



International Snipe Class

CLASS RULES

2014 - 2016

This version has been updated to reflect the changes to the ERS 2013–2016.

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The Snipe was designed in 1931 by William F. Crosby and was adopted as an international class in 1932

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Introduction

This introduction only provides an informal background and the international Snipe Class Rules proper begin on the next page.

Snipe hulls, hull appendages, rigs and sails are measurement controlled. Equipment is required to comply with the International Snipe Building Specification.

Measurement procedures and tools are explained in the Measurers' Handbook furnished by SCIRA

Snipe hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in Equipment Rules of Sailing (ERS) Part I and in the Racing Rules of Sailing.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the certification process.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

Part I – Administration

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.1.3 A dimension or other requirement in the text overrides the same in a Figure.

A.1.4 All units are metric.

A.1.5 All dimensions are in millimetres

A.2 ABBREVIATIONS

A.2.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

SCIRA International Snipe Class Association -

NCA National Snipe Class Association

ERS Equipment Rules of Sailing

RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The International Authority of the class is the SCIRA, which shall co-operate with the ISAF in all matters concerning these **class rules**.

A.3.2 Notwithstanding anything contained herein, the SCIRA has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

A.3.3 Neither the ISAF, an MNA, SCIRA, an NCA, or an **official measurer** are under any legal responsibility in respect of these class rules and the accuracy of measurement, nor can any claims arising from these be entertained.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated the administrative functions of the class to SCIRA. SCIRA may delegate part of its functions, as stated in these **class rules**, to an NCA

A.4.2 An NCA is the Certification Authority appointed by the SCIRA.

A.5 ISAF RULES

A.5.1 These **class rules** shall be read in conjunction with the current version of the ERS.

A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.5.3 These rules are complementary to the Building Specification Plan and Measurement Data Sheet (MDS).

A.6 CLASS RULES VARIATIONS

A.6.1 At Class events – see RRS 89.1.d) – ISAF Regulation 10.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATIONS

A.8.1 Interpretations of these **class rules** shall be made in accordance with the ISAF Regulations by the International Rules Committee of the SCIRA.

A.9 INTERNATIONAL CLASS FEE

A.9.1 The licensed hull builder shall pay the International Class Fee to SCIRA.

A.10 HULL NUMBERS

A.10.1 Hull numbers shall be issued by the SCIRA.

A.10.2 Hull numbers shall be issued in consecutive order starting at "1".

A.11 HULL CERTIFICATE

A.11.1 No boat shall take part in a race unless it has a valid measurement certificate and MDS.

A.11.2 A **certificate** shall record at least the following information:

- (a) Class
- (b) Number of Measurement Certificate
- (c) Hull number issued by the SCIRA
- (d) Builder/Manufacturers details..
- (e) Owner's name and address.
- (f) Country of registration
- (g) Total weight of the boat.
- (h) Location and amount of the **correctors weights**.
- (i) Moment of Inertia.
- (j) Measurer's name
- (k) Date of issue of the initial **certificate**.
- (l) Measurer or National Secretary name & stamp.
- (m) Owner's signature

A.12 INITIAL HULL CERTIFICATION

A.12.1 For a **certificate** to be issued to a hull not previously **certified**:

- (a) **Equipment certification measurement** shall be carried out by an **official measurer** who shall complete the Measurement Data Sheet (MDS) provided by the SCIRA.
- (b) The MDS and **certification** fee, if required, shall be paid to the Measurer.
- (c) Upon receipt of a satisfactorily completed MDS, the Certification Authority may issue a **certificate**.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A hull **certificate** becomes invalid upon:

- (a) The change to any items recorded on the hull **certificate** as required under A.11 or the MDS.
- (b) Withdrawal by the SCIRA or NCA,
- (c) The issue of a new **certificate**.

A.13.2 Older hulls that have not been modified need not be recertified if the rules under which they were built are changed

A.14 HULL RE-CERTIFICATION

- A.14.1 The Certification Authority may issue a new **certificate** to a previously certified **hull**:
- (a) When the certificate becomes invalid under A.13.1(a) after receipt of the old **certificate** and **certification** fee, if required,
 - (b) When it is invalidated under A.13.1 (b), at its discretion.
 - (c) In other cases, by application of the procedure in A.12.
- A.14.2 If a certificate is lost, a replacement may be issued by the Certification Authority.

A.15 **RETENTION OF MEASUREMENT FORMS**

- A.15.1 The Certification Authority shall:
- (a) Retain the original MDS upon which the current **certificate** is based with a copy to the SCIRA International office.
 - (b) Upon request, transfer the certificate to the new Certification Authority if the **hull** is exported.

Section B – Boat Eligibility

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) Be in compliance with the **class rules**.
- (b) Have a valid measurement **certificate**.
- (c) Have valid **certification marks** as required

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker of the year of the competition shall be affixed to the **hull** in the aft part of starboard side.

B.2.2 **Sails** shall carry a Class Association Sail Label.

B.2.3 Hulls shall display the measurement label approved by the class indicating the hull number, the date of measurement, the amount and position of all the **corrector weights**.

Part II – Requirements and Limitations

The crew and the boat shall comply with the rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are closed class rules. Certification control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

Section C: Conditions for racing

C.1 CREW

C.1.1 LIMITATIONS

- (a) The **crew** shall consist of 2 persons.
- (b) No **crew** shall be substituted during an event unless authorised by the Race Committee.
- (b) A **crew** member may be substituted during an event as follows:

The same skipper shall sail all races and can be replaced after the first race only. If a skipper is replaced the first race shall be the race dropped, or scored DNC.

The same crew shall race in all races. Once a crew has been excused he/she shall not return for the balance of races of the event.

C.2 PERSONAL EQUIPMENT

(a) MANDATORY

The boat shall be equipped with a personal flotation device for each crew member. Inflatable buoyancy vest are not permitted.

(b) OPTIONAL

Hiking pants are allowed.

C.3 ADVERTISING LIMITATIONS

Advertising shall only be displayed in accordance with ISAF Regulation 20 Advertising Code.

C.4 PORTABLE EQUIPMENT

C.4.1 FOR USE

(a) OPTIONAL

- (1) Any electronic or mechanical timing devices.
- (2) Any magnetic compass.
- (3) Any multi function electronic compass with steering and time functions only.
- (4) Spare parts such as blocks, shackles, ropes, knife, lines, tools.

C.4.2 NOT FOR USE

(a) MANDATORY

- (1) Any floating single towing line of minimum 15m long and not less than 8mm in diameter. It shall not be stored inside watertight tanks.
- (2) Any paddle or oar

C.5 BOAT

C.5.1 WEIGHT

	minimum	maximum
The boat weight, including the mainsheet, one whiskerpole or whiskerpole launching system, daggerboard, rudder, tiller & extension, compass shall be:	172.8 kg	
The weight of correctors weights shall be		15 kg

C.5.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** shall be permanently fastened in any location where they may be seen when the boat weight is less than the minimum requirement or do not meet the Moment of Inertia requirements. If located inside the tight compartment must be visible through the inspection ports.

C.5.3 FLOTATION

- (a) Inspection hatch covers and drainage plugs shall be kept in place at all times

C.6 HULL

C.6.1 Modifications, maintenance and repair

- (a) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification.
- (b) If the hull is repaired in any other way than described in C.6.1 (a) an official measurer shall verify that part to comply with these class rules and that no substantial advantage has been gained as a result of the repair. The **official measurer** shall describe the details of the repair on the **certificate**.

C.7 HULL APPENDAGES

C.7.1 LIMITATION

- (a) Only one daggerboard and one rudder blade shall be used during an event, except when a hull appendage has been lost or damaged beyond repair.

C.7.2 CONDITIONS FOR USE, DAGGERBOARD

- (a) The daggerboard shall be attached to the hull with a non-adjustable safety line at all times while racing (unless for a short period for cleaning garbage or seaweed).
- (b) The length of this safety line shall permit raising the **daggerboard** no more than 50 mm above the minimum distance of the **lower point** to the closest point of the hull.
- (c) To permit checking the position of the daggerboard while racing a limiting mark minimum 25 mm wide and long not less 150 mm aft from the front side of contrasting colour of board, shall be painted on each side of the board. The top of the band being even with the surface of the deck at the centreline of the boat while the board is raised to the minimum distance of the **lower point** to the closest point of the hull.
- (d) Any type of retaining system may be used, provided such system allows the crew to extend the board completely when the boat is capsized without swimming under the boat.
- (e) Any seals on the daggerboard case may be used at the top only.

- (f) Teflon, mylar film or Velcro stripes may be added on the daggerboard blade or inside the **daggerboard** trunk to limit the side movement of the blade.

C.7.3 CONDITIONS FOR USE, RUDDER

- (a) The rudder shall be fitted to the hull in such a manner that it will not detach from the hull if the boat capsizes.
- (b) The tiller shall be attached 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.
- (c) Tiller extension no restriction.
- (d) The front edge of the rudder above the water line shall be parallel to the transom from the knuckle to the sheer with a max tolerance of 2 mm and have 38 mm of maximum clearance. The pintles shall be fitted so as to comply with this rule.
- (e) The projection of the centreline of keel line shall cross the rudder knuckle ± 6 mm in vertical. Vertical adjustments or changes in angle are not permitted.
- (f) In races where it's considered appropriate for local conditions to use pivoting rudders, the organizing club must request the permission to SCIRA for their use. Pivoting rudders shall not be allowed in any regatta using the SCIRA Rules of Conducting National and International Championship Regattas.

C.8 RIG

C.8.1 LIMITATIONS

- (a) Only one **mast**, **boom** and **whisker pole** shall be used during an event except when an item has been lost or damaged beyond repair.
- (b) Limiting marks shall be taped or painted and of contrasting colour with the spars with a minimum width of 25 mm.

C.8.2 CONDITIONS FOR USE, MAST

- (a) **Mast** spar shall not be adjusted at the **mast** step while racing. Stepping systems with screw adjustment or similar systems are not allowed.
- (b) The **mast** spar shall be stepped in the mast step in such a way that the **heel point** shall not move more than 2mm in any direction.
- (c) The butt of the mast spar shall be positively retained in the step by means of a collar, cable or suitable means. Tight rig is considered a suitable mean.
- (d) Movements of the mast may be restrained by fore and/or aft guys attached to the mast below the lower point or blocks situated at deck level.
- (e) Gooseneck may be on track or in the mast slot and may be adjusted while racing providing that the position is not beyond the legal length of the luff.
- (f) Any stopper shall be placed at the **upper point** to prevent the mainsail to be hoisted above the **upper limit mark**. Mast spars with halyard locks at mast head shall not be required to have the stopper.
- (g) Rigging links and rigging screws shall not be adjusted while racing.
- (h) Spreaders length and rake limit shall not be adjusted while racing.
- (i) The mast fitting from which a retractable whisker pole is launched shall not project further than the forward edge of the mast.

C.8.3 CONDITION FOR USE, BOOM

- (a) The intersection of the aft edge of the mast spar and the top of the boom spar, each extended as necessary, shall not be below the **lower point** when the boom spar is at 90° to the mast spar.
- (b) Any stopper shall be positioned on the boom to prevent the clew stretching beyond the **outer point**.

C.8.3 CONDITIONS FOR USE, WHISKERPOLE

- (a) Pole launcher and retractor system using blocks and shock cord is allowed.
- (b) The whisker pole shall not extend ahead of the bow or abaft the end of the boom when not in use.

C.8.4 CONDITIONS FOR USE, STANDING RIGGING

- (a) The length of the shrouds and the forestay shall not be adjusted while racing.
- (b) The use of shock cord while racing to remove slack of forestay and between the shrouds and the mast is permitted.

C.8.5 CONDITIONS FOR USE, RUNNING RIGGING

- (a) Jib may be sheeted inside or outside the shrouds.
- (b) The mainsail sheet shall be led by bridles of any type and trimmed while racing.
- (c) The mainsail outhaul may be trimmed while racing.
- (d) The Cunningham controls may be trimmed while racing.

C.9 SAILS

C.9.1 Modifications, Maintenance and repair

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as sewing, mending and patching is permitted without re-**measurement**.

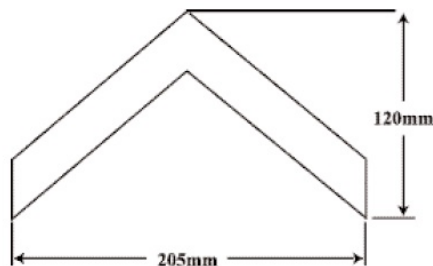
C.9.2 LIMITATIONS

- (a) No more than 2 mainsails and 2 jibs shall be used during an event except when a **sail** has been lost or damaged beyond repair.
- (b) Competitors may use the sail number of any hull which dues for the current year have been paid with no duplicate on the race course.

C.9.3 IDENTIFICATION

- (a) The national letters and sail numbers shall be located on the mainsail and must comply with the RRS Appendix G and additional detail requirements of these class rules.
- (b) The use of letters to designate the country in which the boat is registered is required and the letters shall be at different height on the two sides of the sail and shall be above the numbers on both sides.
- (c) 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. Honour award chevron may be displayed immediately below the top batten.
- (d) The insignia and chevrons shall be centred between leech and luff.
- (e) The numbers and national designation letters shall be minimum 305 mm in height and 152 mm to 203 mm in width (except "I" and "1").

- (f) Insignia denoting honour awards shall consist of a chevron as shown below, which may be used in five colours as designated. No sail may display more than one chevron, it being the one corresponding to the highest Championship won. Honours won and displayed on sails are awarded on a permanent basis, to the skipper and not to the boat.



C.9.4 CONDITIONS FOR USE, MAINSAIL

- (a) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail while afloat.
- (b) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the **upper point**. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the **outer point**.
- (c) The luff and footbolt ropes shall be in the spar grooves or tracks at all times.
- (d) A batten may be placed in each batten pocket.

C.9.5 CONDITIONS FOR USE, JIB

- (a) The jib shall be hoisted and lowered on a halyard, which shall be connected to the luff wire or line with shackles or similar means.
- (b) The jib shall have a wire or a fibre line (excluding PBO and carbon) fastened inside to the luff while racing.
- (c) The jib luff wire or line shall be attached to deck and it shall not be moved while racing.
- (d) Jibs shall be capable of being attached without disconnecting the forestay.
- (e) The use of jib hanks is optional. If used, there shall be minimum 5 and maximum 10 hanks. If gloves are used a maximum of 254 mm of the forestay may be covered.
- (f) Beginning Jan 1st, 2013 jibs with the minimum cloth weight of 160 gr/sqm shall be used in the international events selected by the International Rules Committee.
- (g) Beginning Jan 1st, 2015 jibs with the minimum cloth weight of 160 gr/sqm shall be used in national championships and all international regattas with a Deed of Gift published on the Snipe Rulebook.

Section D – Hull

D.1 GENERAL

D.1.1 Rules

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.
- (b) RRS 50.4 shall not apply.
- (c) The ERS Part I – Use of Equipment shall apply

D.1.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The hull shell, deck, bulkheads, double bottom shall not be altered in any way except as permitted by these **class rules**.

D.1.3 DEFINITIONS

(a) **Hull datum point**

The **hull datum point** is the point 0 (actual stem head not projection of sheer line).

(b) **Bare Hull**

Assembled hull shell, deck, daggerboard trunk, floorboards or self bailing cockpit, with the following fittings: jib stay attachment, shrouds attachment, mast step, pintles, bailers.

D.1.4 IDENTIFICATION

(a) The hull number shall be burned, carved or moulded on a non removable part of the daggerboard trunk or cockpit floor near the skipper feet, in an unobscured position in figures of a minimum height of 13 mm.

D.1.5 BUILDERS

(a) Fibreglass hulls shall be built by a professional builder certified by the SCIRA International Rules Committee according to the Snipe Class Builders' Certification Rule.

(b) All moulds and method of construction of fibreglass boats shall be approved by the SCIRA International Rules Committee.

(c) Alteration to moulds and or the building specifications made without the approval of SCIRA shall result in the builder's certification being revoked.

(d) The above restrictions do not apply to wooden or plywood boats.

D.1.6 MATERIALS

(a) The hull and any part moulded with the boat shall be built from wood, plywood or fibreglass.

(b) Local reinforcement of GRP, wood, plywood or metal as backing for fittings may be added.

(c) Carbon or aramid fibres may be used only in splash rail or decorative parts if not moulded with the boat.

D.1.7 PARTS

(a) Mandatory

- (1) Hull shell
- (2) Deck
- (3) Daggerboard trunk

(b) Optional

- (1) Bulkheads
- (2) Thwarts
- (3) Gunwale Sheer Strakes
- (4) Floorboards or self bailing cockpit
- (5) Bailer(s)

D 1.8 WEIGHT

	minimum	maximum
Bare hull including deck, daggerboard trunk, floorboards, floatation materials, hull fittings & sail away equipment	125,2 kg	

D.2 HULL SHELL

D.2.1 FITTINGS

The following fittings shall be positioned

- (1) A lower gudgeon;
- (2) A upper gudgeon;
- (3) A mast step
- (4) Two shrouds anchorages
- (5) One forestay anchorage

D.2.2 DIMENSIONS

See Part III.H1

(a) The baseline shall be on the centre plane of the **hull** at the following vertical distances:

162 mm at Section 1

114 mm at Section 5

(b) The sections shall be taken as vertical, transverse planes at the following positions on the baseline

Section 1: at 788 mm from hull datum point

Section 2: at 787 mm from section 1

Section 3: at 787 mm from section 2

Section 4: at 787 mm from section 3

Section 5: at 787 mm from section 4

Section 6: at 775-801 mm from section 5

(c) The keel line shall be taken as the intersection line from transom to stem of the hull shell and the hull centre plane.

(d) The chine line shall be the intersection between the topside and the bottom planes.

	minimum	maximum
Hull length	4711 mm	4737 mm
Transom offset from keel	203 mm	229 mm
Stem must be a smooth curve		
Horizontal distance from hull datum point		
at 267 mm	267 mm	279 mm
at 305 mm	194 mm	206 mm
at 337 mm	153 mm	165 mm
at 381 mm	108 mm	120 mm
at 457 mm	54 mm	66 mm
at 527 mm	26 mm	38 mm
from 311 to 387 mm	intersection of chine extension	
Bow radius above actual or extended chine intersection		25 mm
Vertical distance from baseline to underside of keel		

At 400 mm from hull datum point	223 mm	235 mm
at section 1	162 mm	162 mm
at section 2	89 mm	101 mm
at section 3	51 mm	63 mm
at section 4	58 mm	70 mm
at section 5	114 mm	114 mm
at transom	166 mm	178 mm
Vertical distance from baseline to chine		
at section 1	280 mm	293 mm
at section 2	223 mm	235 mm
at section 3	197 mm	210 mm
at section 4	201 mm	213 mm
at section 5	242 mm	254 mm
at transom	312 mm	324 mm
Vertical distance from baseline to sheer line		
At hull datum point	683 mm	708 mm
at section 1	610 mm	635 mm
at section 2	556 mm	581 mm
at section 3	527 mm	552 mm
at section 4	521 mm	546 mm
at section 5	521 mm	546 mm
at section 6	553 mm	578 mm
Keel width (outside)		
at section 1	51 mm	105 mm
at section 2 thereon	99 mm	105 mm
Beam of hull, at chine;		
at section 1	527 mm	539 mm
at section 2	991 mm	1003 mm
at section 3	1232 mm	1244 mm
at section 4	1270 mm	1282 mm
at section 5	1137 mm	1149 mm
at transom	953 mm	965 mm
Beam of hull at sheer line ;		
at section 1	895 mm	921 mm
at section 2	1346 mm	1372 mm
at section 3	1511 mm	1537 mm
at section 4	1473 mm	1499 mm
at section 5	1270 mm	1296 mm
at section 6	1022 mm	1048 mm
Chine radius		
At station 1		19 mm
At station 2 from there aft		3 mm
Lack of flatness any 305 mm of distance over which is checked		
At station 1 from there aft in any cross section		3 mm
Aft edge of daggerboard trunk	2438 mm	2464 mm
Length of daggerboard trunk slot		546 mm
Width of daggerboard trunk slot		13 mm
Daggerboard trunk height at aft side (for boats built after Jan 1, 2001 only)	310 mm	313 mm

Top of daggerboard trunk parallel to base line (for boats built after Jan 1, 2001 only) Aft edge of trunk perpendicular to base line Forward edge perpendicular to base line, tolerance forward at top		6 mm
Floor of mast step from sheer For boats built before Jan 1, 2001: The mast shall be stepped on keel or above the flotation tank	390 mm	400 mm 51 mm
Gudgeons internal diameter	8.0 mm	8.5 mm
Distance from upper side of upper gudgeon to centre plane of keel	407 mm	413 mm
Distance from upper side of lower gudgeon to centre plane of keel	152 mm	158 mm

D.2.3 MATERIALS

- (a) Fibreglass cloth, woven roving or mat may be used, with either polyester or epoxy resins. Glass content shall be at least 30% by weight.

D.2.4 BUILDING SPECIFICATIONS

- (a) Thickness:

Material	minimum	maximum
Wood density > 512 kg per cu meter density ≤ 512 kg per cu meter	13 mm 19 mm	
Plywood > 5,65 kg per sq meter Plywood and fiberglass	10 mm 10 mm plus fiberglass	
Fiberglass sandwich (balsa, foam or honeycomb) outer skin inner skin	3 mm 1,5 mm	

The thickness of the hull shall be uniform except where reinforced locally such as at keel, chine, stem, mast step and where the stay anchorages and rudder gudgeons are attached. Increased thickness due to incorporation of flotation materials in either the side or bottom of the hull shall be accepted.

D.2.5 CONSTRUCTION FIBERGLASS

- (a) The floorboards may be bonded directly to the bottom of the boat, omitting support. A fiberglass and foam floor structure may be used.
- (b) Self bailing cockpit: no restrictions on method of construction.
- (c) 0,184 cu m of Styrofoam, Urethane foam, or equivalent, having a density of 40 kg cu. m. maximum must be built into the hull. Balsa wood or foam enclosed in in resin pre-impregnated fiberglass cloth is considered equivalent. Supposed airtight compartments are not considered adequate.

PLYWOOD

- (a) If 10 mm is used throughout, fiberglass or other covering materials may be used.
- (b) 0,085 cu. m of foam must be installed in the hull

D.3 DECK

D.3.1 FITTINGS

(a) The following fittings shall be positioned in accordance with the measurement diagram:

- (1) Forestay fitting shall be positioned with the fore hole between 279 and 330 mm aft datum point, measured parallel to the base line and no more than 45 mm above the sheer line. Max diameter of fore hole 6 mm. The fitting shall be capable to be connected to the spring attachment assembly currently approved.
- (2) Shroud anchorages may be above or under deck. Plates or through the deck fairleads shall be positioned between 1778 and 1981 mm aft the **hull datum point** and no more than 102 mm inside the **sheer line**.

D.3.2 DIMENSIONS

	Minimum	Maximum
Foredeck aft of hull datum point	1842 mm	
Afterdeck length	457 mm	
Deck crown		13 mm
Spray boards height	51 mm	
Spray boards length each side	610 mm	
Fore point of mast spar hole at deck	1494 mm	1748 mm
Longitudinal dimension of mast spar hole		254 mm
Width of mast spar hole		76 mm
Cockpit width		1016 mm
If the deck alongside the cockpit curves down on a radius, the max width shall be checked at the intersection of the deck with a plane 51 mm below the sheer. Corners may be square or round to any desired radius		

D.3.3 MATERIALS

(a) The deck shall be built from plywood or fibreglass.

D.3.4 BUILDING SPECIFICATIONS

- (a) A fibreglass deck will require some type of sandwich and core construction for adequate stiffness.
- (b) Thickness:
 - Plywood 6 mm minimum
 - Fibreglass 1,5 mm, fibreglass and balsa, foam or honeycomb 1,5 mm outer skin minimum.

D.4 GUNWALE AND SHEER STRAKES

D.4.1 Materials

(a) Wood or fibreglass.

D.4.2 DIMENSIONS

- (a) The sheer strakes shall be maximum 32 mm (see Part III.H2)
- (b) Gunwhale maximum radius 12 mm (see Part III.H2)

D.5 BULKHEADS

D.5.1 Materials

(a) Plywood or fibreglass.

D.5.2 Construction

(a) See Snipe building plans available from SCIRA office.

D.6 THWARTS

D.6.1 Materials

(a) Plywood or fibreglass

D.6.2 Construction

(a) See Snipe building plans available from SCIRA office

D.7 ASSEMBLED HULL

D.7.1 Moment of inertia: bare hulls, as defined in paragraph d.1.3(e), shall be subject to the moment of inertia test (see Part III.H3). The moment of inertia of the assembled hull is calculated from the following formula:

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

Where: I = Moment of Inertia
C = Spring constant, kg. * m.
D = Distance to axis, m.
T = Time of one complete oscillation, seconds
 $\pi = 3.1416$

For our purpose, D =2.6257 m.

The spring constant will be furnished with springs from SCIRA.

The maximum weight of the attachment shall be 350 gr excluding the springs only; if desired, corrector weights shall be added to the aftermost part of the attachment to reach the maximum weight.

We can now simplify the formula to:

$$I = \frac{2.6257m^2CT^2}{4 \times 3.1416^2} = 0.1746 CT^2$$

(a) The minimum moment of inertia of the hull as determined from above formula shall be:
27.6 Kg*m²

(b) 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.

D.7.2 FLOTATION

(a) All boats shall comply 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 152 mm above the water when the boat is supporting 136kgs. This may be accomplished by means of tank, flotation bags, self bailing cockpits, increased low density flotation material, or other suitable means. Holes with maximum 645 sq. cm. 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 sq. cm. total.

For boats built before Jan. 1, 2001 meeting the requirement of this rule, the daggerboard trunk may have a minimum height of 229 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 51 mm above the water level in the boat after capsizing and being righted.

Section E – Hull appendages

E.1 RULES

(a) Hull appendages shall comply with the current class rules.

E.2 MANUFACTURERS

(a) Manufacturer is optional.

E.3 DAGGERBOARD

E.3.1 MATERIALS

(a) Aluminium alloy with minimum characteristics of 6061T6.

(b) There shall be not inserts or other means of changing the distribution of the weight.

E.3.2 DIMENSIONS

See also Part III.H.4 for the shape and the cut out for lightness.

	minimum	maximum
The distance of the lower point of the aft edge of the daggerboard to its closest point to the hull shall be The maximum shall be marked by a centerpunch at starboard side	305 mm	851 mm
Thickness Those existing boats which cannot use a 9.5 to 10 mm thick board because of trunk slot width, shall use a 8 mm thick board.	9.5 mm	10 mm
Tapering permitted from the edges		25 mm
Maximum Radius of bottom corners shall be:		13 mm

E.3.3 LIMITATIONS

(a) The daggerboard shall be installed in such a manner that the aft edge of the daggerboard is perpendicular to the base line when the daggerboard is completely down.

E.4 RUDDER BLADE

E.4.1 MATERIALS

(a) Rudder: Wood, Fiberglass, Fiberglass and wood or fiberglass and foam

(b) Tiller: Wood, Aluminium alloy, fiberglass

(c) Extension: wood, Aluminium alloy, fiberglass, carbon fibre

E.4.2 WEIGHTS

	minimum	maximum
Rudder blade including fittings and corrector weights		2720 gr
Rudder corrector weights :		250 gr
For boats built before 1.1.2013: Rudder corrector weights		450 gr

E.4.3 DIMENSIONS

See Part III.H.5

	minimum	maximum

Thickness (except the tiller connection area)	19 mm	38 mm
For boats built after Jan 1, 2001: The pintles diameter shall be	7.5 mm	8.0 mm

The cross section width shall be a minimum of 140mm of material measured at 90 degrees from the leading edge vertical axis 305 mm above the knuckle point.
There is no tolerance allowed at the knuckle.

For rudders built after 1.1.2015:

Cutouts and recesses are allowed to a max of 30 mm provided there is 140 mm of material in the cross section at any point below the datum point. Only two inflection points are allowed in the cutouts.
There is no tolerance allowed at the knuckle.

Section F - Rig

F.1 RULES

(a) Rigs shall comply with the current class rules.

F.2 MANUFACTURERS

(a) Manufacturer is optional.

F.3 MAST

F.3.1 DEFINITION

The **mast datum point** is the projection of the sheer on the mast.

F.3.2 MATERIALS

(a) Aluminium alloy with minimum characteristics of 6061T6.

F.3.3 WEIGHTS

	minimum	maximum
Mast weight with halyards, stays, gooseneck, stay adjusters, spreaders and butt fitting shall be: Nothing may be added except necessary fittings or reinforcements	9,1 kg	

F.3.4 DIMENSIONS

	minimum	maximum
From the heel point to the upper point For boats built before Jan 1, 2001:		6499 mm
From the mast datum point to the upper point		6109 mm
From the upper point to the lower point		5112 mm
Forestay, shrouds and jib halyard rigging point above the heel point For masts built from January 1 st 1992 to Dec 31 st , 2000 the forestay, shrouds and jib halyard rigging point above the mast datum point	4860 mm	4962 mm
Transverse dimension from the upper point to heel point	4470 mm	4572 mm
	38 mm	

	minimum	maximum
The centre of gravity height in conditions when weighted, with the stays and halyard full length and temporarily tapered on the mast - above the lower point shall be A mast that complies with the CoG rules shall remain legal if a blade or other reinforcement is added	1524 mm	
Gooseneck shall measure, from the aft edge of the mast to the connection with the boom. Gooseneck size If rounded If squared		42 mm 13 mm 13x13mm

- (a) Mast having a **transverse dimension** of 54 mm or less must use spreaders.
- (b) Rotating masts are prohibited
- (c) Any taper in the mast shall be above the stay intersection and shall be essentially an uniform taper
- (d) Halyards must be used and they must lead down the mast toward the boat alongside or inside the mast.
- (e) Mast must have a forestay and two side shrouds. Backstay not allowed.

F.4 BOOM

F.4.1 MATERIALS

- (a) Aluminium alloy with minimum characteristics of 6063T6.

F.4.2 DIMENSIONS

	minimum	maximum
Outer point distance		2559 mm
Total length from aft edge of the mast spar		2642 mm
WOODDEN BOOM		
Vertical cross section	89 mm	102 mm
Transverse cross section	19 mm	76 mm
ALUMINIUM BOOM		
Vertical cross section	63 mm	102 mm
Transverse cross section	22 mm	76 mm
Any section that may be used for a mast may be used for a boom.		
Boom ends cut off angle		45°
Local cut away at either ends for access to blocks or boltrope.		254 mm
Boom hole size (to connect gooseneck) (for masts built after Jan 1, 2000)		
if rounded	13 mm	14 mm
if squared	13x13 mm	14x14 mm
Boom curvature		10 mm

(a) Boom shall not be tapered.

F.5 WISKERPOLE

F.5.1 MATERIALS

(a) Wood, Aluminium alloy.

F.5.2 DIMENSIONS

	minimum	maximum
Lenght		2642 mm

F.6 STANDING RIGGING

F.6.1 MATERIALS

(a) Wire or rod

F.6.2 DIMENSIONS

	minimum	maximum
Forestay diameter	2.5 mm	
Forestay length		Not allowing the mast to touch the aft of the hole when the pusher/puller is off

F.7 RUNNING RIGGING

F.7.1 MATERIALS

(a) Materials are optional except differently stated in rule F.1.7(b) and (c).

(b) 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 materials.

(c) Halyards shall be metal or fibre lines excluding PBO and carbon.

F.7.2 OPTIONAL

(1) Halyard winches or tensioners.

(2) Mainsail sheet blocks, fairleads and cleats.

(3) Mainsail Cunningham blocks, fairleads and cleats.

(4) The position and type of mainsheet bridle is free and may be adjusted while racing.

(5) Headsail sheet blocks, fairleads and cleats.

(6) Headsail Cunningham blocks, fairleads and cleats.

(7) Headsail Barber hauler fairleads, blocks and cleats.

(8) Boom vang.

- (9) Hiking straps or any kind of line or cord attached to the boat within 200 mm of the top of the deck. The location and number of hiking straps is free.
- (10) 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.

Section G - Sails

G.1 RULES

- (a) Sails shall comply with the current class rules.

G.2 MANUFACTURERS

- (a) Manufacturer is optional.

G.3 CERTIFICATION

- (a) An appointed measurer shall mark all sails at the tack with the initials, date and official stamp.
- (b) Sails are subject to re-measurement and cancellation at any time.
- (c) A SCIRA sail royalty label must be permanently attached on any mainsail and jib. No new sail can be accepted nor measured by a member for racing purpose without a label; it is not a Snipe sail unless a royalty label appears thereon. It is obligation of the sailmaker to buy this label from the SCIRA office.
- (d) A stamp shall be imprinted by the sailmaker at the top of both sails to certify the weight of the sailcloth.

G.4 PARTS

G.4.1 MANDATORY

- (a) Mainsail
- (b) **Headsail**
- (c) Any other sail not permitted

G.5 CONSTRUCTION

- (a). Any type of woven polyester fabric or polyester film/scrim three ply laminate material shall be used as long it has a minimum weight of 130 gr/sqm for the mainsail and 160 gr/sqm for the jib. Laminate materials 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. See Part III.H.6 for the complete list.
- (b). Sails built before Jan 1, 2013 shall be of any type of woven polyester fabric or polyester film/scrim three ply laminate material as long it has a minimum weight of 130 gr/sqm.
- (c). A **window** of non-woven material may be used in each sail with a maximum area of 1858 sq. cm. per sail.
- (d). Sails may be seamed or glued
- (e). 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.
- (f). The top of the mainsail may be reinforced with a headboard, multiple cloth layers or any other means not exceeding the sail top dimension.
- (g). Flutter patches on seams between sail panels are allowed within 200 mm 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 sailcloth joined at the seam. A single ply which is folded over once constitutes two plies. Folding a patch multiple times to create more than two additional overlapping layers is not permitted.

- (h). Three batten pockets allowed in mainsail. Pockets not over than 38mm longer than battens. No extra battens or other means of artificially stiffening the leech of either sails shall be used. No leech line permitted.
- (i). The mainsail **leech shape** shall be **hollow**.
- (j). Bolt ropes shall be even with the cloth at mainsail head point and clew point.
- (k). Bolt ropes on mainsail foot and luff may be cut off at tack no more than 254 mm.
- (l). Loose footed mainsails are prohibited
- (m). No headboard and battens whatsoever allowed in jib.
- (n). The jib leech and foot roaches must be a uniform curve.
- (o). A grommet may be installed on both sails to permit tightening the luff while racing.

G.6 DIMENSIONS

See Part III.H6 for dimensions

- (a) All dimensions are to be taken with enough tension to remove the wrinkles.
- (b) Mainsail shall be measured with battens in place.
- (c) All measurement shall be taken straight line, disregarding roaches.
- (d) Mainsail luff and foot need not to be measured. The limiting dimensions are checked on the mast and boom when the boat is racing.
- (e) Quarter girth

For sails built after Jan. 1, 2011:

Mainsail: to measure the quarter, half and three quarter girths and battens positions proceed as follows:

To determine the half leech point fold the sail until the head point coincides with the clew point. Remove the wrinkles in the leech and mark this point on the leech with pencil or permanent marker. Then refold the sail so that the head point and the clew point coincide with the half point.

Remove wrinkles in the leech and mark these two points on the leech.

Measure the distance from each of these three points to the nearest point of the luff including the boltrope using only enough tension on the sail to remove the wrinkles.

Jib: to measure the half width proceed as follows:

To determine the half leech point fold the sail until the head point coincides with the clew point. Remove the wrinkles in the leech and mark this point on the leech with pencil or permanent marker.

Measure the distance from this point to the nearest point of the luff including the luff wire or rope.

For sails built after Jan. 1, 2001:

Mainsail: to measure quarter girth and batten position proceed as follows: to determine the mid-point of the leech fold the sail until the center of the grommet in the headboard coincides with the center of the grommet at the clew. 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 centers of the grommets in the headboard and clew 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.

The maximum dimensions across the sail are:

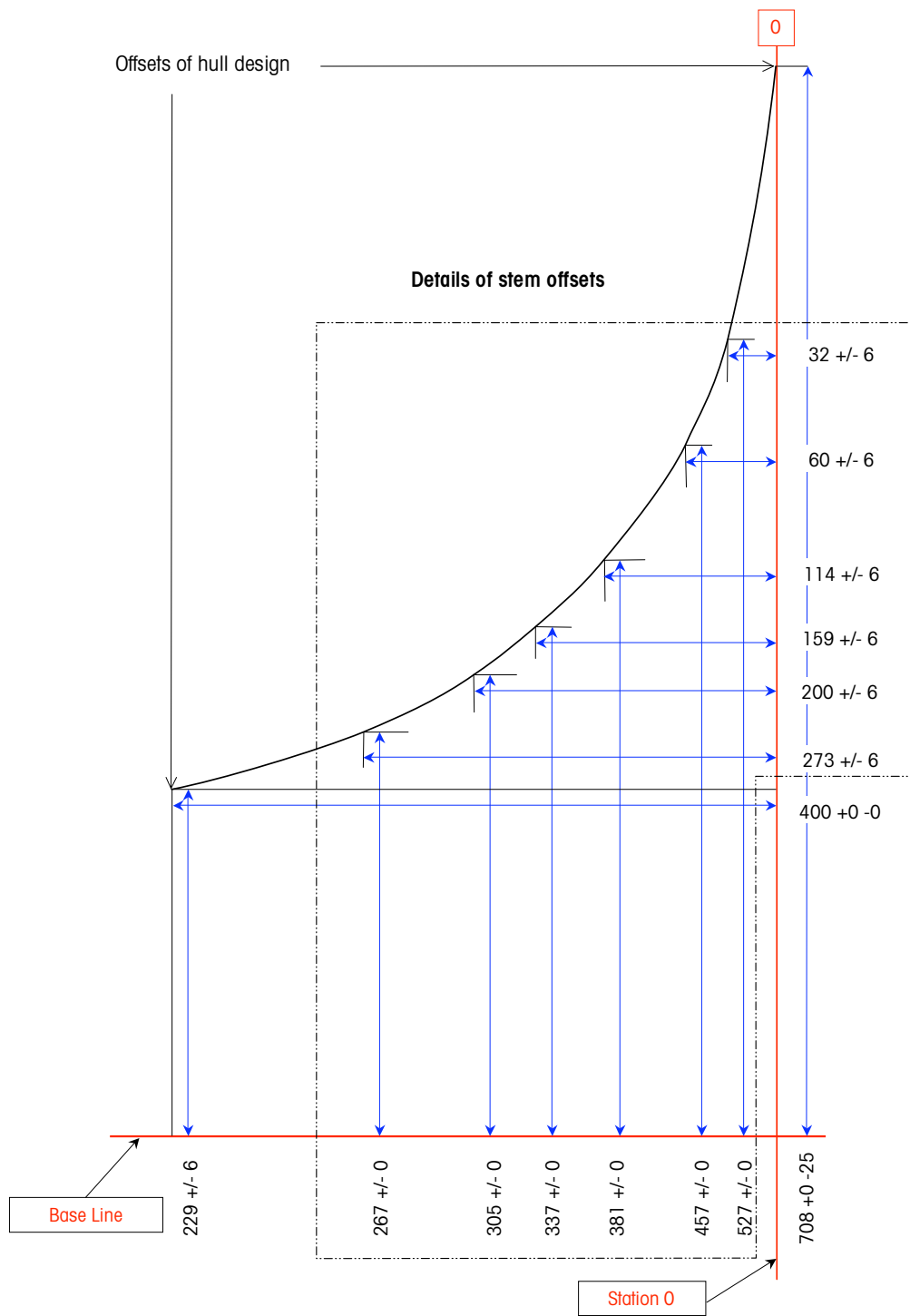
Upper quarter girth: 1067mm

Mid-girth: 1755mm

Lower quarter girth: 2238mm

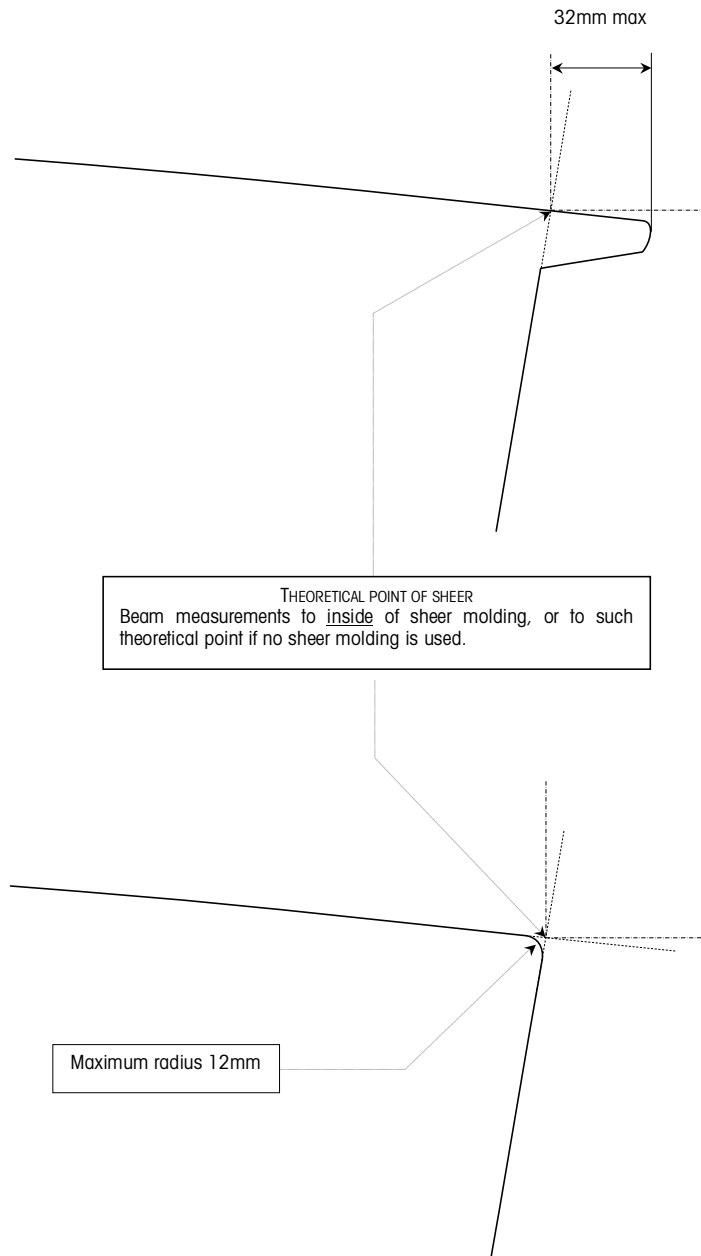
For older sails: The maximum dimension across the sail from the mid point of the luff to the mid point of the leech is 1791mm. Determine the mid point of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack. Determine the mid point of the leech using the headboard grommet and the grommet at the clew. The measurements are from the inside of the boltrope to the leech and shall be checked with only enough tension to remove wrinkles.

- (f) Battens position is measured to the centre of the batten pocket

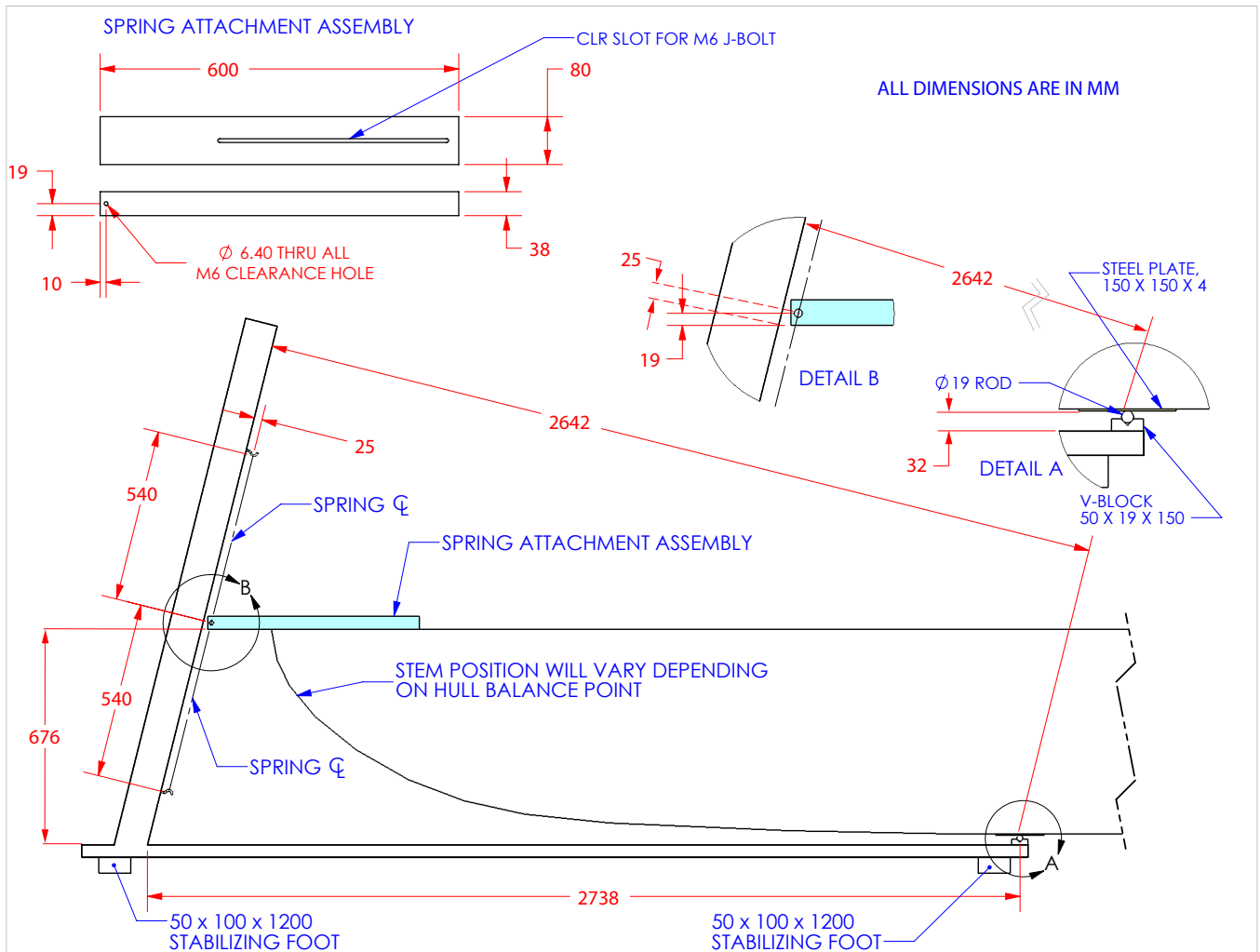


The intersection between the chine extension and the stem head shall be between 311 and 387 mm up from the base line.

H.2 GUNWHALE AND SHEER STRAKES



H.3 MOMENT OF INERTIA



INSTRUCTIONS FOR THE MOMENT OF INERTIA

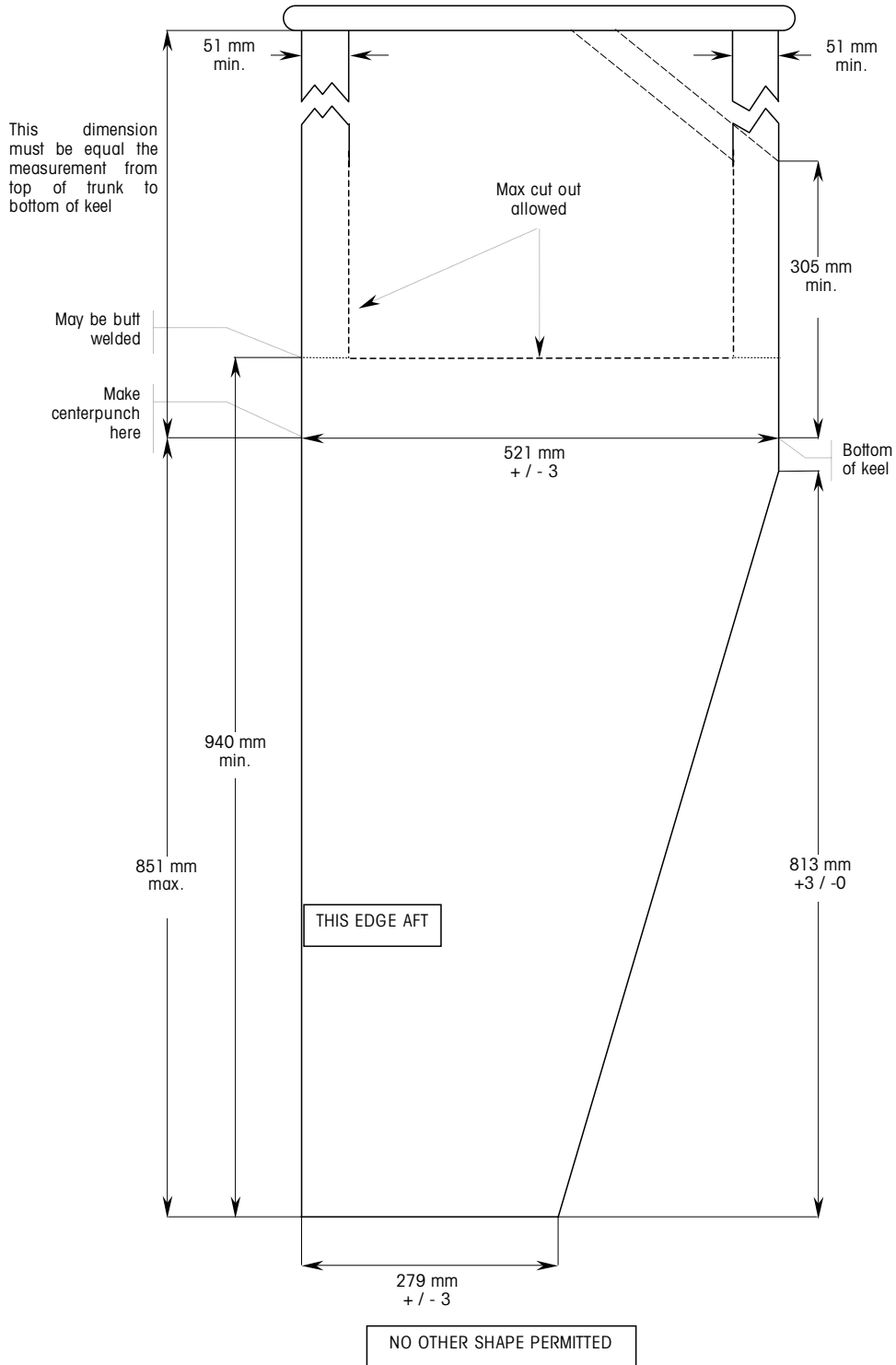
Set the moment of inertia jig up on a hard level surface and check to see that it is reasonably level both lengthways and sideways. Also check the 2642mm dimension from the aft side of the riser to the front side of the 19mm dia. balance rod. Carefully balance the bare hull by moving it back and forth on the balance rod so that the top of the deck is level with the horizontal line on the riser. Be sure to use a thin metal plate (152x152x3mm is recommended) between the balance rod and the keel. Also the spring attachment assembly minus springs should be in position on the fore deck. When the hull is balanced, attach the springs to the spring attachment assembly and then to the hooks on the riser, being careful to stabilize the hull while doing this operation. Adjust the spring attachment assembly so that the centreline of the spring bolt is 25mm from the aft side of the riser and clamp the assembly to the deck with the hook bolt through one of the holes in the jib stay fitting. Recheck to see that the top of the deck is level with the horizontal line within plus or minus 6mm and adjust the hull position if necessary.

The hull should now be free to oscillate about the pivot rod, being restrained only by the springs. Check this by displacing the bow approximately 76mm to 102mm above or below the horizontal and allowing it to oscillate. Please notice that an oscillation is one complete cycle, from starting point to farthest away point and back to starting point.

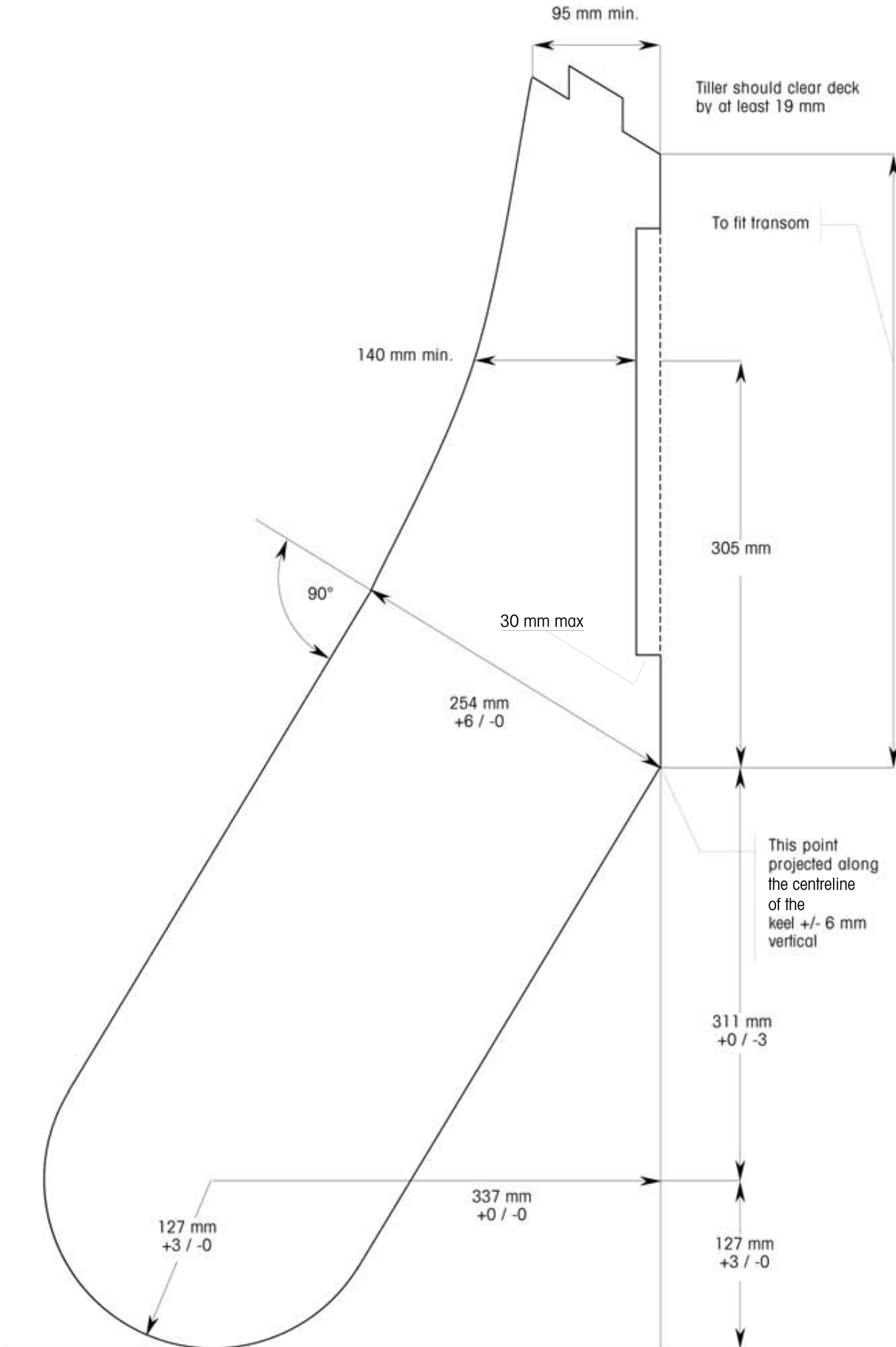
Proceed to time the hull oscillations through a minimum of fifty complete oscillations. Divide the total time by the number of oscillations to arrive at the average time for one complete oscillation. Repeat this procedure twice to check that the average oscillation time is correct to the nearest thousandth of a second, starting with 76mm to 102mm bow displacement each time. Please note that the stopwatch is started at the ginning of the first oscillation but the number count is started at the end of the first oscillation.

Using the average time for one complete oscillation, solve the formula for moment of inertia.

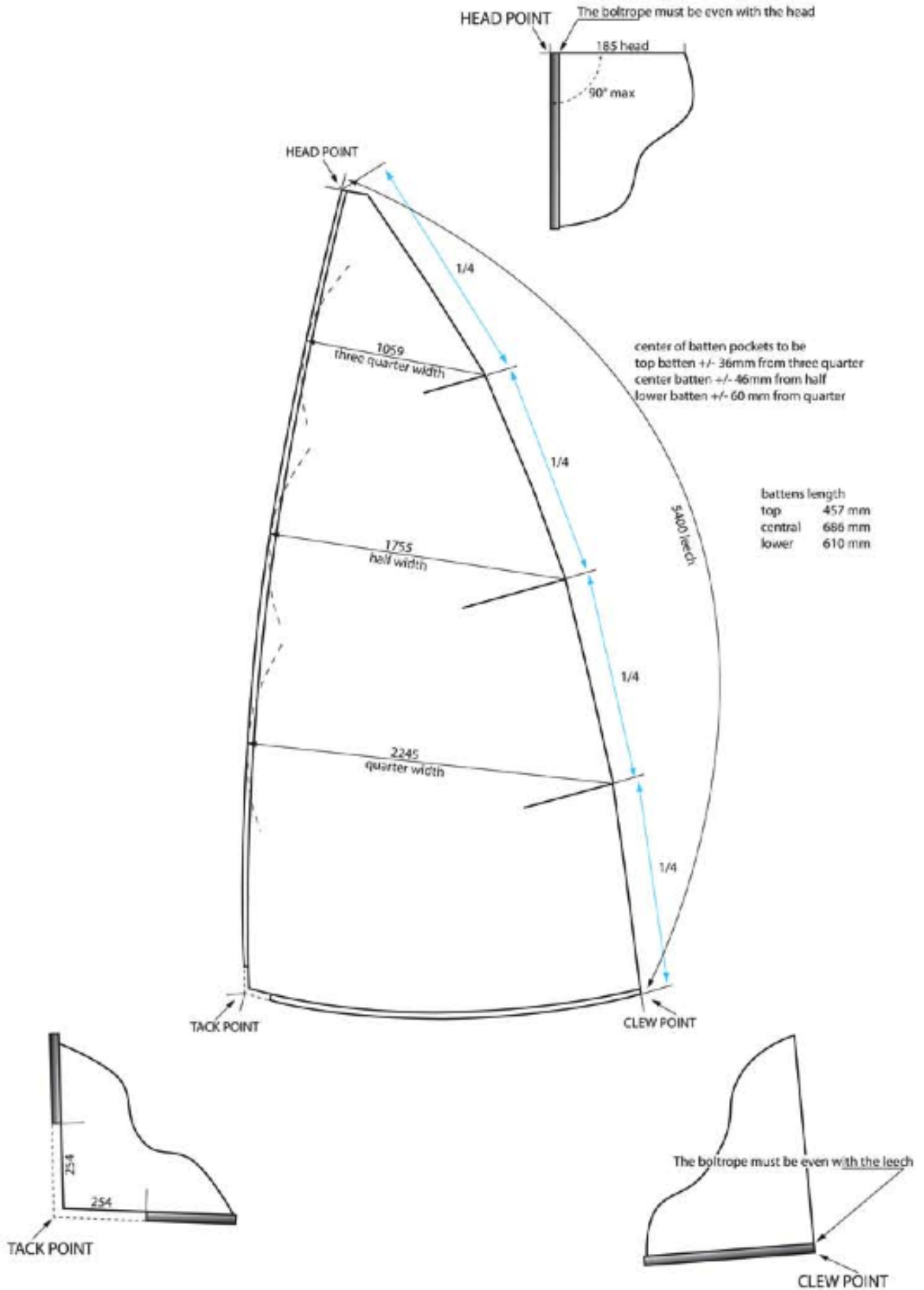
H.4 DAGGERBOARD

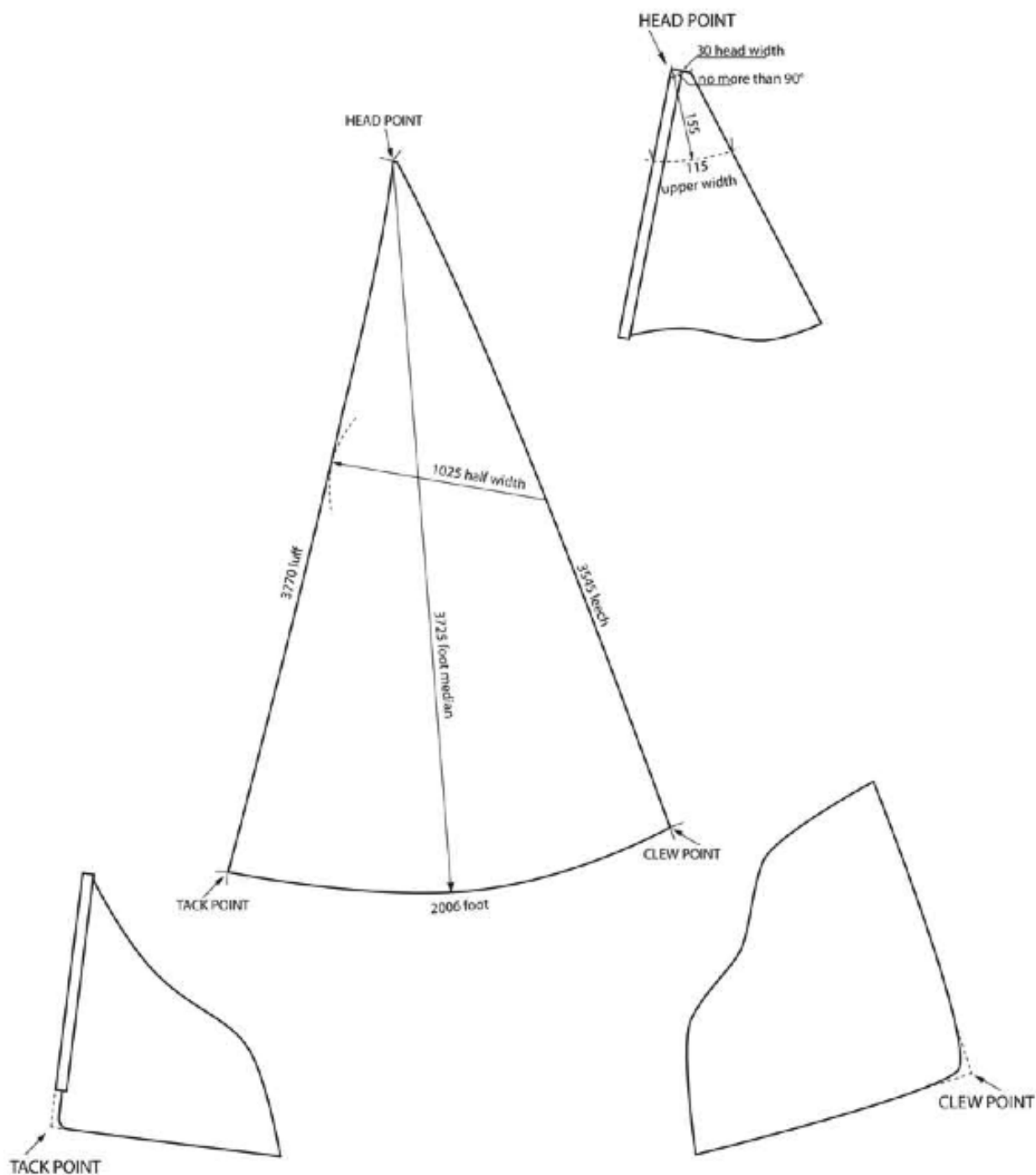


H.5 RUDDER



H.6 SAILS





SAILS MEASUREMENT APPLICATION TIME

- 1-for the sailmakers production from August 1st 2010 the new sails shall comply the new rules and measuring system.
- 2-from January 1st 2011 the measurements at World, Western Hemisphere and European Championships regattas shall be made following the new rules and measuring system.
- 3-from January 1st 2012 the existing sails produced before August 1st 2010 and not legal as per new dimensions and measurement system shall not be used in National and Regional Championship regattas.

APPROVED MAILAR LAMINATES AS FROM JANUARY 1ST 2013

For both sails **Bainbridge SL 1000P**

Diax 60 P

For main only **Dimension Polyant PM-05 (1.5 mil), formerly M 290**