

30288

SNIFE CLASS INTERNATIONAL RACING ASSOCIATION

MEASUREMENT DATA SHEET

Sheet H - Revised January 2001

For all boats built after January 1, 2001

EXCEPT AS NOTED

The 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 measurement is completed, every paragraph number will be "checked" (including 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) Measurements 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 within the tolerance or tolerance or between the two, the measurer may measurement certificate good 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, beveled, or welded 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. Details will be issued by the appropriate National Secretary for each year that dues are paid.

Official Racing Number of boat on track: 30288

Boat's Name: _____

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

Angie Diaz, USA
USA

Name and cluster number of the fleet in which this boat is expected to compete:

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

Boston Marine, phone: 454970610
Person@ip67.com

GENERAL RESTRICTIONS

1. The purpose of the restrictions under which Snipe hulls and sails are approved is to ensure that, to as great degree as possible, all hulls and sails have identical racing capabilities. It is impossible to the every single variation that might creep 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. Amendments and changes will be made only when those changes do not obviate older boats and sails from the advantages of racing capability or 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 league regattas. 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 3.5mm (1/16") inner skin minimum.

Wood: density of 512 kg per cubic meter (0.035 lbs. per cubic inch) or greater, 13mm (1/2") minimum. Density of less than 512 kg per cubic meter (0.035 lbs. per cubic inch), 19mm (3/4") minimum.

Plywood: 19mm (3/4") minimum

Plywood and fiberglass: 19mm (3/4") minimum plus fiberglass.

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

7. Stern must be a smooth curve and it must follow the table of stern 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 of all stations 1 in any cross section is 3mm (1/8") per each 381mm (15in) of distance over which the lack of flatness is being checked (i.e. distance 303 mm = 3mm, distance 456 mm = 4.5 mm, distance 609 mm = 6 mm at back of transom)

Deck

10. Thickness: Plywood: 6mm (1/4") minimum. Exterior grade marine and

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 102mm (4 1/2") aft of the stem.

11.1 - Afterdeck minimum 437 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 (24") on either side of the centerline.

11.4 - Minimum projection of deck at sheer molding beyond stem 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 (transom) shall have a maximum size of 76mm (3") all around by 254mm (10") fore and aft. The front side of the hole shall not be more than 149mm (5 7/8") aft of the sheer.

Cockpit

12. Maximum width: 1054 mm (40 2/3") if the deck abnormally the cockpit covers down on a ruber, 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 certified by SCIRA can make fiberglass Snipe hulls (See Certified Builder Rule, page 34). Effective January 1, 1995, the construction of fiberglass hulls has been allowed under the same whenever as approved by ISAF and now in effect for wood hulls. The loft lines do not show any sheer molding. Fair or all of a sheer molding may be molded with hull. Each builder's method of construction of fiberglass boats must be approved by the Rules Committee. The thickness of the hull must be set from except where reinforced locally such as at keel, the chine, the stem, the mast step, and where the stay anchorages and rubber gaskets 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 be bonded directly to the bottom of the boat, creating 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. Boats 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 resin. 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: 134 cu. in. (6 1/2" cubic feet) of Styrofoam, urethane foam, or equivalent, having a density of 43 kg cu. m. (2 1/2 kg per cubic foot) must be built into the hull. Baltic wood or foam enclosed in resin-impregnated fiberglass cloth is considered equivalent. Specially airtight compartments are not considered adequate.

Construction of Plywood Hulls

16. Bottom and Sides: The weight of the plywood used must be at least 5.65 kg per square meter (11.12 ounces per square foot). If 18mm (3/4") material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

17. Flotation: 88.5 cu. m (3 cubic feet) of foam must be installed in the hull.

18. All boats shall comply with the following flotation requirements: 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 152mm (6") above the water when the boat is supporting 136 kgs (300 lbs). This may be accomplished by means of tank, flotation bags, self-buoying rockers, increased low density flotation material, or other suitable means. Holes with maximum 645.2 sq. cm. (100 square inches) may be made in the transom to facilitate drainage. Where openings in transoms are used to comply with this rule they shall have a maximum of 299.3 sq. cm. (45 square inches) total. For boats built before Jan. 1, 2001 meeting the requirements of this rule, the centerboard trunk may have a minimum height of 76" (229mm) above the outside of the hull 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 51mm (2") above the water level in the boat after capsizing and being righted.

Moment of Inertia Test

19. All hulls, as defined in paragraph 16, must be subject to the moment of inertia test (for a full description of method, see Supplement to Measurement Data Sheet for Moment of Inertia Test). The moment of inertia of the hull is calculated from the following formula:

$$I = \frac{C D^3 T}{48}$$

Where: I = Moment of Inertia
C = Spring constant, lb per ft (kg per cm)
D = Distance to axis, ft (cm)
T = Time of one complete oscillation, seconds
= 3.1416

For our purpose, $C = 104 \text{ lb} \cdot \text{ft}^{-1} = 932 \text{ N} \cdot \text{cm}^{-1} = 101,207 \text{ kg} \cdot \text{cm}^{-1} = 8,067 \text{ N} \cdot \text{cm}^{-1} = 811,033 \text{ kg} \cdot \text{cm}^{-1}$
The spring constant will be furnished with springs from GCM.

We can now simplify the formula to:

$$\text{English: } I = \frac{8067 D^3 T}{4 \times 31416} = 12703 (D^3 T) \log_{10} 9$$

$$\text{Metric: } I = \frac{2,623 D^3 T}{4 \times 31416} = 134 (D^3 T)$$

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

Metric: 27.6 (metric slug meters squared)

English: 208 (slug feet squared)

If the hull moment of inertia does not meet the 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:

27.72

Around of weight and detailed description of location of weight added to conform to MCI requirements (location must be marked on diagram on page 3 & 4)

0.55 KG 150 MM AFT OF CO. TRUNIA 1.95 KG

470 MM 2.65 KG 700 MM 1.45 KG 1400 MM

Centerboard

20. Board: Vastly dimensions with drawing, no other shape permitted. Maximum radius of bottom corners 1.9mm (1/16"). Centerboard shall be made of any hard aluminum alloy, 6061T6 or its equivalent is recommended. The thickness of centerboard shall be 19mm (3/4"). There shall be no inserts or other means of changing the distribution of the weight. Boards must be uniform thickness except within 25mm (1") of edges, which may be tapered off. Centerboards may be cut out for lightness (see drawing). The inside of the centerboard shall be installed so such a manner that the aft edge of the centerboard is perpendicular to the base line when the centerboard is completely down, and the centerboard shall not extend more than 85mm (3 1/2") below the keel. The 85mm (3 1/2") point shall be marked at all edge on starboard side by a center punch.

21. Effective Jan. 1, 2001, centerboards complying with the measurement restrictions set out in Rule 17.1 (above) made of short molding compound (SMC) manufactured by Inpaal Plasticon of Portugal may be used in any Sloop regatta up to, but not including, national championships and major international championships. In addition however, the national secretary of any SCRA country may approve the use of the SMC centerboard in

the national championships of that country. Boats sailing with the SMC centerboard must add weight when it may be easily seen if necessary to comply with minimum weight restrictions of the Class. Such weight shall be permanently attached with pinned over bolts, glass cloth, or permanent matrix. Only one centerboard may be measured and used at a regatta.

22. Trunk: Slot in centerboard trunk maximum 546mm (21 1/2") long and no more than 11mm (1/2") in width if in fiberglass or 14mm (9/16") if in wood or plywood. The aft edge of the centerboard trunk shall be perpendicular to base line. Forward edge of centerboard trunk shall either be perpendicular or slope forward from 1/4" maximum at the top of the trunk. 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.

23. For all boats built after Jan. 1, 2001, the aft end of the centerboard trunk must be 253mm, 4" 3mm (15 1/4", 4" + 1/8") from the outside of the hull to the top of the trunk. The top of centerboard trunk shall be parallel to keel.

24. The centerboard must be restricted while racing in such a manner that no point of the bottom edge extends less than 30mm (1 1/4") below the keel. To permit checking the position of the centerboard while racing a bond 25mm (1") wide shall be painted on each side of the board. The top of the bond being even with the surface of the deck at the centerline of the boat while the board is raised on this maximum height. A safety line must be used to secure the centerboard while racing. The safety line shall not be adjustable and shall be fastened to the boat and to the centerboard by a shackle or snap of variable dimensions. Any type of retaining system may be used, provided such system allows the crew to extend the board completely when capsized without swiveling under the boat. Only one centerboard may be used during a regatta unless irreparable damage has occurred.

Exception to Applicability of Prior Rules (817 & 818)

The new centerboard shape and thickness must be used after January 1, 1978 on all boats in the World Championships, Western Hemisphere Championships and European Championships. Boats existing boats which cannot use a 19mm (3/4") thick board because of trunk slot width shall use a three (3/16") thick board of the new shape. The length of the trunk slot shall be 546mm (21 1/2") maximum.

Rudder

25. The rudder shall be made of wood, wood & fiberglass, fiberglass or fiberglass & foam. Metal rudder blades are prohibited. Only one rudder may be used during a regatta unless irreparable damage has occurred.

26. The rudder thickness above and below the water line shall be 19mm (3/4") maximum and 19mm (1 1/2") maximum.

27. The width of the blade below the water line shall be 200mm (10 1/4") maximum and 254mm (10") minimum. This measurement is taken across the rudder approximately at right angles to its leading edge.

28. The maximum weight of the rudder including gudgeons shall be 2.12 kgs (6 pounds). Weight of no more than 450g (1 lb) may be permanently attached to a rudder to reach the minimum weight.

29. When pivoting rudders are desirable because of purely local conditions, they may be used for local races only. They may not be used in any regatta or championships.

30. The tiller shall be strong and attached firmly to the rudder head in such a manner it cannot be slid fore and aft and does not extend far enough aft to artificially lighten the boat. Tiller must be directly connected and completely above the aft deck.

31. The rudder must at all times be mounted parallel to the transom. It must be attached to the transom and as close to the transom as conveniently possible with 38mm (1 1/2") maximum clearance. Vertical adjustments or changes in angle are not permitted. There shall be a suitable means of preventing the rudder from falling off with the boat inverted.

32. The gudgeons & pinlets shall be firm (3/16") diameter.

33. The lower gudgeon shall be mounted on the transom 157mm (6 1/8") above the intersection of the transom and the keel. The upper gudgeon shall be 413mm (16 1/8") above the intersection of the transom and keel.

Mast - Boom - Rigging

34. Only one mast may be used during a regatta unless irreparable damage has occurred. The mast must be minimum 12mm (1/2") aluminum (at the top) and at any point below. The mast may be tapered above the stay attachment. Any taper in the mast above the stay attachment shall be essentially a uniform taper. Aluminum extensions may be used and must be made of alloy 6061T6 or equivalent. Masts having an outer diameter dimension of 24mm (2 1/8") or less must use spreaders. Spreader length and rula line shall not be adjustable while racing. Rotating masts are prohibited.

35. When stepped, the centerline of the mast shall be located between 1524mm (60") and 1625mm (64") aft of the stem. (For measurement purposes the front side of the mast should be between 1694mm (66 7/8") and 1690mm (67") from the stem with the mast in vertical position.)

36. For all boats built after Jan. 1, 2001, The floor of the mast stay fitting must be no more than 400 mm (15 3/4") and no less than 260mm (10 1/4") below the stem line. For other boats: The mast shall be stepped on the keel, or no higher than 51 mm (2") above the flotation tank in the bottom.

37. Halyards must be used, and they must lead down the mast toward the boat, alongside, or inside the mast.

38. The throat, jib stay, and jib halyard intersections with the surface of the

must shall be between 400mm (14 1/8") and 437mm (15 1/8") above the sheet. See drawing for method of determining the intersection. This limitation shall apply to all boats built after Jan. 1, 1992 and before Jan. 1, 2001.

For all boats built after Jan. 1, 2001: The strand, 3/8" dia, and jib lashed instructions with the surface of the mast shall be between 486mm (15 1/8") and 496mm (16") 3/8" above the base 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 tears because of permanent adhesion to paint (such as wet set Mylar) may be used. Easily removable tape such as dextrinase or plastic decorative tape is not acceptable.

The bands shall be located as follows:

The lower edge of the top band to be not more than 619mm (20 1/2") above the sheet (Need not be measured on boats built after Jan. 1, 2001).

For all boats built after Jan. 1, 2001: The lower edge of the top band to be not more than 649mm (21 1/8") above the base of the mast.

The upper edge of lower band shall be at maximum 511mm (16 1/8") below the lower edge of top band.

While racing the main sail must be set so that its edges are within the inside edges of the bands.

30. The mast with halyards, stays, gooseneck, stay adjusters, spreaders and butt fitting must weigh 9.1 kg (20 lbs) minimum and nothing may be added to the basic mast except necessary fittings or reinforcements. The center of gravity in the conditions when weighed with the stays and halyards shall length and temporarily taped to the mast, shall be at least 1524mm (50") 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 stays. 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 flattened to a tang or other stick 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 sheets and the mast pusher off. The length of jib stay and stays must be incapable of being changed during a race.

31.3 Arrangements of shrouds may be under deck. Shroud arrangements or through-the-deck fairleads must be not more than 102mm (4") inside the sheet line and between 178mm (7") and 198mm (7 3/4") aft of the stem.

31.2 The base of the mast shall be positively retained in the step by means of a collar, cable or other suitable means. 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 raised at step while racing.

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

31.4 All other rigging optional. Raising rigging optional. So-called stream-lined 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 maximum flexure (3 1/2") for a wood boom. Maximum width 76mm (3"). Minimum thickness of plastic boom 15mm (3/4"). A section of flexure (3 1/2") deep and at least 25mm (1") 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 lead 25mm (1") with the forward side located at 255mm (10 1/8") aft of the aft side of the mast (the aft side of the mast includes the aft slot and material enclosing the helpline), will limit the length of mainmast foot. A screw or other stopper shall limit the mainmast foot so that the aftmost edge of the foot at the clew shall not be stretched beyond the foremost edge of the band.

36. Booms 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 helpline. Only one boom may be used during a regatta unless irreparable damage has occurred.

Weight Limit

37. The minimum weight, including mast, boom, rigging, extension, one whisker pole or whisker pole bracing system, centerboard, rudder and tiller shall be 173.8 kgs (381 lbs).

The bare hull including deck, centerboard trunk, floorboards, batteries, ball fittings and sail away equipment shall weigh 123.2 kgs (270 lbs) minimum.

The weight of this boat as outlined above is 173.5 kg

Amount of ballast 670 lbs

Ballast location must be Marked
On 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 it may be used and it shall be attached with pinned over bolts or glass cloth (See Supplement to Measurement Data Sheet for Moment of Inertia Test).

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.

35.1 Extra weight added to compensate for the difference in weight of an aluminum centerboard and one made of DMC (See Rule 17.2) is exempted from the 15kg limitation in Rule 38.1.

38. Effective January 1, 1990, measurement certificate shall include a ball diagram showing ballast weight and location and Moment of Inertia value.

Approved Options Not Covered Elsewhere

52. Self-latching cockpit: no restriction on method of construction.

52.3 Hiking straps: no restriction on number or location.

52.2 Tiller extension: no restriction.

52.3 Booms vang: no restriction.

52.4 Clew for jib sheets or mainmast sheets: no restriction on number, type or location.

52.5 Jib fairleads: no restriction on type and location.

52.6 Masthead bridle: any type or location permitted. May be adjusted while racing.

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

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

52.9 Flashed ends are optional.

52.10 All metric measurements are taken to the nearest millimeter*. Questions must be resolved 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 2042mm (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 system 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-glassed fibers shall not be used in hull construction or major equipment. Exotic materials may be used in racing rigging fittings only if commercially manufactured and readily available on the open market at prices competitive with similar fittings and equipment of non-exotic 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 four (1 1/4") minimum diameter must be carried. SCIRA makes no prescription on anchor but some local authorities may require it.

52.17 Holes 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. Any boat advertising this ruling shall not be issued 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 205 mm (8") of the top of the deck. It is permissible for the crew to hold on to the side stays.

Dimensions marked * shall apply to boats, masts, booms and only built after January 1, 2001.



