

29149

MEASUREMENT DATA SHEET

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

2002
29149

1. Name of the boat and the builder's name
2. Name of the owner
3. Name of the charterer
4. Name of the measurer

PLEASE PRINT

5. Hull number of the boat
6. Name of the boat
7. Name of the builder
8. Name of the owner
9. Name of the charterer

10. Name and charter number of the fleet in which this boat is expected to compete
11. Boat #
12. LIKI MIAIMO SWEDEN

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.

8. Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such. The purpose of the restrictions under which Sniper 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 detail in this rule book 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 loophole or means of obtaining some racing advantage. Any boat that is built 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 obstruct other boats from the race in terms of racing capability or when they can be accomplished by anyone at reasonable expense.

Approved Options Not Covered Elsewhere:

- Self-baling cockpit. No restriction on placement or distribution.
Hiking Straps. No restriction on their placement.
Tiller Extension. No restriction on length or use.
Boom Vang. No restriction on type. May be used at any time.
Cleats for Jib Sheets or Main Self Straps. No restriction on number, type or use.
Fair Leads. Any type or use is permitted.

9. Mast. 31.6m (104ft) maximum. Section 1 and Mast End used as a reference point for all measurements. Mast must be stepped at least 1.5m (5ft) from the bow. Mast must be stepped at least 1.5m (5ft) from the bow. Mast must be stepped at least 1.5m (5ft) from the bow.

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Centerboard

1. The centerboard shall be made of wood or fibreglass. The width of the centerboard shall be not less than 1 1/2" (38mm) and not more than 2 1/2" (63mm). The leading edge of the centerboard shall be perpendicular to the base line. The trailing edge of the centerboard shall be perpendicular to the base line. The thickness of the centerboard shall be not less than 1/4" (6mm) and not more than 3/4" (19mm). The centerboard shall be installed in the hull in such a manner that the leading edge of the centerboard is perpendicular to the base line when the boat is on the water.

2. The centerboard shall be made of wood or fibreglass. The width of the centerboard shall be not less than 1 1/2" (38mm) and not more than 2 1/2" (63mm). The leading edge of the centerboard shall be perpendicular to the base line. The trailing edge of the centerboard shall be perpendicular to the base line. The thickness of the centerboard shall be not less than 1/4" (6mm) and not more than 3/4" (19mm). The centerboard shall be installed in the hull in such a manner that the leading edge of the centerboard is perpendicular to the base line when the boat is on the water.

3. The dimensions for centerboards are given on the drawing on the back of this page. The drawing shall be used as the basis for all measurements. The drawing shall be used as the basis for all measurements. The drawing shall be used as the basis for all measurements.

Rudder

1. The rudder shall be made of wood or fibreglass. The rudder shall be made of wood or fibreglass. The rudder shall be made of wood or fibreglass. The rudder shall be made of wood or fibreglass. The rudder shall be made of wood or fibreglass. The rudder shall be made of wood or fibreglass.

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Mast, Boom and Rigging

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boat's rigging. The length of the mast shall be measured from the top of the mast to the base of the mast. The length of the mast shall be measured from the top of the mast to the base of the mast.

1. The lower edge of the top band shall be not more than 20% of the diameter of the mast. The lower edge of the top band shall be not more than 20% of the diameter of the mast.

2. An additional band, the upper edge of which shall be a maximum of 6.9" (175mm) below the lower edge of the corresponding top band. An additional band, the upper edge of which shall be a maximum of 6.9" (175mm) below the lower edge of the corresponding top band.

3. Two additional bands, the lower edge of each band being 6.9" (175mm) below the lower edge of the previously specified band, may be installed. Two additional bands, the lower edge of each band being 6.9" (175mm) below the lower edge of the previously specified band, may be installed.

4. The bands shall be made of a material which is not readily removed and which may be used for bands. The bands shall be made of a material which is not readily removed and which may be used for bands.

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Weight Limit
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, centerboard, rudder and tiller. Boats that do not meet the weight limit must have weight permanently added before they can be given Measurement Certificate.

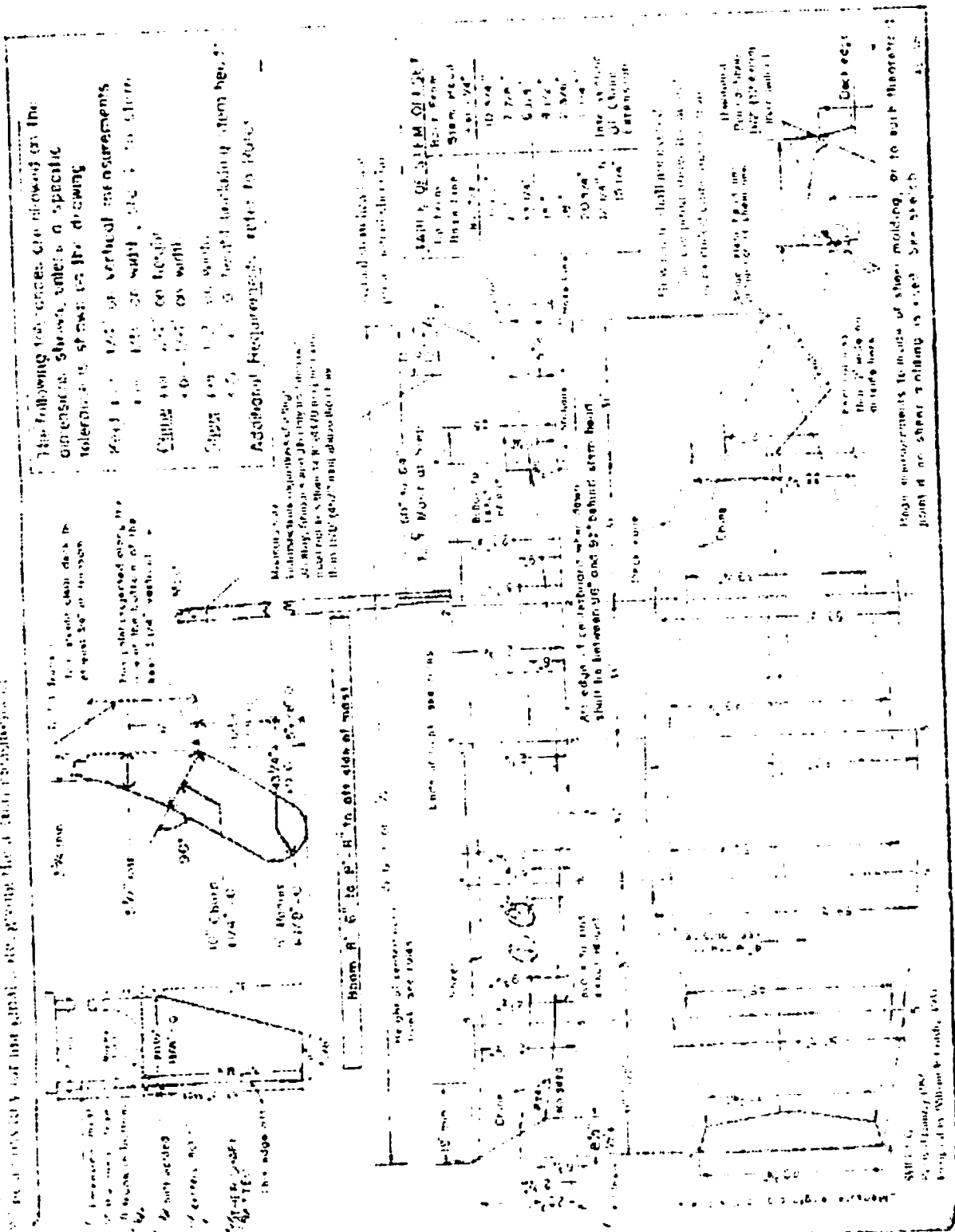
32. The weight of this boat as outlined above is 1320 (circle one)
Amount of ballast 33 (circle one)
Ballast Location Must Be Marked on Diagram on Page Four

Vertical text on the right margin: 1411 1/2th Street, San Diego, California 92101-315 USA



**READERS ARE CAUTIONED TO FEEL OUT THIS DATA SHEET IN FULL AND AS ACCURATELY AS POSSIBLE**

Dimensions shown on this drawing below preferred tolerances are given in inches and fractions. Measurements are not within the limits shown, over which the drawing is drawn. Measurements are not within the limits shown, over which the drawing is drawn. Measurements are not within the limits shown, over which the drawing is drawn.



PLEASE USE INK

I hereby certify that I am the official measurer of the Scam Jamison and that all the measurements were taken and checked by me with a micrometer and other instruments to this before any accredited notary public.

*Notary Public*

Discovered by Charles Lee to the best of my ability and that all the measurements were taken and checked by me with a micrometer and other instruments to this before any accredited notary public.

Note: The owner of this drawing is Scam Jamison and he has given the Certificate of Accuracy to the Secretary of the Bureau of Standards. If possible, please refer to the Secretary of the Bureau of Standards and send him a copy of this drawing.

**Snipe Class International Racing Association  
MEASUREMENT CERTIFICATE**

Hull number 29149 Year of manufacturer 1997

Builder Persson Model # \_\_\_\_\_

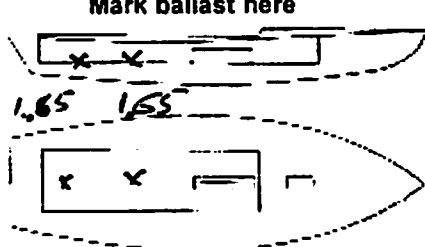
Owner Carlos Schawman

Country Paraguay Mark ballast here

Weight 173 kg 1.65 1.65

Ballast 3.3 kg

MOI 279



Measurer/s STEVE STEWART

Date of measurement 9 JAN 1997

Measurer or National Secretary stamp and signature SL USA

I hereby agree to all SCIRA rules and by-laws. I agree to notify a SCIRA measurer if any equipment modified, replaced and/or transferred.

SCIRA reserves the right to measure this boat and any equipment at any time.

Owner signature \_\_\_\_\_

Date \_\_\_\_\_

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