30202

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

MEASUREMENT DATA SHEET

Sheet II - Revised January 2001

For all boats built after January 1, 2001

EXCEPT AS NOTED

COPY

Use Standard Marking Procedure on this form:

- When NOT within the tolerance limits allowed, mark an "X" in the margin and state actual measurements
- Otherwise, do not write in the measurements of this boat except where specifically called for
- Draw a circle around the number of each paragraph when you have verified or carried out all its details
- When your examination is completed, every paragraph number will be "circled" (indicating conformity), or will bear an "X" in the margin (indicating something needs to be rebuilt or submitted to the International Rules Committee for decision.

****PLEASE PRINT****

(a) 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 goal for local races only on home built boats, if discrepancy is MINOR and clearly shown. No discrepancies permitted on professionally built boats.

(b) Each boat must have been assigned a racing number by the Association. This number must be carved, burned, or molded into the centerboard trunk in an unobscured position. Minimum height of these numbers must be 13mm (1/2"). Unless this is done, a boat cannot receive a Certificate of Measurement.

(c) 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 National Secretary for each year that dues are paid.

Official Racing Number of boat on trunk 30202

Boat's Name _____

Full name(s) and address(es) of owner(s) _____

JERRY THOMPSON

_____

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

_____

Name, complete mailing address and telephone or fax number of builder.

PERSSON MAORIE [illegible]

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, 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 and sails from the standpoint of racing capability as when they can be accomplished by anyone at reasonable expense.

2. 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 (*See also Certified Builder Rule on page 34*)

3. Boats, to be eligible to race in this Class, must be built to conform in every way to these measurement rules. A boat that does not meet all these requirements shall be ineligible to receive a Certificate of Measurement, but it retains its identifying number. Such boats cannot take part in any open or closed regattas whatsoever. The measurer must notify the Executive Director of any boats that cannot pass these requirements, giving the boat number, and the name and address of both the builder and owner.

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

Hull

5. Thickness of sides, transom, sides of centerboard trunk and bottom:
Fiberglass: 3mm (1/8") minimum
Fiberglass and foam sandwich or fiberglass and honeycomb sandwich: 3mm (1/8") outer skin and 1.5mm (1/16") inner skin minimum.
Wood: density of 512 kg per cubic meter (.0185 lbs. per cubic inch) or greater, 13mm (1/2") minimum. Density of less than 512 kg per cubic meter (.0185 lbs. per cubic inch), 19mm (3/4") minimum.
Plywood: 10mm (3/8") minimum.
Plywood and fiberglass: 6mm (3/8") minimum plus fiberglass.

6. Keel width 102mm (4") plus or minus 3mm (1/8") on flat under surface from stem to station 2 and minimum 51mm (2") wide at station 1.

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

8. Maximum chine radius is 19mm (3/4") at station 1, tapering to 3mm (1/8") at station 2, and is 3mm (1/8") from there aft.

9. Maximum lack of flatness aft of station 1 in any cross section is 3mm (1/8") per each 305mm (foot) of distance over which the lack of flatness is being checked (i.e. distance 305 mm = 3mm; distance 450 mm = 4.5 mm; distance 610 mm = 6 mm of lack of flatness)

Deck

10. Thickness: Plywood 6mm (1/4") minimum. Exterior grade marine used.
Fiberglass: 1.5mm (1/16"). Fiberglass and foam or honeycomb: 1.5mm (1/16") outer skin minimum.

11. Forward deck must extend the full width of the boat to a point at least 1842mm (72 1/2") aft of the stem.
11.1 - Afterdeck minimum 457 mm (18") in length.
11.2 - Maximum crown of deck 127 mm (5").
11.3 - The top of the spray boards must be minimum 51 mm (2") vertically above deck for minimum of 610 mm (2') on either side of the centerline.
11.4 - Maximum projection of deck or sheer molding beyond sheer is 32 mm (1 1/4") in a horizontal plane, level with the sheer.
11.5 - The hole in the deck where the mast goes through the deck (partners) shall have a maximum size of 76mm (3") athwartship by 254mm (10") fore and aft. The front side of the hole shall not be more than 1499mm (58 7/8") aft of the stem.

Cockpit

12. Maximum width: 1016 mm (40"). 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 51 mm (2") below the sheer. Cockpit corners may be square or rounded to any desired radius.

Construction of Fiberglass Boats

13) Only professional boat builders qualified by [illegible]

[illegible] 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, the floorboards may 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.

13.1. All professionally built boats must be measured before leaving the factory by a measurer satisfactory to the builder and the national secretary. Hulls not so measured are prohibited from competition at regattas above the local level until measurement is complete. Complete measurement includes a Moment of Inertia test.

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.

Deck: The deck may be plywood or it may be fiberglass. In general, a fiberglass deck will require some type of double surface and core construction for adequate stiffness.

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

mast shall be between 4470mm (14'8") and 4572mm (15'0") above the sheer. See drawing for method of determining the intersection. This limitation shall apply to all masts built after Jan. 1, 1992 and before Jan. 1, 2001.
For all boats built after Jan. 1, 2000 The throat, jib stay, and jib halyard when correct from with the surface of the mast shall be between 4360mm (14'3 1/8") and 4462mm (14'7 1/8") above the heel of the mast.

29. Two bands of 25mm (1") width shall be painted around the mast in a color to contrast with color of the mast. Tape which is not readily removable and which soon becomes ineffective if wrinkled or [illegible]

[illegible] the lower edge of top band.

While racing the masts and mast must be set so that the edges are within the outside edges of the bands.

30 The mast with halyards, wand, gooseneck, stay adjusters, spreaders and boat fitting must weigh 9.1 kg (20 lbs) maximum and nothing may be added to the basic mast except necessary fittings or reinforcements. The center of gravity of the combination when supported with the stays and halyards (all length) and temporarily taped to the mast, shall be at least 1524mm (60") above the lower band. If the mast complies with this rule it will remain legal if a block or other reinforcement is added.

31. All boats must have a jib stay and two side shrouds. No backstay may be used. The jib stay must be all metal 2.5mm (3/32") minimum diameter, either wire or rod and must be fastened to a ring 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 with shrouds and the mast push/puller off. The length of jib stay and shrouds must be incapable of being changed during a race.

31.1 Anchorages of shrouds may be under deck. Shroud anchorages or through-the-deck fittings must be not more than 102mm (4") inside the sheer line and between 1778mm (70") and 1961mm (78") aft of the stem.

31.2 The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable device. Movement of the mast, fore and aft, or lateral, may be restrained by blocks at deck level. Fore and aft guys may be used, with the guys attached to the mast no higher than the lower band. Mast shall not be moved at step while racing.

31.3 The use of light elastic line (shock cord) to remove slack in the jib stay and between the shrouds and the mast is permitted.

31.4 All other rigging optional. Running rigging optional. No cutlass, steadying, or other rigging not permitted.

32. The boom length shall be 2642mm (8' 8") maximum, measured from the aft side of the mast.

33. The maximum depth of boom, including slot, shall be 102mm (4") and minimum 97mm (3 1/2") for a wood boom. Maximum width 76mm (3"). Minimum thickness of plank boom 19mm (3/4"). A bottom of 63mm (2 1/2") deep and at least 22mm (7/8") wide may be used. Any section that may be used for a mast may be used for a boom.

34. Aluminum booms must be made of alloy 6063T6 or equivalent.

35. A hand 25mm (1") wide the forward side located at 2349mm (6'4 3/4") aft of the aft side of the mast (the aft side of the mast includes the rail shoe and material enclosing the boltrope), will limit the length of mainsail foot. A screw or other stopper shall limit the mainsail foot so that the aftermost edge of the sail at the clew shall not be stretched beyond the foremost edge of the band.

36. Boom shall be essentially straight and shall not be tapered nor have lightening holes. The depth of the boom at either end may be reduced for access to blocks or boltrope. Only one boom may be used during a regatta unless irreparable damage has occurred.

Weight Limit

37. The minimum weight, including mast, boom, rigging, mainsheet, cascade or whisker pole or whisker pole launching system, centerboard, rudder and tiller shall be 172.8 kgs (381 lbs).

The bare hull including deck, centerboard trunk, floorboards, flotation, hull fittings and sail away equipment shall weigh 125.2kgs (276 lbs) minimum.

The weight of this boat as outlined above is 173.0 lbs(A)

Amount of ballast 6.8 lbs(B)

Ballast location must be Marked
(See Diagram on Page 3 & 4

In addition ballast up to 15 kg (33 lbs) may be permanently added in any location, subject to the requirements for Moment of Inertia and where [illegible]

[illegible] boats that do not meet the weight limit must have ballast permanently added before they can be given Measurement Certificate. Boats must be re-weighed at start of each season.

39.1 Extra weight added to compensate for the difference in weight of an aluminum centerboard and one made of SMA (see Rule 17.2) is exempted from the 15kg limitation in Rule 38.1

38. Effective January 1, 1996, measurement certificates shall include a hull diagram showing ballast weight and location and [illegible]

[illegible]

52.5 Jib fairlead: no restriction on type and location.

52.6 Mainsheet bridle: any type or minimum permitted. May be adjusted while racing.

52.7 Mainsail clew outhaul: any type permitted. May be adjusted while racing.

52.8 Sliding gooseneck may be on track or an slot on mast. Mast may have some means to prevent downward movement beyond position giving maximum legal length of luff. The position of gooseneck may be changed while racing.

52.9 Floorboards are optional.

52.10 All metric measurements are taken to the nearest millimeter. Conversions must be rounded by using the customary system which is also shown and which was used in designing the boat.

52.11 The maximum overall length of the whisker pole is 2642mm (104") 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. The mast fitting from which a retractable whisker pole is launched shall not project further than the forward face of the mast.

52.12 Carbon, aramid fibers or micro-grooved film shall not be used in hull construction or major equipment. Exotic materials may be used in running rigging fittings only if commercially manufactured and readily available on the open market at prices competitive with similar fittings and equipment of more conventional material.

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

Miscellaneous

52.14 Boats 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.

52.15 Suitable paddle or oar must be carried.

52.16 A towline of 10 meters (33') minimum length, and 6mm (1/4") minimum diameter must be carried. SCIRA makes no prescription on anchor but some local authorities may require it.

52.17 There shall be no advertising matter whatsoever on the outside or inside of any boat or on its sails, except as allowed by the SCIRA Event Sponsorship Policy. Any boat infringing this ruling shall not be measured or shall be subject to loss of measurement certificate.

52.18 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 203 mm (8") of the top of the deck. It is permissible for the crew to hold on to the side stays.

*Sentences marked * shall apply to boats, masts, booms and sails built after January 1, 2000.*