

# SNIFE CLASS INTERNATIONAL RACING ASSOCIATION

## MEASUREMENT DATA SHEET

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

### The Standard Measuring Procedure is as follows:

1. When NOT within the tolerance limits allowed, mark as "X" in the appropriate space on the measurement.
2. One-way, diagonal or the measurement of this base except where specifically called for.
3. Dimensions are to be taken to the number of significant figures permitted or corrected to all by itself.
4. Four, when any measurement is compound, every part given number will be underlined (non-weigh containers) or will bear an "X" in the appropriate space to be referred to or to be submitted to the International Snipe Classing Association.

### \*\*PLEASE PRINT\*\*

Measurements in every blank space provided in this sheet. Each dimension shown may be verified by the measurer until the dimension is not other than maximum measurement between two, the measurer may measure to the nearest 1/16" for local races only in home built boats. If the measurer is M/NCE and is clearly shown. No discrepancies permitted as previously by local boats.

Each boat must have been assigned a racing number by the Association which must be on each beam, or inside of the centerboard trunk in an appropriate location. Minimum inside of these numbers must be 1/2" (12.7mm) in size. In order to be eligible to race, every boat must have an official label for the current year, permanently assigned to the boat and used for each year the boat races. Details will be issued by the appropriate authority.

1. Official Racing Number of boat on trunk 29950
2. Boat's Name
3. Full name(s) and address(es) of owner(s)

HENRIQUE MOTTA

4. Name and charter number of the fleet in which this boat is expected to compete RIO DE JANEIRO - 159

### General Restrictions

7. Boats eligible to race in this class must be built to conform in every way to this class. 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 S.C.I.R.A. The measurer must notify the Executive Director of any boat 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 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 may arise in the future, and it is impossible to make any set of restrictions which, at some future date, someone cannot find what appears to be a legitimate means of obtaining some racing advantage. Any boat or sail built in a factory which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the use 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 by anyone at reasonable expense.

### Approved Options Not Covered Elsewhere:

1. Self-bailing cockpit. No restriction on method of construction.
2. Flying Bridge. No restriction on construction or location.
3. Over-Exhaustion. No restriction on class section or length.
4. Boom Yacht. No restriction on type. May be used at any time.
5. Mast. Mast. No restriction on type. May be used at any time.
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MEASUREMENT DATA SHEET FOR ALL BOATS

- 8.1. Masthead Baffle. Any type or location permitted. May be adjusted while racing.
- 8.2. Attachment of Jib Tack. The shroul wire at tacket must be attached so it cannot be moved while racing. Tension on the cloth at the tacket may be adjusted while racing. This restriction shall apply to all masts without regard to type of mast.
- 8.3. Masthead Clew Outboard. Any type permitted. May be adjusted while racing.
- 8.4. Stirling Cap Mastheads. May be on track or in slot in mast. May be swiveling and may incorporate roller bearing gear. Must have down means to prevent downward movement beyond position giving maximum legal length of luff. The position of the gooseneck may be changed while racing.
- 8.5. Luffing Masthead Measurements are taken to the nearest one-tenth of one millimeter. Measurements must be reported by using the customary system which is also shown, and which was used in designing the boat.
- 8.6. Movement of the Mast. Fore and aft or lateral, may be restrained by blocks at the deck level. Fore and aft must be used, with the guy attached to the mast no higher than the top band of the lower set of bands. Mast shall not be moved at the masthead while racing.
- 8.7. Pivots and Joints. General.
- 8.8. FOR ALL BOATS: The maximum overall length of the whisker pole is 104" (2641.5mm) and it may not extend in front of the bow of the boat or aft of the boom when not deployed. Pole lashing and retracting systems must check operation at all times.
- 8.9. FOR ALL BOATS: Carbon or aramid fibers or micro-grooved film shall not be used in hull construction or major equipment. Exotic materials may be used in running rigging and fittings only if commonly available and readily available on the open market at prices comparable to those of the fiberglass and equipment of conventional material.
- 8.10. No electric devices other than those normally used on the boat.
- 8.11. Boats must be measured by officials who shall be used on the boat. Measurements by Class Members are permitted and signed by such a Member. Decks must be weighed at the start of each season. Sails are subject to re-measurement and to careful inspection at any time. They may be measured at the start of each season or as marked. Owners measured in this class (mast, boom, rudder, or centerboard), only one can be measured and these items can be changed only in an irremediable damage or loss.

### Hull

10. Thickness of sides, trapezium, sides of centerboard trunk and bottom:
  - Fiberglass: 1/8" (3.2mm) min.
  - Fiberglass & Foam Sandwich or Fiberglass and Honeycomb Sandwich: 1/8" (3.2mm) Outer skin and 1/16" (1.5mm) Inner skin min.
  - Wood: Density of 0.185 lbs per cubic inch (512 Kg per cu. meter) or greater - 1/2" (12.7mm) min. Density of less than 0.185 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 fiber glass.
  - Thickness of plywood deck: 1/4" (6.4mm) minimum. Exterior grade may be used.

11. Keel width 4" (101.6mm) +/- 1/8" (3.2mm) on flat under surface from station 1 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 heights 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 thickness aft of station 1 in any cross section is 1/8" (3.2mm) per foot (304.8mm) of distance over which the lack of thickness is being checked.
15. 18. Deliberately left blank.

### 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 width 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 1/2" (38.1mm) in a horizontal plane, level with the sheer.
20. Afterdeck minimum 18" (457.2mm) in length.

### Cockpit

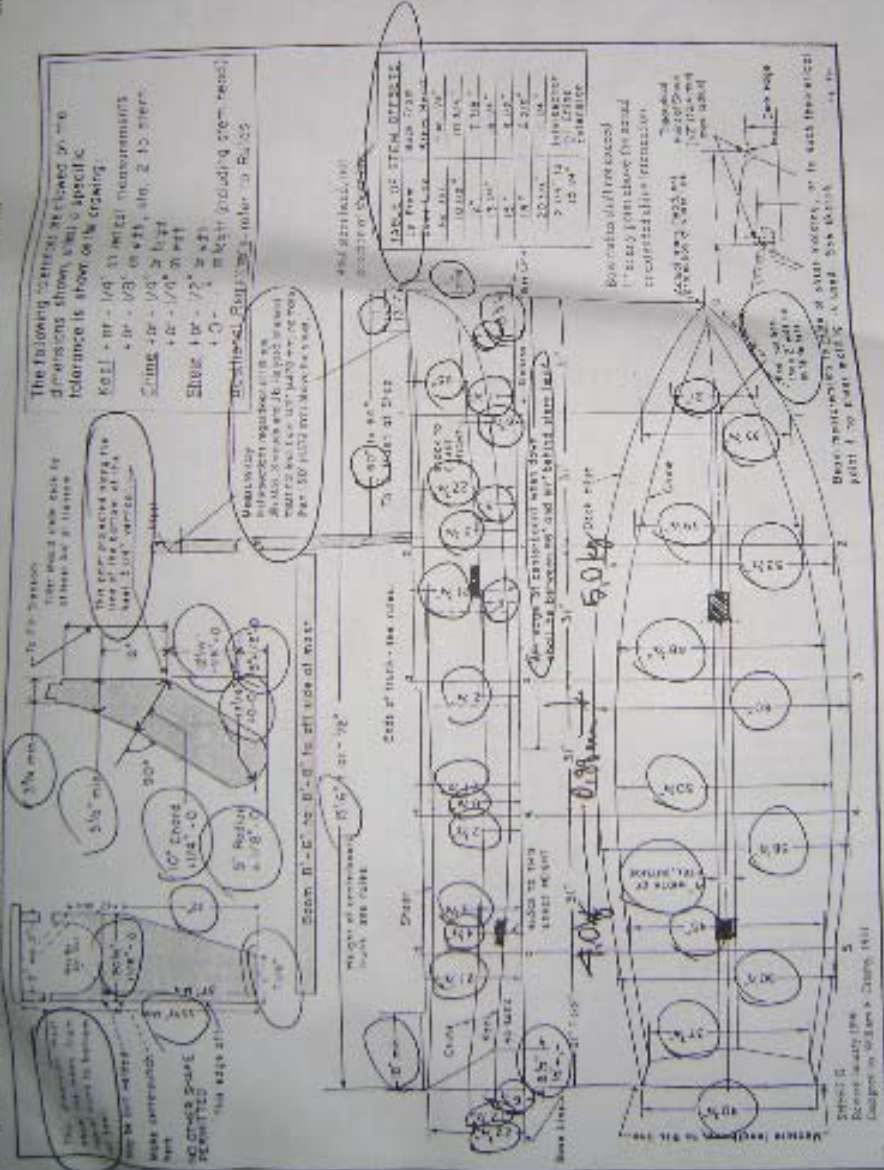
21. Maximum width of cockpit 40" (1016mm). If the deck alongside the cockpit curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane 2" (50.8mm) below the sheer. Cockpit corners may be square or rounded to any desired radius.





**MEASUREMENTS ARE CAUTIONED TO FILL OUT THIS DATA SHEET IN FULL AND AS ACCURATELY AS POSSIBLE.**  
 These measurements found correct should be "circled" carefully on the drawing below, preferably with colored ink.  
 If certain measurements are not within the limits shown, cover same on the drawing with an "X" and use a note in the margin  
 or line across your marginal note, giving the actual measurement.

Indicate only extension lines  
 (if additional explanation  
 does not include, check...)



PLEASE USE INK

I hereby certify that I am the official measurer of the 159  
 I certify and affirm that I have carefully measured this boat 159  
 measurements written herein or checked by me were found to be exactly as indicated. I am ready and willing to swear  
 to this before W. J. [Signature] a Notary Public.

Divisional  
 Pres. Charles  
 to the best of my ability and that of the  
 I certify and affirm that I have carefully measured this boat 159  
 measurements written herein or checked by me were found to be exactly as indicated. I am ready and willing to swear  
 to this before W. J. [Signature] a Notary Public.

Note: The First Measure must under no circumstances  
 give the Certificate of Measurement to the owner unless he  
 is satisfied that the boat fully complies with these regula-  
 tions. If not, the Boatman must the Certificate to the  
 owner and send this Data Sheet to the Secretary.