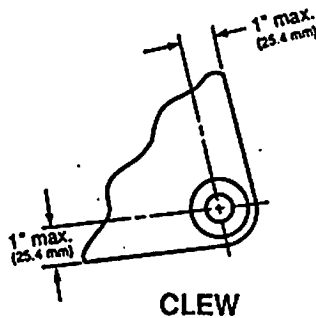
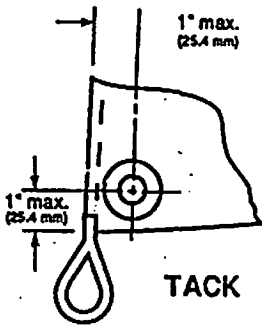
SNIFE SAILS

Additional Limiting Dimensions

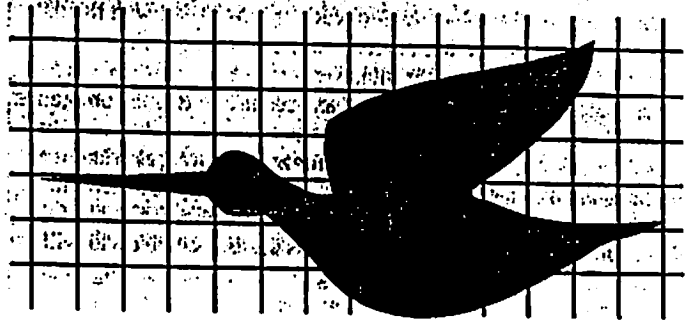
Dimensions are maximum unless noted.



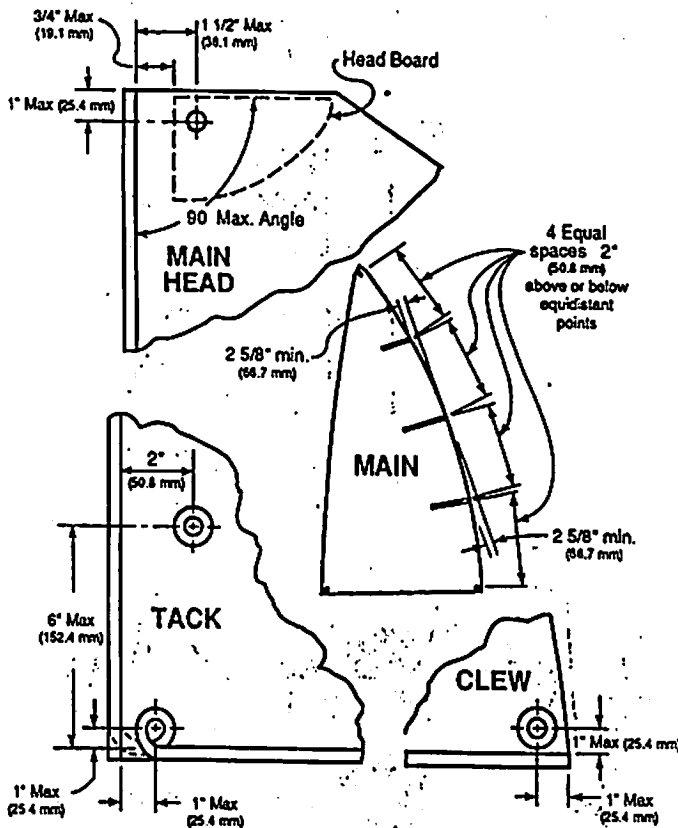
Fabrikat: skipper



The Official Snipe Insignia
As designed by William F. Crosby in 1931



Each Square equals one inch (25.4mm)



6. Fleet 327

5. Owner

Lennart Rook
Västerbergsgatan 2
431 69 MOLNDAL

1. Mätman

Ylvan Arvid
Hans Andersson

SSF Licenstnr. 862

Göteborg 930628

Kontor, Handläggare	Datum	Beteckning	Sida (Ant sid)
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Hejsan Thomas.

Göteborg 930629

Hoppas att sommaren har börjat bra!

Jag sänder dig mittprotokoll fört vid mätning av Lennart Röcks nya Skipper Snipe. Protokollet har jag skrivit under på sista sidan. Snipe 28940 anser jag vara godkänd enligt mittprotokollet och ber dig därför sända ett mätcertifikat till Lennart.

När det gäller mätpunkter rörande skrovet mäkt har jag godkänt dessa utan kontroll med skrovmallar, jag anser att skrovet som levereras från Skipper är ett Snipe-skrov. Detta gäller punkter under följande rubriker; HULL, DECK, COCKPIT och CONSTRUCTION OF FIBER-GLASS HULLS. Den enda mätningen på själva skrovet som är utförd är vöghingen enligt punkt 54.

Bifogar även ett brev som Bosse Sundström fick från Dan N. Williams där han kommenterar skrovmätningarna av fabriksnya båten

Hälsningar
Hans Andersson