

29102

SNIFE CLASS INTERNATIONAL RACING ASSOCIATION

MEASUREMENT DATA SHEET

Sheet G - Revised January 1996
For all boats built after January 1, 1996.
EXCEPT AS NOTED

See Standard Marking Procedure on this form

- When \pm is within the tolerance limits allowed, mark on A with margin and state actual measurements
- Otherwise, do not write in the measurements or in the area of tolerance specifically called for.
- Draw a neat circle around the number of each paragraph which is verified or carried out in its details.
- After your examination is completed, even pages of numbers may be circled indicating conformity. It will be the duty of the measurer (something to be referred to) to be submitted to the International Rules Committee for decision.

****PLEASE PRINT****

- Measurers must fill in every blank space provided on this sheet. Each dimension shown must be verified by the measurer and recorded. It is not whether 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 discrepancy permitted for professionally built boats.
- 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" (12.7mm). 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 sternboard to be pasted toward the transom. Decals will be issued by the appropriate secretary for each year that dues are paid.

Official Racing Number of boat on trunk 29102
 Boat's Name
 Full name(s) and address(es) of owner(s)
Dave Nickels
2426 S. Long Lake Rd.
Fenton, MI 48430

Name and number of the fleet in which this boat is expected to compete. N/A

General Restrictions

- Boats 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 regatta 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.
- 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 sort of estimation in which, at some future date, someone can 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 other boats from the standpoint of racing capability or when they can be accomplished at anyone's reasonable expense.

Approved Options Not Covered Elsewhere:

- Self-bailing cockpit: No restriction on method of construction
- Hiking Straps: No restriction on number or location
- Tiller Extension: No restriction on cross section or length
- Boom Vang: No restriction on type. May be used at any time
- Cleats for Jib Sheets or Mainsail Sheets: No restriction on number, type or location.
- Jib Fairleads: Any type or location permitted.

- Masthead Brakes: Any type or location permitted. May be adjusted while racing.
- Attachment of 1st Tack: The 1st stiff wire at the deck must be attached so it cannot be moved while racing. Tension on the cloth in the 1st luff may be adjusted while racing. This restriction shall apply to all boats without regard to date of manufacture.
- Mast and Mast-Step: Any type permitted. May be adjusted while racing.
- Goose-neck: May be on track or in slot in mast. May be fixed or sliding and may be compensated or in reefing gear. Must have some means of preventing forward movement beyond position giving maximum sail length in luff. The position of the gooseneck may be changed while reefing.
- All metric measurements are taken to the nearest one-tenth of one millimeter. Questions must be resolved by using the customary system which is so shown, and which was used in designing the boat.
- Attachment of 1st and 2nd stays: Attachment may be restrained by blocks on the deck or by other means and guys may be used, with the guys attached to the mast higher than the top band of the lower set of tapes. Mast can be moved while making a haul during racing.
- Centerboard is optional.
- FOR ALL BOATS: The maximum thickness of the fine whisker pole shall be 25.41 mm (1 inch) measured at the end of the bow of the boat and at the point where the pole is attached to the mast and retractor.

- FOR ALL BOATS: Number of internal fibers of micro-grooved film shall not exceed 1000. Number of fibers of any equipment. Exotic materials may be used in making of poles and fittings only. Commercially manufactured and readily available on the open market at prices competitive with similar fittings and equipment of non-exotic material shall be used. No electronic devices other than timers shall be used on the boat.
- 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, centerboard) only one can be measured and these items can be changed only on reparative damage or loss.

Hull

- Thickness of sides, transom, sides of centerboard trunk and bottom:
 - Fiberglass: 1/8" (3mm) min.
 - Fiberglass & Foam Sandwich or Fiberglass and Honeycomb Sandwich: 1/8" (3mm) Outer skin and 1/16" (1.5mm) Inner skin min.
 - Wood: Density of .0185 lbs per cubic inch (512 Kg per cu. meter) or greater - 1/2" (12.7mm) min. Density of less than .0185 lbs per cubic inch (512 Kg per cubic m) - 3/4" (19.1mm) min.
 - Plywood: 3/8" (9.5mm) min.
 - 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.
- 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.
- Stem must be a smooth curve and it must follow the table of stem heights as shown on drawing.
- Maximum machine 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.
- Maximum lack of flatness after station 1 in any cross section is 1/8" (3.2mm) per foot (304.8mm) of distance over which the lack of flatness is checked.
- 15-18 Deliberately left blank.

Deck

- Fore and Aft: This must extend the full width of the boat to a point at least 72" (1828.8mm) 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 sheers is 11/16" (17.1mm) in a horizontal plane, level with the sheer.
- After deck minimum 18" (457.2mm) in length.

Cockpit

- 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.

