

As designed by Williams F. Crosby in 1931
For all boats built after January 1, 2015

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 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 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* [1](#)).

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: 10mm (3/8") minimum plus fiberglass.

6. Keel width 102mm (4") plus or minus 3mm (1/8") on flat under surface from stern 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 (See page [1](#)).

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 456 mm = 4.5 mm, distance 610 mm = 6 mm of lack of flatness).

Deck

10. Thickness: Plywood: 6mm (1/4") minimum. Exterior grade maybe 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 less than 1494mm (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 certified by SCIRA can make fiberglass Snipe hulls (*See Certified Builder Rule, page 1*) Effective January 1, 1965, the construction of fiberglass hulls has been allowed under the same tolerances as approved by ISAF and now in effect for wood hulls. The loft lines do not show any sheer molding. Part 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 uniform except where reinforced locally such as at keel, the chine, the 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 be bonded directly to the bottom on 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. 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 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: 0.184 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) maximum 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.

Construction of Plywood Hulls

14. **Bottom and Sides:** The weight of the plywood used must be at least 5.65 kg per square meter (18 1/2 ounces per square foot). If 10mm (3/8") material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

Flotation: 0.085 cu.m. (3 cubic feet) of foam must be installed in the hull.

Flotation

15. All boats shall comply with the following flotation requirement: 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, selfbailing cockpits, increased low density floatation 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 transom drains are used to comply with this rule they should have a minimum of 290.3 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 310 mm above the outside of the keel 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

16. All bare hulls, as defined in paragraph 37 section 2 (bare hull), 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:

$$I = \frac{CD^2T^2}{4\pi^2}$$

Where: I = Moment of Inertia

C = Spring constant, lb. per ft. (kg. per m.)

D = Distance to axis, ft. (m)

T = Time of one complete oscillation, seconds

$\pi = 3.1416$

For our purpose, $D = 104'' - 1'' + 9/32'' = 103.281'' = 8.6067 \text{ ft} (2.6233 \text{ m})$.

The spring constant will be furnished with springs from SCIRA. The spring attachment shall follow the dimensions showed in the Supplement for the Moment of Inertia test. The maximum weight of the attachment shall be 350 gr excluding the springs only; if desired, ballast shall be added to the aftermost part of the attachment to reach the maximum weight.

We can now simplify the formula to:

English:
$$I = \frac{8.6067 \text{ft}^2 \text{CT}^2}{4 \times 3.1416^2} = 1.8763(\text{CT}^2) \text{ slug ft}^2$$

Metric:
$$I \left[\frac{2.6233 \text{m}^2 \text{CT}^2}{4 \left[3.1416^2 \right]} \right] \left[.1743 \text{CT}^2 \right]$$

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

Metric: 27.6 (metric slug meters squared)

English: 200 (slug foot 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.

Centerboard

17. Board: Verify dimensions with drawing, no other shape permitted. Maximum radius of bottom corners 13mm (1/2")*.

Centerboard shall be made of any hard aluminum alloy. 6061T6 or its equivalent is recommended.

The thickness of centerboard shall be 10mm (3/8"). 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.

The centerboard widths have an allowance of +/-3mm.(1/8") Centerboards may be cut out (minimum 940mm) for lightness (see drawing, page).

The handle of the centerboard shall be installed in 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 851mm (33 1/2") below the keel. The 851mm (33 1/2") point shall be marked at aft edge on starboard side by a center punch.

17.1 Trunk: Slot in centerboard trunk maximum 546mm (21 1/2") long and no more than 13mm (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 6mm (1/4") maximum at the top of 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.

For all boats built after Jan. 1, 2001: the aft end of the centerboard trunk must be 310mm, -0 + 3mm (12 1/4", -0" + 1/8") from the outside of the hull to the top of the trunk. **The top of centerboard trunk shall be parallel to baseline*.**

Exception to Applicability of Prior Rules (#17)

The new centerboard shape and thickness must be used after January 1, 1976 on all boats in the World Championships, Western Hemisphere Championships and European Championships. Those existing boats which cannot use a 10mm (3/8") thick board because of trunk slot width shall use a 8mm (5/16") thick board of the new shape. The length of the trunk slot shall be 546mm (21 1/2") maximum.

18. The centerboard must be restricted while racing in such a manner that no point of the bottom edge extends less than 305 mm (12") below the keel. To permit checking the position of the centerboard while racing a band 25 mm (1") wide and 150 mm long shall be painted on each side of the board. The top of the band being even with the surface of the deck at the centerline of the boat while the board is raised on the maximum height. A safety line must be used on centerboard while racing. The safety line shall be long enough to permit, when completely tight, to raise the board up to 50 mm over the upper part of the board band to the deck. -No retaining system is allowed that will permit the centerboard to be held up so that the centerboard band is above the deck, as, for example, adjustable retaining lines and shock cords. Only retaining systems consisting of a hook and cuts on the centerboard or consisting of a tablet/flapper are allowed. At National and International championships the compliance with this rule of the retaining system must be measured on each boat and can be checked on the water at any time.

Rudder

19. 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.

20. The rudder thickness above and below the water line, excluding the tiller attachment area, shall be 19mm (3/4") minimum and 38mm (1 1/2") maximum.

21. The width of the blade below the water line shall be 260mm (10 1/4") maximum and 254mm (10") minimum. This measurement is taken across the rudder approximately at right angles to its leading edge.

22. The minimum weight of the rudder including pintles shall be 2.72 kgs (6 pounds). Weight of no more than 450g. (1 lb.) may be permanently attached to a rudder to reach the minimum weight.

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

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

25. 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 38 mm (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.

26. The gudgeons & pintles shall be 8mm (5/16") diameter.*

26.1. The lower gudgeon shall be mounted on the transom 155mm (6 1/8") +/-3mm (1/8") above the intersection of the transom and the keel. The upper gudgeon shall be 410mm (16 1/8") +/- 3mm (1/8") above the intersection of the transom and keel.

26.2. The cross section width shall be a minimum of 140mm of material measured at 90 degrees from the leading edge vertical axis 305mm above the knuckle point. There is no tolerance at the knuckle. **For rudders built after 1.1.2015** cutouts and recesses are allowed to a max of 30mm provided there is 140mm of material in the cross section at any point below the datum point. Only two inflection points are allowed in the cutouts

Mast - Boom - Rigging

27. Only one mast may be used during a regatta unless irreparable damage has occurred.

The mast must be minimum 32mm (1 1/4") athwartships at the top band or at any point below. The mast may be tapered above the stay intersection. Any taper in the mast above the stay intersection shall be essentially a uniform taper.

Aluminum extrusions may be used and must be made of alloy 6061T6 or equivalent.

Masts having an athwartship dimension of 54mm (2 1/8") or less must use spreaders. Spreader length and rake limit shall not be adjustable while racing. Rotating masts are prohibited.

27.1 For all boats built after Jan. 1, 2001: The floor of the mast step fitting must be no more than 400 mm (15 3/4") and no less than 390mm (15 3/8") below the sheer line. **For older boats:** The mast shall be stepped on the keel, or no higher than 51mm (2") above the flotation tank in the bottom.

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

28.1 The shroud, jib stay, and jib halyard intersections with the surface of the 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 masts built after Jan. 1, 2001: The shroud, jib stay, and jib halyard intersections with the surface of the mast shall be between 4860mm (15'11 3/8") and 4962mm (16'3 3/8") above the butt 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 as permanently attached as paint (such as one mil Mylar) may be used. Easily removable tape such as electricians 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 6109mm (20' 1/2") above the sheer (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 6499mm (21' 3 7/8") above the butt of the mast.

The upper edge of lower band shall be at maximum 5112mm (16' 9 1/4") 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. A screw or other stopper shall be placed at the lower edge of the top band to prevent the mainsail to be hoisted higher than allowed. Masts with halyard locks at the masthead shall not be required to have a stopper.

30. The mast with halyards, stays, gooseneck, stay adjusters, spreaders and butt fitting must weight 9.1 kg (20 lbs) minimum and nothing may be added to the basic mast except necessary fittings or reinforcements. Corrector weights up to 100 g shall be added to reach the minimum in any point to comply with the CG requirements.

The center of gravity in the conditions when weighed with the stays and halyards full 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 blade 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 tang 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. The forward hole of the jib fitting shall be 6mm diameter max and its center shall be placed between 279 to 311mm from the point 0, measured straight parallel to the base line, and no more than 45mm above the sheer line. The fitting shall be capable to be connected to the spring attachment assembly currently approved.

31.1 Anchorages of shrouds may be under deck. Shroud anchorages or through-the-deck fairleads must be not more than 102mm (4") inside the sheer line and between 1778mm (70") and 1981mm (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 means. A tight rig is considered a suitable mast retaining system.

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 then the lower band. Mast shall not be moved at step while racing.

The butt of the mast shall be limited at step by one transverse pin. Any sliding adjustment system is allowed, providing that the slider position is fixed by a bolt and nut or a screw.

31.3 The use of light elastic line (shock cord) not adjustable while racing 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. So-called streamlined rigging not permitted.

31.5 Boom Gooseneck: The gooseneck shall measure from the aft side of the mast to the connection with the boom, 42 mm maximum. The gooseneck at the boom connection may be round or square but shall have a diameter of 13mm if round or 13 x 13 mm if square. The boom shall have the hole of 13 x 13 mm.

- 32.** The boom length shall be 2642mm (8' 8") maximum, measured from the aft side of the mast.
- 33.** The maximum height of boom, including slot, shall be 102mm (4") and minimum 89mm (3 1/2") for a wood boom, 63mm for an aluminum boom. Minimum width 19mm (3/4") for a plank boom, 22mm for an aluminum boom. Maximum width 76mm. 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 band 25mm (1") with the forward side located at 2559mm (8'4 3/4") aft of the aft side of the mast (the aft side of the mast includes the sail slot 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 boom ends may be cutoff with a maximum angle of 45°. The height of the boom at either end may be reduced for access to blocks or boltrope.
Only one boom may be measured during a regatta unless irreparable damage has occurred.

Weight Limit

37. The minimum weight, including mast, boom, rigging, mainsheet, one 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. 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 seen and it shall be attached with peened 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.

38. Effective January 1, 1996, measurement certificates shall include a hull diagram showing ballast weight and location and Moment of Inertia value.

Sails

39. In all races, skippers must use their own sails. Masters and juniors may use borrowed or chartered sails for their respective World Championships. The number on the main sails shall correspond to a measured hull on which dues for the current year have been paid and registered in the skipper's name. If he owns more than one boat, he may use numbers corresponding to either boat (*See paragraph 19, Constitution, on page 11*).

Numbers: Placing of racing numbers, letter and emblems shall comply with ISAF rules and additional detail requirements of these Class rules. Racing numbers shall be located at different heights on the two sides of the sail, the median distance down from the top of the sail being between one third and one half the distance from the top of the sail to the boom.

Letters: The use of letters to designate the country in which the boat is registered is required and the letters shall be at different heights on the two sides of the sail and shall be above the numbers on both sides.

Insignia: The Class insignia shall be located immediately above the top batten, and shall be an accurate reproduction of the official insignia, which may be obtained from Executive Director. Honor award chevron may be displayed immediately below the top batten. The insignia, chevrons, national designation and racing numbers shall be centered between the leech and luff. The numbers and national designation letters shall be minimum 305mm (12") in height and 152mm (6") to 203mm (8") in width (except "1" and "I"). Insignia denoting honor awards shall consist of a chevron as shown below, which may be used in five colors as designated. No sail will display more than one chevron, it being the one corresponding to the highest Championship won. Honors won and displayed on sails are awarded on a permanent basis, to the skipper, and not to the boat.

Gold – World Champion

Silver – European or Western Hemisphere & Orient Champion

Red – National Champion

Blue – Junior National Champion

Green – Winner of an Invitational or District Regatta in which boats from five or more fleets have participated.

Black – Fleet Champion

40. Materials: Any type of woven polyester fabric or polyester film/scrim three-ply laminate material may be used as long as it has a minimum weight of 111.4 grams per true square meter (2.6 oz. per sailmaker yard). Jibs manufactured after 1.1.2013 must use any allowed material of minimum 160gr/sqm. The weight of the material shall be indicated by the sailmaker by a stamp at the top of the sail. Beginning January 1st 2015 the use of jibs made of 160 gr/sqm shall be mandatory at national championship level and in all the regattas with a deed of gift published in the rulebook. A national secretary may allow the use of older jibs made of 130 gr/sqm minimum weight in his country national championship in 2015 only. Laminate material approval is limited to commercially manufactured, readily available materials which are cost-competitive with woven materials and which have been specifically approved by the Rules Committee on a case-by-case basis. One transparent window of non-woven material may be used in each sail, if desired, with a maximum area of 1858 sq.cm. (2 square feet) per window.

41. Construction: Leeches must be folded or capped with at least one additional layer of material of at least the same weight as the body of the sail or its equivalent. Sails may be seamed or glued.

42. No extra battens or other means of artificially stiffening the leech of either sail shall be used.

43. All sails shall be measured according to the measurements effective from January 1st, 2011. Sails manufactured before January 1st 2000 shall comply with the rules in force at the time of manufacturing. The dimensions as given are for maximum measurements. Sails over dimensions on any side are not allowable. A new sail must not be approved which, in the Measurer's opinion, will not be within the specified limits after "breaking in".

Sails are subject to re-measurement and cancellation of approval at anytime. They must be measured at the start of each season and so marked.

All measurements shall be taken disregarding roaches, straight-line.

Mainsail shall be measured with battens in place.

Spinnakers are not permitted.

The Measurer shall mark the tack of each approved sail with the date and his initials before it may be used in any race.

44. Royalties: a SCIRA sail royalty label must be permanently attached on every mainsail and jib. No new sail can be accepted nor measured by a member for racing purposes without a label; it is not a Snipe sail unless the royalty label appears thereon. It is the obligation of the sailmaker to buy these labels from the SCIRA Office.

45. Mainsail: Mainsail luff and foot need not be measured. The limiting dimensions are checked on the mast and boom when the boat is racing. Loose-footed mainsails are prohibited.

To measure quarter girth and batten position proceed as follows: to determine the mid-point of the leech fold the sail until the head point coincides with the clew point. Remove any wrinkles in the leech and mark this point on the leech with pencil or permanent mark. Then refold the sail so that the head point and the clew point coincide with the midpoint. Remove any wrinkles in the leech and mark these two new points on the leech. Measure from each of these points to the nearest point on the luff including the boltrope. Use only enough tension on the sail to remove wrinkles.*

46. Bolt ropes may be cut back at the tack no more than 254mm (10"). The boltrope on the mainsail foot and luff may be cut-out, at tack only.

47. A grommet may be installed in the mainsail to permit tightening the luff while racing. A line may be rigged through this grommet in any manner desired in order to tighten the luff.

48. Maximum length of mainsail battens: (Pockets not over 38mm (1 1/2") longer than batten)

Top batten 457mm (18")

Center batten 686mm (27")

Lower batten 610mm (24")

Batten position is measured to the center of the batten pocket.

49. The maximum dimension across the top of the mainsail shall be a maximum 185mm (measured perpendicular to the luff) including the bolt rope. The top of the mainsail shall be perpendicular to the luff.


50. The mainsail leech between the headboard and the upper batten shall be straight or nearly straight like the other leech sections (between battens and lower batten to clew).

51. Jib. The use of jib hanks is optional. If used, there shall be a minimum of 5 and maximum 10 hanks, one at each end of the luff and the others evenly spaced between them. If glove fasteners are used a maximum of 254mm (10") of the forestay may be covered. Jib may be sheeted inside or outside shrouds. No battens whatsoever allowed in the jib.

All jibs must be capable of being attached without disconnecting the forestay. The jib must have a wire or a fiber line (excluding PBO and Carbon) attached to the luff while racing. The jib luff wire must be attached to deck and it cannot be moved while racing.

51.1 No headboard or leech line permitted in the jib. Flutter patches on seams between sail panels are allowed within 200mm of the leech. The maximum number of additional cloth plies allowed is two. The patches must be of the same material as used in one of the adjacent panels of sail cloth joined at the seam. **A single patch which is folded over once constitutes two layers. Folding a patch multiple times to create more than two additional overlapping layers is not permitted.**

51.2 The roach on leech and foot shall form a uniform curve between limiting points without any voids scallop or hollows in the uniform radius. The mid girth measured across the sail shall be 1025mm maximum.

51.3 Head girth measurement. See supplemental drawing page .

Approved Options Not Covered Elsewhere

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

52.1 Hiking straps: no restriction on number or location.

52.2 Tiller extension: no restriction.

52.3 Boom vang: no restriction.

52.4 Cleats for jib sheets or mainsail sheets: no restriction on number, type or location.

52.5 Jib fairleads: no restriction on type and location.

52.6 Mainsheet bridle: any type or location 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 in slot in mast. Must 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*. 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 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 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-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 non-exotic material.

52.13. Electronic devices that allow bearing and timer only are allowed.

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 15 meters (49') minimum length, and 8mm minimum diameter must be carried. SCIRA makes no prescription on anchor but some local authorities may require it.

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.

Certified Builders

A close relationship should exist between builders and sailors for such relationships are among the many strengths of the International Snipe Class. The intent of this **Builder Certification Rule** is to provide a workable structure for this relationship and to provide a measure of protection for both builders and sailors alike.

To be certified as a Class Builder by the Snipe Class International Racing Association (SCIRA), a builder must agree to and abide by the following requirements:

- 1 Certification by SCIRA will be required before hull numbers are sold to any new or established builders.
- 2 To renew the Certification, at least one boat of any ten manufactured or one boat per year, whichever is shorter shall be completely measured by an International Snipe Class measurer or an ISAF measurer.
- 3 An International Snipe Class Measurer, or the measurer's designee, shall measure all new boat molds of new builders and the first five (5) boats manufactured by new builders, at the builder's expense. There will be an International Snipe Class Measurers selected for Japan (1), for Europe (1), for South America (1), and for North America (1).
- 4 Any change made on the moulds of an established builder shall be communicated to the SCIRA office and the chief measurer –
- 5 Every certified Class Builder shall select a Builder's Measurer, who shall be satisfactory to the builder's national Snipe Class Measurer.
- 6 The Builder's Measurer shall measure all the fittings, appendages, rig and spars of a new boat manufactured by the builder, to include weighing and the Moment of Inertia (MOI) test, at the purchasers expense. A Measurement Data Sheet (MDS) shall be completed in full by the Builder's Measurer for every new boat manufactured by the builder. The MDS shall then be mailed to the Executive Director of SCIRA and National Secretary, and a Measurement Certificate shall be given to the first purchaser. In the event that an MDS cannot be completed, for whatever reason, the MDS shall be mailed to the Executive Director of SCIRA with an explanation of the reasons why the MDS could not be completed. A copy of the MDS and the explanation shall also be mailed to the builder's national International Snipe Class Measurer. The purchaser shall only be charged a prorated measurement fee corresponding to the percentage of the MDS that was completed.
- 7 Every certified Class Builder shall correct manufacturing defects in the boats the builder manufactured, whenever they are found.
- 8 Any certified Class Builder who repeatedly fails to comply with any of the foregoing requirements, or who breaches the requirements in a material way, shall forfeit certification as a Class Builder, after due notice, and may not be re-certified for a period of at least one (1) year
- 9 All builders who are actively manufacturing boats as of December 31, 1999 shall be certified by SCIRA as established Class Builders under the foregoing requirements.