

Snipe Class International Racing Association

2018-2020 Official Rulebook





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Snipe Class International Racing Association



2018 - 2020 Official Rulebook



Bill Crosby sailing #4000

William F. Crosby
1891-1953
Designer of the Snipe, 1931
Snipe Class International Racing Association
Founded - 1932
Member - World Sailing

SCIRA Office

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Snipe Class History

A radical departure from tradition for the yacht racing world was set in motion in Sarasota, Florida, in March 1931, when RUDDER editor Bill Crosby attended a meeting of the Florida West Coast Racing Association. In answer to a request for the creation of a class of racing sailboats suitable for trailering to regattas, Crosby promised to give the proposed class a send-off by designing and publishing plans for such a boat in his magazine.

The name Snipe was chosen in accord with RUDDER's custom of naming all its designs for sea birds, and the Snipe plans appeared in the July issue of RUDDER - which quickly sold out.

By early September, reports of boats being completed from the plans were coming in, the first one from 14 year-old Jimmy Brown of Pass Christian, Mississippi, who had built the boat with the help of his father. Soon owners were asking for information on a national class, and a system of registration was put into effect, numbering the boats, so that owners living near each other could be put in touch. Number 1 was awarded to Jimmy Brown.

By May 1932, 150 boats had been registered, and racing became general as several of the large racing associations recognized the Class by giving official starts. In November 1932, the Snipe Class International Racing Association (SCIRA) was formed with Dr. Hub E. Isaacks of Dallas, Texas, as Commodore. A constitution and by-laws were drawn up and the first rulebook was published. At the end of the year there were 250 numbered boats, and Dallas was awarded the first fleet charter - which is still in force. The first fleet outside the United States was chartered in March 1933 in Dover, England.



In July 1936, the Class reached the status of world's largest racing class with fleets all over the world. Although the World Championships had been held since 1934, it was not until 1946 that this Championship actually became international. The event was held at Lake Chautauqua, New York with contestants coming from Brazil, Newfoundland, Portugal and Switzerland as well as many parts of the USA. This had an impact on the Class and it was decided that international competition should be promoted. Commodore Charles Heinzerling announced that he would design a separate trophy for the USA champion, thus releasing the Hub Isaacks Trophy for true international competition. Dr. Martin Dupan representing Switzerland, was so impressed with the Championship at Chautauqua that he became the instigator for the first World Championship to be held outside of the USA. It was held in Geneva, Switzerland in 1947, with Ted Wells of the USA winning

over champions from 13 countries. In 1949, the decision was made to hold Hemisphere Championships and World Championships in alternate years.

The Board of Governors bought the Snipe plans from RUDDER in 1948 and the Class was incorporated in 1954. In 1958, the Snipe received IYRU's recognition as an international class.

The boat was designed as a 15 foot 6 inch hard chine hull, to conform to the standard 16 foot plank, and was designed for easy home building (so simple that a schoolboy could build one). The original 100 square feet of sail area was increased to 116 feet, with the introduction of the overlapping jib which replaced the working jib in 1932. Currently the sail area is 128 square feet in main-sail and overlapping jib. Spinnakers are not permitted. The hull has remained essentially unchanged through the history of the Class with only slight changes due to tightening of tolerances. The largest single change made over the 50 years of Class history was the weight reduction from 425 pounds to 381 pounds in the early 1970s.

Early Snipes were all of wood plank construction, but through the years plywood and fiberglass have come to be accepted as building materials. Most boats are now built by professional builders and are fiberglass, but plank and plywood are still used, and amateurs can build boats from plans obtainable from the SCIRA office, or by fiberglass boats in kit form from the manufacturers, for home finishing. All boats are required to be measured and to carry current SCIRA decals in SCIRA competition.

In 2007, the International Board of Governors voted to reduce the size of the Board from 18 to 7. This was a year process begun by the Long Range Planning Committee. As the Class grew, so did the Board to serve its various constituents around the World. But the 21st century found that a smaller Board would serve the Association better. The Board passed the proposal unanimously and SCIRA has entered a new phase in the administration of the Class.



Changing with the landscape of dinghy sailing worldwide, the Board, working with the National Secretaries, voted to open the World and European Championships. Participation increased with the largest Europeans being hosted in Spain in 2016 with 109 boats followed by a more open World Championship with over 80 boats attending in 2015 & 2017.

SCIRA Officers 2018

Commodore
Pietro Fantoni
Moruzzo, Italy

Vice Commodore
Luis Soubie
Mendoza, Argentina

Secretary
Zbigniew Rakocy
Poznan, Poland

Treasurer
Sue Roberts
Kent, UK

Executive Director
Jerelyn W. Biehl

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Board of Governors

2018

Voting Members

Commodore

Vice Commodore

Secretary

Treasurer

Chairman - Rules Committee

Secretary General for Europe

Secretary General for Western Hemisphere & Orient

Pietro Fantoni, Italy

Luis Soubie, Argentina

Zbigniew Rakocy, Poland

Sue Roberts, GBR

Antonio Bari, Italy

Martin Bermudez, Spain

Raul Rios, Puerto Rico

Non Voting Members

ISAF Representative

Vice Chairman, Rules Committee

Chief Measurer

Legal Counsel

Chief Information Officer

Executive Director

Gus Wirth, United States of America

Luiz Gonzalez Alvarez, Spain

Leigh Savage, United States of America

Don Bedford, United States of America

Jerelyn Biehl

2812 Cañon Street, San Diego, CA 92106 USA

Technical Committee

Chairman

Vice-Chairman

Chief Measurer

Chief Information Officer

Members

Antonio Bari

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Gus Wirth

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Nobuhiko Kudara

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Arild Figenschou

Arild.figenschou@akersolutions.com

Past Commodores

1933	Hub E. Isaacks, Texas, USA*
1934	M.J. Davis, California, USA*
1935	A.H. Bosworth, Florida, USA
1936	M.S.A. Reichner, New York, USA*
1937	Harry Lund, Wisconsin, USA*
1938	G.Q. McGown, Jr., Texas, USA*
1939	Taver Bayly, Florida, USA*
1940	H.R. Schuette, Wisconsin, USA*
1941	Perry Bass, Texas, USA*
1942-43	C.R. Miller, New York, USA*
1944	W.G. Green, Oklahoma, USA*
1945	George Becker, New York, USA*
1946	Charles Heinzerling, New York, USA*
1947-48	Donald R. Simonds, Massachusetts, USA*
1949	Harold Griffith, New York, USA
1950	Roy T. Hurley, Connecticut, USA
1951	John T. Hayward, Oklahoma, USA*
1952	Owen E. Duffy, Tennessee, USA*
1953	Carl Zimmerman, Ohio, USA*
1954	Ted A. Wells, Kansas, USA*
1955	Eddie Williams, Missouri, USA*
1956	Harold L. Gilreath, Georgia, USA*
1957	Terry Whittemore, Connecticut, USA*
1958	Fred Schenck, California, USA*
1959	Alan Levinson, Indiana, USA*
1960	Edward Garfield, New York, USA*
1961	F.V.G. Penman, England*
1962	Sam W. Norwood, Georgia, USA*
1963	Floyd E. Hughes, Jr., Iowa, USA*
1964-65	A.F. Hook, Indiana, USA*
1966-67	Basil Kelly, Bahamas*
1968-69	Robert Schaeffer, California, USA*
1970	Angel Riveras, Spain*
1971	William M. Kilpatrick, Oklahoma, USA*
1972	Richard L. Tillman, South Carolina, USA
1973-74	Ralph M. Swanson, Massachusetts, USA*
1975	Stuart L. Griffing, Ohio, USA
1976	Svend Rantil, Sweden*
1977	Dan Williams, Tennessee, USA
1978	Bruce Colyer, Florida, USA
1979	Flavio Caiuby, Brazil*
1980	Gonzalo E. Diaz, Sr., Florida, USA
1981	Paul F. Festersen, Nebraska, USA*

1982	Arturo Delgado, Spain
1983	Douglas DeSouza, California, USA
1984	Eugene T. Tragus, Texas, USA*
1985	Roberto J. Salvat, Argentina*
1986-87	Wayne Soares, Bermuda
1988	Jerry Thompson, California, USA*
1989	Per Ole Holm, Finland
1990	Peter Fenner, Texas, USA
1991	R. Means Davis, Georgia, USA
1992	Fujiya Matsumoto, Japan
1993	Terry Timm, Michigan, USA
1994	Horacio Garcia Pastori, Uruguay*
1995	Jimmie Lowe, Bahamas
1996	Giorgio Brezich, Italy
1997	Gonzalo Diaz, Jr., Florida, USA
1998	Akibumi Shinoda, Japan
1999	Lee Griffith, Pennsylvania, USA
2000	Id Crook, Canada*
2001	Bertel Bojlesen, Brazil
2002	Birger Jansen, Norway*
2003	Brainard Cooper, USA
2004	Jiro Yamamoto, Japan
2005	Henrique Motta, Brazil
2006-07	Robert Dunkley, Bahamas
2008-09	Pedro Garra, Uruguay
2010-11	Luis Pessanha, Portugal
2012-13	Don Bedford, USA
2014-15	Ricardo Lobato, Brazil
2016-17	Gweneth Crook, Canada

*Deceased

Honorary Vice-Commodores

Fred Rochat, Geneva, Switzerland*	Stephen W. Taylor, Oklahoma, USA*
Per Skjonberg, Oslo, Norway	Arch Higman, California*
Dr. Antonio de Meneses, Lisbon, Portugal	Francis Seavy, Florida*
Dr. Antonio Ruiz Martinez, Spain	Katsumi Hirata, Japan*
Jose Maria Lasasosa-Dilla, Spain	Carlos Bosch, Bermuda
Jayne Teixeira Leite, Brazil	Erling Olsen, Denmark
Natalie Galeppini, Italy	Charles "Chuck" Loomis, Massachusetts*
Dr. Michael LePivert, France	Jan Persson, Denmark
Leopoldo Geyer, Brazil*	John Broughton, United Kingdom*
Fernando de Avellar, Brazil	Hisano Kato, Japan
Reginald Tucker, Bermuda	Francisco Gines Perez Lopez, Spain
Count of Caria, Portugal	

National Secretaries

Argentina	Diego Lipszyc	diegolipszyc2@hotmail.com
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European General Secretary	Martin Bermudez	ESP
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Vice European Secretary	Reino Suonsilta	FIN
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Northern European Secretary	Svend Andersen	DEN
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Southern European Secretary	Jerome Thomas	FRA
	jerome.thomas-perso@laposte.net	
Eastern European Secretary	Rafael Zakrzewski	POL
	r.zakrzewski@texol.pl	

WESTERN HEMISPHERE & ORIENT

WH&O General Secretary	Raul Rios, Sr.	PUR
	rarpneumo@aol.com	
Vice WH&O Secretary	Ricardo Fabini	URU
	rfabini@yamahauruguay.com	

Fleets of SCIRA

	ARGENTINA	555	Florinapolis
290	Cruz del Sur	662	Bahia
374	Yacht Club Olivos	800	Emanuel Mesquite Barreto
451	Lago San Roque		
466	Chascomus		CANADA
593	Club Nautico San Nicolas	25	Vancouver Region
629	Club de Velas Rosario	227	Toronto
731	Santa Fe	877	Guelph Lake
853	Salta		
	AUSTRIA		CHILE
897	Habsburg	644	Yacht Club de Chile
		645	Algarrobo
	BAHAMAS		
391	Nassau		COLOMBIA
	BELGIUM	670	Club Nautico del Muna
423	Antwerp	893	Antioquia
		898	Santander
	BRAZIL		CROATIA
159	Rio de Janeiro		Kvarner
211	F de Snipes de Pernambuco	880	
245	IC do Espirito Santo Vitoria		CUBA
311	Sao Paolo		Havana
368	Bahia de Guanabara	022	
377	Billings		DENMARK
411	Recife		Espergærde
426	Rio Grande do Sul	302	Kolding
434	Santo Amaro	587	Horsens
448	Guarapiranga	650	
455	Macaé		ECUADOR
477	Saco de Sao Francisco		Ecuadorian
483	Santos		
510	Lagoa	886	
516	Brasilia		

FINLAND

481	Helsinki
494	Kotka
509	Turku
523	Pori
550	Tampere
569	Lappeenranta
570	Kokkola
741	Oulu

FRANCE

221	Paris
313	Le Havre
348	Lorient
778	C de la Voile de Cazaux-Lac
846	Choisy Le Roi

GERMANY

849	Ammerseeflotte
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GUATEMALA

902	Amatitlan
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ITALY

048	Rimini
264	Monfalcone
402	Rumagna
415	Punta Indiani
606	Sistiana
609	Cremona
616	Ortal
833	Orbetello
837	Macondo
838	Ledro
847	Laguna
856	Edonista
868	Planet Sail
875	Aternum
895	Ceresium

JAPAN

428	Kanto
519	Chubu
561	Biwako
595	Kyushu
692	Chugoku
703	Kansai
820	Hokkaido
821	Tohoku
822	Hokuriku
844	Ushimado Snipe Gakkyu
884	Kagoshima

NORWAY

195	Snaroya Snipeklubb
676	Fana
829	Stavanger
896	Kristiansund
899	Horten

PERU

892	Lima
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POLAND

855	Slonka
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PORTUGAL

331	Sport Club do Porto
332	Clube Naval de Cascais
369	Vela Atlântico
458	Clube de Vela de Lagos
755	Clube de Vela de Tavira
791	C.N.O.C.A.
792	D. Pedro V
796	CIMAV
827	Clube Nautico de Almada

	PUERTO RICO	825	Lake Wettern
591	San Juan Blue	883	Westerviks Snipe Fleet

SPAIN

136	RCN de Vigo
146	RC Mediterraneo de Malaga
147	RC de Regatas de Cartagena
148	RC Santiago de la Ribera
150	RC Marítimo de Santander
151	C M del Abra Las Arenas
152	RC Astur de Regatas de Gijón
153	ENM de Marin
154	RC Náutico de Valencia
168	RC Nautico de la Coruna
181	RCMaritimo de Melilla
187	Club Marítimo de Mahón
214	RC R Galicia de VillaGarcia
247	RC Nautico de Tenefife
248	RCN Palma de Mallorca
249	Club Nautico de Ibiza
252	CN de Ciudadela
278	Club de Mar de Almería
279	CNR de Ferrol
281	Club de Mar de VillaGarcia
287	RCN Gran Canarias
529	RCN de Madrid
623	Arrecife
624	Motril
685	CM Molinar de Levante
686	Los Neitos
773	Club Maritimo Canido
776	CN de Adra
866	CDF de Snipe
873	CNCala Gamba

SWEDEN

327	Göteborg
329	Stockholm
512	Stavsnäs

SWITZERLAND

901	Lago di Lugaro
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UNITED KINGDOM

217	Budworth Sailing Club
362	Orkney Islands
388	Broadstairs
545	Blue Circle
743	Osea Sailing Club

UNITED STATES

01	Dallas
05	Detroit River
07	Miami
10	Lake Mohawk
12	San Francisco Bay
14	Oklahoma City
17	Narragansett Bay
18	Onondaga
24	Santa Monica
52	Charleston
68	Windycrest
77	Winchester
93	Wichita
103	Newport Yacht Club
110	Portage Lakes
129	Green Lake
137	Grand Rapids
142	Privateer
190	Gull Lake
210	Rocky Mountain
218	Alamitos Bay
231	Quassapaug

244	Cottage Park	621	Chippewa
256	Barnegat Bay	630	St. Johns River
257	Galveston Bay Fleet	640	Bow Mar
309	Iowa/Nebraska	654	Redwood Empire
330	Atlanta	705	Carlyle Lake
409	Indianapolis	747	Cleveland
412	Galway Lake	762	North Cape
433	Cowan Lake	777	Medford
442	Cuba Lake	801	St. Petersburg
444	Seattle	828	Birmingham
495	San Diego		
520	Barton Boat Club		
532	Annapolis		
533	Willamette	506	Yacht Club Uruguayo
554	Beverly	725	YC Punta del Este
567	Lincoln	900	ACAL Nautico Club
580	Valdosta		

URUGUAY



Constitution

Section 1. Name

The organization shall be known as the Snipe Class International Racing Association. It is a non-profit corporation under the laws of the State of Ohio, U.S.A.

Section 2. Insignia and Emblem

The insignia of the International Snipe Class shall be a silhouette of a flying Snipe as illustrated and the crest of the Class, both which are trademarks of the Association that are registered in the U.S. Patent and Trademark Office.

Section 3. Object

To promote racing of sailboats of the International Snipe Class properly regulated to insure that all boats have identical racing capabilities to as great a degree as possible.

Section 4. Jurisdiction

The Association shall have jurisdiction over all Snipe activities, and these shall include: (a) establishment of a proper constitution and by-laws (b) regulation of all rules and restrictions established to insure the above stated purpose (c) the collection of necessary fees from the members to insure supervision of the class and the execution of proper supervision.

Section 5. Eligibility

Membership is open to all those who sail Snipe Class sailboats that have been properly measured and are currently registered, displaying the decal of the current year and in compliance with the requirements of the Snipe Class.

Section 6. Organization

The Association shall consist of members usually organized into Fleets. These may be members of one Yacht Club or where more practical, from several yacht clubs in an area. A member may be unattached to a regular Snipe Fleet where formation of an official Fleet is impracticable.

Section 7. Charters

A new Fleet may be granted a charter and Fleet number from the Association upon application to the Executive Director through the National Secretary. Such application can only be made after the Fleet has been provisionally organized and the necessary Fleet officers and measurer elected to office in accordance with the SCIRA Rule Book. A charter may be refused by the Association.

Section 8. Charter Renewal

Each Fleet number shall be assigned according to the order of application and the charter shall be automatically renewed from year to year until revoked by the Association.

Section 9. Fleet Formation

Whenever there are five or more boats of the Class, all built to conform to the rules, a Fleet may be formed. Such fleets shall be headed by a Fleet Captain, elected by the members. There shall be a Measurer or Measurement Committee for each Fleet, also elected by the members. Meetings may be called by the Fleet

Captain either at regular intervals or at the request of three or more members of such Fleets. A quorum shall consist of at least 50% plus one of the members that have paid dues for the current year. Vacancies occurring among the officers of a Fleet shall be filled by an election as soon as possible after the vacancy. In other respects each Fleet shall be entirely self-governing except in matters conflicting with the rules of the Class. It is recommended that Fleet officers be elected for a 2-year term, taking office January 1st of each even-numbered year.

A new Fleet may organize with a three-boat minimum under a temporary charter for one year; the second year, they can have an official fleet with only four boats; the third year, five boats or no fleet; the charter to be granted by the Association.

A new Fleet can be formed in a new SCIRA country regardless of the number of boats. Departing from Section 7, such Fleet may be granted a charter and Fleet number from the Association upon application to the Executive Director. Such "special status" lasts until another fleet will be formed in that country.

Section 10. *Fleets Within Yacht Clubs*

In cases where a Fleet is formed within the membership of a yacht club, the Fleet Captain and Measurer shall function according to the Class Rules and the Fleet shall live up to the Class Rules in every way.

Section 11. *Activities*

Each Fleet is encouraged to subdivide according to age and skill. A Junior Fleet should be enthusiastically encouraged, trained, supported and promoted. A sailor is considered a Junior until the year of his/her twenty-second birthday. The Junior Fleet shall come under jurisdiction of its Senior Fleet but may elect its own officer and hold its own meetings and point-score races exactly like any other Fleet but shall not be recognized as a Fleet by the Association. Junior Fleets shall be fully amenable to the Class rules, restriction etc. Some Fleets may find it wise to divide the Senior Fleet into Class A and Class B skippers for the sake of more interesting competition.

Section 12. *Fleet Reports*

Each Fleet Captain should be responsible for the filing with the National Secretary of complete results of the organized regattas.

Section 13. *Revocation of Charter*

A charter may be revoked after it has been issued for failure to maintain a good standing, falling below the minimum quota of boats, or for violation of the Class Constitution, By-Laws or Restrictions. Fleets which permit non-measured and non-paid-up boats to race may have their charters revoked.

Section 14. *Suspended Fleets*

Fleets which have been suspended from membership in the Association shall have no right to file race results with the Executive Director and the members of such Fleets shall have no right to compete in any regattas held for boats of the Class or in any open regattas in which the boats of regularly chartered Fleets take part. Suspended Fleets shall have no rights whatever in the Association and cannot be reinstated into membership until proof is submitted that they will comply with all the Class Rules. Suspended fleets wishing to be reinstated must have five registered boats and five registered senior members to be reinstated.

Section 15. *Classes of Membership and Ownership*

The Association shall recognize the following classes of Membership and Ownership:

- Senior Member:** Members who will be at least 22 years old in the membership year and who are authorized by the Association to skipper or crew registered Snipe Class sailboats;
- Junior Member:** Members who will not be 22 years old in the membership year and who are authorized by the Association to skipper or crew registered Snipe Class sailboats;
- Owner:** Members who own registered Snipe Class sailboats that conform to the restrictions of the Class.
- Non-Owner:** Members who do not own registered Snipe Class sailboats that conform to the restrictions of the Class.
- Entity Owner:** Entities that own registered Snipe Class sailboats that conform to the restrictions of the Class and that Members of the Association may sail.

Section 16. *Obligations of Membership*

Application for membership in the Association either by owners, non-owners, entity owners or by Fleets implies that the applicants agree to abide by all Class rules.

Section 17. *Privileges of Membership*

Senior and Junior members of the Association in good standing, shall be entitled to the Class identification card signifying that they are authorized to participate as skippers (or crews) in races held by the Fleet of which they are members, and in such other regattas held under the jurisdiction of the Association as they may qualify to enter, and to enjoy the advantages to Snipe skippers (and crews) afforded by the organization and management of the Association.

Individual Owners and Entity Owners of registered Snipe Class sailboats that conform to the requirements of the Snipe Class and who are members of the Association in good standing, shall be entitled to a Class emblem signifying that their registered boats are authorized to participate in races held by the Fleet of which the owners are members, and in such other regattas held under the jurisdiction of the Association as their boats may be entered, and the advantages to Snipe owners afforded by the organization and management of the Association.

Section 18.

Once a Fleet is chartered and a National Secretary is elected, a Country is recognised by the Association.

To represent a Nation, a Member shall be associated to that Country's Association and citizen or bona fide resident from at least one year of the Country he/she represents.

Section 19. Dues

Each member of the Association and each owner of a Snipe Class boat, shall pay to the Association dues applicable to his/her country, the amount being determined by agreement between the National Secretary and the Board of Governors. Dues are to be paid by the owners of boats already holding measurement certificates within thirty days after the start of their local Fleet's racing season. Boat registration is reflected by a current decal displayed on the aft starboard side.

Section 20. Non-payment of Dues

If the owner of a measured boat of the Class shall fail to pay his dues within one month of the start of his Fleet's official racing season, such boat shall become ineligible to race. Such an owner shall lose his membership in the Association and all rights connected therewith. In the case of new boats launched after the expiration of the thirty days of grace, the owner may have his boat registered and measured and take part in the remaining point score races. If such procedure is not followed, the boat may not race in any open or closed races unless special permission is granted by the Fleet and approved by the National Secretary.

Section 21. Reinstatement

A member suspended for non-payment of dues may be reinstated when current dues have been paid in full.

Section 22. Officers

The officers of the Association shall be a Commodore, a Vice Commodore, and an Executive Director.

22.1 Commodore: Duties of the Commodore include: bi-annually appointing a Nominating Committee, a chairman of the Long Range Planning Committee and other standing committees. The Commodore shall be the chief executive officer of the Association and shall enforce its laws and execute the orders and policies promulgated by the Board of Governors.

22.2 Vice Commodore: The Vice Commodore shall be the chairman of the Promotion Committee and shall take over the duties of Commodore if the Commodore becomes incapacitated. The Vice Commodore will also oversee the location of future World championship regattas.

22.3 Executive Director

The Executive Director shall be elected by an absolute majority of the Board of Governors. The Executive Director shall serve until discharged by an absolute majority of the Board of Governors. The duties of the Executive Director are to maintain the files and correspondence of the Association; to edit and cause to be published the Official Rule Book and *Snipe Bulletin* and such other publications as the Board of Governors shall from time to time prescribe; and such other duties as the Board of Governors or the Commodore may from time to time prescribe. The Executive Director shall not serve as a voting member of the Board of Governors. The Executive Director shall receive compensation at a rate which the Board of Governors shall from time to time prescribe. It will be Board policy to give a thorough annual review of the Executive Director by a Board of 3 people selected by the Commodore. The Executive Director shall attend the World Championships and should attend the European and Western Hemisphere & Orient Championship

at the Commodore's discretion.

Section 23. Board of Governors

23.1 Voting Members: The Association shall be governed in all matters except as provided herein by a Board of Governors comprised of the Commodore, Vice Commodore, Chairman of the International Rules Committee, the General Secretary for Europe and the General Secretary for the Western Hemisphere & Orient, the Secretary and Treasurer. All shall be voting members of the Association's Board of Governors and all elected officers of the Association shall be Senior Members of the Class.

23.1a Treasurer: The Treasurer is responsible for the financial affairs of the Association. The Treasurer shall oversee the Executive Director's maintenance of the Association's books, financial records, securities and shall place funds in a depository approved by the Board of Governors. The Treasurer shall also review financial statements for presentation to the Board of Governors and thereafter prepare a summary of these statements for publication in the Snipe Bulletin for the information of members.

23.1b Secretary: The Secretary shall keep the minutes of meetings and supervise the Association's system of forms and records for all members. The Secretary will oversee membership trends and patterns and report to the Board. The Secretary will serve 2 years, with the possibility to be reelected, but cannot serve more than 2 consecutive terms. The WS Representative will report to the Secretary.

23.2 Non-Voting Members: There shall be three (3) additional members comprised of Legal Counsel, ISAF Representative, and Executive Director.

23.2a Conflict of Interest: No member of the Board of Governors (voting or non-voting) shall be engaged in building Snipes, sails or equipment professionally.

23.2b Legal Counsel: He shall advise on legal matters as pertains to the Association.

23.2c World Sailing Representative: The WS Representative is charged with attending the WS meetings and representing the Snipe Class in all matters that arise with WS and providing an annual report to the Board of Governors. The term of office for the ISAF Representative shall begin January 1, 2009 for 4 years to end in Olympic years. SCIRA shall fund the expenses of the WS Representative to the Annual WS meetings; said funding to include coach class airfare to two WS meetings per year (if necessary) and expenses not to exceed \$500 per meeting.

Section 23.3 Board Meetings: Bi-annual meetings shall be held in conjunction with the absolute World Championship to facilitate attendance. A quorum shall be an absolute majority of the voting Board of Governors in attendance. The Commodore, when petitioned by an absolute majority of the members of the Board of Governors, shall call an official meeting of the Board of Governors. The Commodore shall choose a time and place for the meeting, which shall be held within three months if petitioned, and the Executive Director shall give notice to all members of the Board of Governors at least thirty days in advance. The Commodore, even when petitioned by another member of the Board of Governors, can call a meeting of the Board of Governors through tele

conferencing or video conferencing. The Commodore shall choose a date and a time according to the needs of the other members, and the Executive Director shall give notice to all members of the Board of Governors at least seven days in advance. For all meetings, the Executive Director shall present the current agenda for consideration at the meeting. Except as provided herein, items may be added and voted upon provided each receives an absolute majority of votes of the entire Board of Governors. Items already on the agenda may be amended and voted upon by a majority of those present. Any item as amended by the meeting, which fails to receive a majority vote of those present but mathematically could receive a majority of the whole Board of Governors must be retained on the agenda at the request of any member present at the meeting. The Executive Director shall publish an accurate and fair summary of the agenda of the Board of Governors on the web page and shall report the status and disposition of all items. The Executive Director shall report a summary of the Board of Governors deliberations to the membership as accurately as possible.

Section 23.4 Meeting Agenda: The Executive Director shall maintain an agenda for the Board of Governors. Members of the Board of Governors may place items on the agenda by submission to the Executive Director. The Executive Director shall place on the agenda as tentative items those actions necessary for the administration of the Class. Any National Secretary shall have the right to place tentative items on the agenda. Any five fleet captains may, with a signed petition, have the right to place tentative items on the agenda. All motions placed for action before the Board of Governors, and whose enactment or implementation shall impact the Constitution and or the By-laws of the Corporation, shall require the motion maker to attach as part of that motion a complete schedule of those specific sections of the Constitution or By-Laws which would be affected by the passage of the motion. Any motion so considered without the required section citing may be either rejected by the Board of Governors or tabled until the required information is attached to the motion.

All proposals related to the Class Measurement Rules and Restrictions must first be referred to the International Rules Committee, which shall report out the proposal and its advice. This proposal shall become an item of the next agenda.

Section 23.5 Ballots: The Executive Director shall prepare for distribution and forward to each member of the Board of Governors a ballot on matters before the Board of Governors as necessary for a timely decision, either for the bi-annual meeting or for ballots to be done via mail, fax or e-mail. The Ballot shall make provision for a “yes”, a “no” and a “table” vote. The Executive Director shall count as officially cast all ballots signed by a Board of Governors member and received by the Executive Director by mail, fax or e-mail within 30 days after the date of the ballot. Agenda items shall be considered passed when the Executive Director has received “yes” votes on officially cast ballots from an absolute majority of the Board of Governors. Tentative items (proposed by National Secretaries or five fleet captains), shall be so designated on the accompanying ballot and provision made for a “yes”, a “no”, and an “amend” and include for the next agenda, or a drop from consideration position. Tentative items receiving unanimous “yes” or “no” votes

without any amendments shall be considered enacted or defeated, respectively.

Section 24. General Secretaries

The General Secretaries designated in Section 23 shall be elected every two years, to take office on even-numbered years at a meeting of National Secretaries at the European or Western Hemisphere & Orient Championship regattas. The chairman of these meetings shall be the current Hemisphere General Secretary, or if he is not present, the National Secretary of the country where the Championship is held. Designated representatives may represent Secretaries not present from their countries who may vote for them but otherwise, proxy voting shall not be allowed. Voting by mail, e-mail or fax shall be permitted. The individual receiving the most votes shall serve as Hemisphere Secretary for the next two years.

Section 25. Election of Officers

The Board of Governors shall have the sole power to nominate and elect the Officers of the Association for the ensuing term, such election to take place as soon as feasible after the general meeting held at the World Championship races.

By August first of each year, the Commodore shall appoint a Nominating Committee for the nomination of members for office. The Chairman of the Nominating Committee, or the Executive Director, shall promptly notify each voting member of the Board of Governors of said appointments and shall call for nominations to be received by October first. Nominations of the Nominating Committee may be supplemented by nominations by any member of the Board of Governors. If more than one name is placed in nomination for a given position, all names shall be shown on the ballot. The Executive Director shall mail, fax or e-mail ballots to each voting member by November first. They shall be completed and returned to the Executive Director by December first.

Officers shall be elected as follows or until their successors are duly elected. Commodore will be elected for a 2 year term and cannot serve more than 2 consecutive terms. Vice Commodore will be elected for a 2 year term and cannot serve more than 2 consecutive terms. Chairman of the International Rules Committee will serve a 4 year term and cannot serve more than 2 consecutive terms. The Treasurer will serve a 4 year term, re-electable only once consecutively. The General Secretaries shall be elected every two years to take office on even-numbered years at a meeting of National Secretaries at the European and Western Hemisphere & Orient Championship regattas. The Secretary shall be elected for a 2 year term. Generally, they will assume office as of January 1st of each year.

Section 26. Life Membership

Any Commodore or Executive Director, unless removed from office for due cause, shall upon completion of his full term become a member of the Association for life.

Section 27. Removal from Office, Suspension, Expulsion

27.1 Removal from Office: In cases where officers of this Association or of a Fleet have been proven to be remiss in their duties, they may be removed from office upon vote of the Board of Governors.

27.2 Suspension: A member may be suspended by the voting member of the Board of Governors for gross violation of the rules or for unsportsmanlike conduct,

or, after due warning, for willful and persistent disregard of rulings. The duration of a suspension is fixed by the Board of Governors, but may not exceed Board's own term of office unless the suspension is extended by the succeeding Board of Governors. Notwithstanding the foregoing, a suspension may be terminated by majority vote at an annual meeting.

27.3 Expulsion: A member may be expelled only by 5/7 vote at an annual Board meeting..

Section 28. Technical Committee

The Board of Governors shall appoint a Technical Committee consisting of the Chairman of the International Rules Committee, Vice Chairman, Chief Measurer, Rules Committee members and the Chief Information Officer. The Rules Committee in accordance with World Sailing Regulations shall maintain, study and make recommendations on all Class measurement rules and restrictions. This Committee, in accordance with World Sailing Regulations, shall have power to record or clarify any measurement rule or restriction whenever its meaning is deemed not clear or unfair. Proposed changes shall be submitted by March 1 and circulated to all members of the International Rules Committee for comments and recommendations as well as publication of the proposal via the Snipe Bulletin, posting on the website and via email to all National Secretaries with discussion held from March to June. The Rules Committee will then discuss, vote and make recommendations to the Board for consideration of a vote by the Board of Governors July 1-10. Measurement rules changes may take effect only on January 1 of each leap year (2000, 2004, 2008, etc.) and then only if submitted to the Board as agenda items by March 1 of the preceding year. Each proposed measurement rules change must appear on at least two agendas, with amendments offer able on the first circulation, and a vote on the amendments on the second or final vote on the change if no amendments were offered. Consideration at a properly called meeting of the Board may count as the second or third agenda appearance. Changes can be made at times other than the specified four-year intervals where the Board considers them to be of extreme urgency. An absolute majority of the Board is required for final passage. If approved, the proposed rule will be submitted to WS for approval and if approved, will be published to the members by December 1 with application January 1.

Whenever a "circular Letter" from the International Rules Committee over the signature of the Chairman appears in the *Snipe Bulletin* or is posted on the Snipe web page the corrections, interpretations or simplifications appearing therein shall become a part of the current Official Rulebook. Such corrections, interpretations or simplifications will also be posted on the Snipe web site, Rules section.

Section 29. Chief Measurer

The Board of Governors shall appoint a Chief Measurer. He shall serve a four years term with re-election possible after the first term. He shall be responsible for managing the Class Measurers worldwide. He shall be a member of the Rules Committee and shall advise that Committee on Measuring Rules problems. The Chief Measurer shall supervise all certified measurers, grant or reject measurement certificates, issue duplicates, and answer questions on measurement rules in

coordination with the Chairman of the Rules Committee. Subject to the approval of the Technical Committee, he shall establish and maintain measurement standards, forms and techniques. He shall maintain liaison with the Technical Committee, and may recommend to the Board changes in plans and specifications.

29.1 Chief Information Officer: The Chief Information Officer shall be a member of the Technical Committee and of the Rules Committee. Duties include maintaining web site, Internet requirements and e-mail requirements of the Association. Review of all technology used or to be used by the Association, including but not limited to telephone, computer, hardware, software, measurement and rules. He supports the Rules Committee on technical issues by doing research on new technology for old methods. He supports the Association's Board of Governors on technical issues by explaining details on complex technology issues.

Section 30. Amendments

Proposed amendments to Constitution or By-Laws, changes to General Restrictions, etc. must be submitted to the Executive Director not later than March 1st of each year for consideration by the Board of Governors and Rules Committee. Amendments to the Class Rules are subject to approval of WS in accordance with WS Regulations.

Section 31. Districts

Large countries may be divided into districts for more effective promotion of the Snipe Class, if considered desirable by the National and General Secretary.

Section 32. National Secretaries

Each nation shall elect a National Secretary. Each National Secretary will serve for two years and is eligible for re-election. New officers will begin January 1st of even numbered years. The National Secretary shall be the official representative of the Association in his country and will act as direct liaison between the General Secretary of the pertinent hemisphere, the Board of Governors, Executive Director and the fleets of his country. All correspondence, dues, race results and other Association matters are to be handled through the National Secretary. The National Secretary shall not have powers to interpret the restrictions of the Class, such work to be entirely done by the International Rules Committee, but it shall be the duty of the National secretary to submit such problems to the Rules Committee for settlement. However, the National Secretary does have authority to approve or disapprove the appointment of measurers in his country. National Secretaries, being direct representatives of the Association, shall promote more Snipe racing, aid the growth of new fleets, promote inter-fleet and inter-country racing and shall in general have full charge of Snipe activities in the countries that they represent. They shall, in cooperation with the General Secretary, approve or disapprove of applications for fleet charters and regatta sanctions.

A National Secretary may establish procedural rules for the administration of the Class within his country. Such procedures may be reviewed by the Board of Governors and modified by the Board if deemed appropriate. A National Secretary may also establish and maintain a distinct legal entity of the Class within his or her own country. Such corporation's, or legal entity's governing documents and all changes thereto shall be reviewed by the Board of Governors and modified if

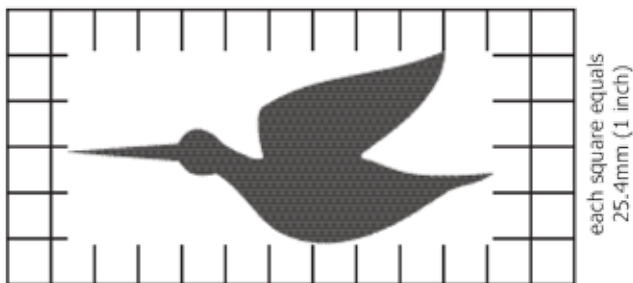
deemed appropriate.

Section 33. *Standing Committees*

The Commodore shall appoint members to serve on the following standing committees: Long Range Planning and Promotion.

Section 34. *Continental Officers*

Each continent may choose to create continental officers that report to the General Secretary for their respective continent. These may include: for Europe; Secretaries for North, South and East as well as Vice Secretary and for the Western Hemisphere & Orient; Secretaries for North America, South America and the Orient as well as Vice Secretary.



By-Laws

Section 1. *Racing Season*

The official racing season of this Association shall extend for the full twelve months of the year starting on January 1st and ending on December 31st.

Section 2. *Hull Numbers and Registration*

New boats presumed to be built to the Class rules may be registered and have racing numbers assigned at any time after being completely constructed, by application to the National Secretary, and paying the fee applicable to the country. The owner's full name and correct address must be supplied. Upon registration, the Executive Director shall assign the hull number. No number shall ever be withdrawn; even though a boat is built outside the rules and restrictions, it must retain its registration number for identification. No number will be reassigned except to an old hull that has lost its original identification. Then an old, inactive number from the same period as the age of the boat may be assigned at the discretion of the Executive Director.

Section 3. *Change of Address*

Owners of registered boats are requested to keep the Executive Director informed of any changes in address in order to keep the Association's records correct.

Section 4. *Reregistration*

Boats that change hands through sale or other means, shall be reregistered at the earliest possible moment by the new owner who shall notify the National Secretary of such change of ownership with full information as to the new owner's name, address and where the boat will be located. If the boat's name is changed, such information should be included. The letters on the mainsail shall be as prescribed by World Sailing Regulation 19 at the moment of registration to SCIRA for the current year

Section 5. *Measurement*

Each boat, to be eligible to race, must hold a Certificate of Measurement recommended by the Measurer and approved by the Rules Committee of the Association. To obtain such a Certificate the boat must be examined by the Measurer who shall report his findings on a Snipe Class Measurement Data Sheet currently approved by the Rules Committee. If the boat complies in all respects the Measurer shall fill out a Measurement Data Sheet (MDS) and send one copy of the same to the National Secretary with the owner's current dues and the original to SCIRA Office. The owner then becomes a member of the Association.

Section 6. *Measurer's Duties*

It shall be the duty of a Measurer to call to the attention of the Association any and all discrepancies not found to be within the tolerances shown on the current Measurement Data Sheets. Any discrepancy found on a professionally built boat shall be corrected before a certificate is issued. In case there are discrepancies on a home built boat, and if (in his opinion) the discrepancies are of minor importance of the boats sailing qualities, the Measurer may give a Limited Measurement

Certificate good only for Club or Fleet races provided such discrepancies are clearly indicated on the Data Sheet. However, final decision shall rest with the Chief Measurer. Boats holding a Limited Measurement Certificate shall not race in any Sanctioned regatta or Major Championship.

When the Fleet Measurer is the owner of a Snipe, he should be the chairman of a committee for measuring boats and recommending issuance of Measurement Certificates. No person may take or record the measurements of a Snipe in which he is financially or otherwise interested. The Association may refuse to accept further recommendations for Measurement Certificates from any Measurer or committee that is found guilty of negligence or misrepresentation regarding measurement.

Section 7. *Measurement Fee*

Measurement fees are fixed by the Fleet or by the Measurer with the approval of the Fleet. Of this fee the amount specified for each country shall go to the National Secretary, together with Measurement Data Sheet, which sum will be considered as the owners' dues for the ensuing year.

Section 8. *Measuring Unattached Boats*

Boats may be owned in localities where no fleet is in existence. The owners of such boats may, upon application to the National Secretary, receive a Measurement Data Sheet to be filled in relative to the boat, appendages and rig. Upon returning this to the National Secretary, together with Class dues, a Provisional measurement Certificate will be issued provided the boat appendages and rig are found to be within the limits of the Class. This Provisional Measurement Certificate shall be subject to ratification by an accredited Measurer who shall re-measure the boat and who shall be empowered to recommend a full Certificate of Measurement. Provisional Measurement Certificates will not permit a boat to take part in any qualifying regatta or Major Championship.

Section 9. *Lost Measurement Certificate*

If an owner should lose the Measurement Certificate for his boat, application should be made to the Fleet Measurer or SCIRA office for a new one.

Section 10. *Racing Rules*

All races shall be run in accordance with the racing rules of sailing of World Sailing (WS) as adopted by the national authority, the SCIRA Rules of Conduct and the appropriate Deed of Gift if applicable.

Section 11. *Definition of Skippers*

The term "skipper" where used herein or in deeds of gift shall be construed to mean the person who steers the boat. The same skipper must sail the boat throughout a regatta unless differently stated in the appropriate DoG..

Section 12. *Crew Required*

2 persons must be aboard each Snipe in all races, including the skipper.

Section 13. *reserved*

Section 14. *Snipe Events*

Snipe events are divided into:

- Club or Fleet regattas
- Sanctioned regattas

- **Major Championships**

A Club or Fleet regatta is a local regatta within the members of a single fleet or Yacht Club. Those regattas may be run using the Rules for Conducting non-Championship regattas and may not have a PRO present.

A Sanctioned regatta is a regatta that is listed in each Nation's calendar. Annually each National Secretary presents the list of regattas to be sanctioned to the SCIRA office. Any regatta qualifying for a subsequent Major Championship must be a sanctioned regatta.

Recognition of a sanctioned regatta means that at least:

1. All competitors are current members of SCIRA (both skipper and crew)
2. The boat is properly registered with SCIRA for the year with a decal displayed on the hull
3. The boat has a current MDS on file
4. A PRO is present

A Major Championship is a regatta assigning a World, an area title or is a Regional Game. To be recognized as a Major Championship the regatta must comply with the requirements of the Sanctioned regattas, the Rules for Conducting national and International Championships, the applicable Deed of Gift and the World Sailing regulations, if any.

Section 15. *reserved*

Section 16. *Sail Markings*

Snipe insignia, racing number and country identification shall be displaced on sails. Chevron awards may be displayed on sails.

Section 17. *Reserved*

Section 18. *Sail Numbers*

During all races the number on the sails shall correspond to a measured hull on which dues for the current year have been paid. If an owner owns more than one boat, he may use numbers corresponding to either boat. In no event may two or more boats have the same sail number.

Section 19. *Fleet Charter Fee*

To be considered active each chartered fleet shall pay to the Association a charter fee annually at the start of each season. This is over and above regular dues of members.

Section 20. *Publicity Committee*

Each Fleet holding sanctioned regattas must have a publicity committee, usually comprising one person, whose sole duty it shall be to see that the regatta is amply covered by the press. For sanctioned regattas, the publicity committee shall work to get complete press coverage not only locally, but also to the press associations, SCIRA office and social media.

"The new SuperActive Snipe Rig performed exceptionally well in a range of wind speeds from 5 – 30 knots of wind."

"We managed to win every race in light, medium and strong winds."

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Class Rules

Snipe Class International Racing Association: 2018-2020



The Snipe was designed in 1931 by William F. Crosby and was adopted as a World Sailing 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.2 ABBREVIATIONS

- A.2.1
- | | |
|-------|-------------------------------------|
| WS | World Sailing |
| MNA | WS Member National Authority |
| SCIRA | Snipe Class Int. Racing 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 SCIRA, which shall co-operate with World Sailing in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, SCIRA has the authority to withdraw a **certificate** and shall do so on the request of World Sailing.
- A.3.3 Neither World Sailing, 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 World Sailing 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 WORLD SAILING 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) – WS 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 WS in accordance with the WS Regulations.

A.8 CLASS RULES INTERPRETATIONS

- A.8.1 Interpretations of these **class rules** shall be made in accordance with the World Sailing Regulations.

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 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 Measurement Data Sheet (MDS).
A.11.2 A **certificate** shall record at least the following information:
- (a) Class.
 - (b) Number of Measurement Certificate (Optional).
 - (c) Hull number issued by 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 corrector weights (hull and mast).
 - (i) Moment of Inertia.
 - (j) Measurer's name and stamp.

- (k) Date of issue of the initial certificate.
- (l) 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 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 SCIRA or NCA,
- (c) The issue of a new **certificate**.

A.13.2 **Hulls** built before January 1st 1976 that have not been modified in their shape or materials need not be recertified.

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 sold to a different Country.

Section B – Boat Eligibility

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

B.1 CERTIFICATION

B.1.1 The **boat** shall:

- (a) Have a valid measurement **certificate**.
- (b) 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 the 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**.

B.3 EVENT INSPECTION

B.3.1 GENERAL

A role of **Equipment Inspectors** at an event is to verify that equipment has been produced by the manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation from the approved tolerances, the matter shall be reported to the race committee.

Such occurrences shall be reported to World Sailing and the ICA technical committee as soon as practical for investigation and a ruling on the eligibility of the equipment for racing.

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 GENERAL

C.1.1 RULES

- (a) RRS 50.4 shall not apply
- (b) The **hull** shall comply with the **class rules** in force at the time of initial **certification** except when differently specified in these **class rules**.

C.2 CREW

C.2.1 LIMITATIONS

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

C.3 PERSONAL EQUIPMENT

C.3.1 PERSONAL FLOATATION DEVICE

- (a) The **boat** shall be equipped with a **personal floatation device** for each member of the **crew** to the minimum standard ISO 12402-5 (Level 50 Newtons), or USCG Type III, or AUS PFD 1, or EN 393, unless an equivalent standard is prescribed otherwise in the Notice of Race.

C.4 ADVERTISING

Advertising is permitted only in accordance with World Sailing Regulation 20 Advertising Code.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL

- (a) Any electronic or mechanical timing devices.
- (b) Any magnetic compass.
- (c) Any multi function electronic compass with steering and time functions only.
- (d) Spare parts such as blocks, shackles, ropes, lines, tools such as knife, screwdriver, whistle.

C.5.2 NOT FOR USE

(a) MANDATORY

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

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The boat weight in dry conditions including compass shall be:	172.8 kg	
The total weight of correctors weights shall be		15 kg

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** shall be permanently fastened in a visible position. If located inside the tight compartment they must be visible through the inspection ports.

C.6.3 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 136kg. 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 case shall 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.

C.7 HULL

C.7.1 MODIFICATIONS MAINTENANCE AND REPAIR

- (a) The hull shell, deck, bulkheads and cockpit floor as supplied by the manufacturer shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification.
- (c) If the **hull** is repaired in any other way than described in C.7.1 (b) 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**.
- (d) C.7.2 LIMITATIONS
- (e) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. A replacement shall only be made with the approval of the Race Committee.
- (f) Inspection hatch covers and drainage plugs shall be kept in place at all times.

C.8 HULL APPENDAGES

C.8.1 GENERAL

- (a) **Hull appendages** shall comply with the **class rules** in force

at the time of initial **certification** unless otherwise prescribed in these **class rules**.

C.8.2 MODIFICATIONS MAINTENANCE AND REPAIR

- a) **Hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- b) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification.

C.8.3 LIMITATIONS

- (a) Only one **daggerboard** and one **rudder** blade shall be used during an event, except when an item has been lost or damaged beyond repair. A replacement shall only be made with the approval of the Race Committee.

C.8.4 DAGGERBOARD

(a) LIMITATIONS

- 1) The **daggerboard** shall be installed in such a manner that the trailing edge of the **daggerboard** is approximately perpendicular to the base line when the **daggerboard** is completely lowered.
- 2) There shall be a permanent stopper positioned so that the lowest point of the **daggerboard** to its closest point on the **hull** shall be maximum 851mm.
- 3) The **daggerboard** retracted position limit mark shall be:
- 4) When positioned with the top of the mark even with the top surface of the deck at the centreline of the **boat** the lowest point of the **daggerboard** to its closest point on the **hull** shall be minimum 305mm.
- 5) Minimum 25 mm high.
- 6) Minimum 350 mm long extending from the front of the **daggerboard**
- 7) Painted in a contrasting colour and on port and starboard sides.
- 8) The **daggerboard** retracted position limit mark shall not be above the top surface of the deck at the centreline of the **boat**.
- 9) The **daggerboard** shall be attached to the **hull** with a non-adjustable safety single line at all times while racing (unless for a short period for cleaning garbage or seaweed). The safety line shall be fixed to any part of the

daggerboard case and directly fastened with a shackle above the line connecting the lower part of the stoppers on the **daggerboard**.

- 10) The maximum length of this safety line from the top of the **daggerboard** case to the inner part of the shackle pin shall be 610mm.
- 11) The retaining system shall either consist of a flipping tablet or/and a hook and cutouts on the **daggerboard** and shall permit the crew to extend the board completely when the boat is capsized without swimming under the boat.
- 12) **Boats** built before 1976 may use **daggerboards** with thickness between 7.5mm and 8mm
- 13) Any seals on the **daggerboard** case may be used only at the top of the daggerboard case.
- 14) Stripes of any material except carbon or exotic materials may be added on the **daggerboard** blade or inside the **daggerboard** case to limit the side movement of the **daggerboard**. Stripes shall not be used as retaining system.

C.8.5 RUDDER

(a) LIMITATIONS

- 1) The **rudder** shall be fitted to the transom in such a manner that it will not detach from the **hull** if the **boat** capsizes.
- 2) For **hulls** built before 1st January 2013 **corrector weights** of maximum 450 grams are permitted in the **rudder**. For **hulls** build from 1st January 2013 **corrector weights** of maximum 250 grams are permitted in the **rudder**.
- 3) For **hulls** built from 1st January 2001 the diameter of the pintles shall be between 7.5mm and 8mm. For **hulls** built before 1st January 2001 there is no limitations in the diameter of the pintles.
- 4) The tiller shall be attached directly to the **rudder** head above the deck and shall not slide fore and aft more than 2mm in any direction. It shall not extend the outermost part of the rudder head more than 2mm.
- 5) Any tiller extension may be used.
- 6) The leading edge of the **rudder** shall be parallel to the transom from the **rudder** datum point to the sheer with a max tolerance of 2mm and shall have 38mm of maximum clearance from the transom.
- 7) The projection of the centreline of the keel line extended as

necessary shall cross the vertical projection of the **rudder** in a point maximum 6 mm above or below the **rudder datum point**.

- 8) Pivoting **rudders** may be used only in regattas limited by local conditions. SCIRA shall authorise their use in the NoR or SI. Pivoting **rudders** shall not be allowed in any regatta using the SCIRA Rules of Conducting National and International Championship Regattas.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- a) **Rigs** shall not be altered in any way except as permitted by these **class rules**.
- b) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification.

C.9.2 LIMITATIONS

- a) Only one **mast**, one **boom** and one **whisker pole** shall be used during an event except when an item has been lost or damaged beyond repair. A replacement shall only be made with the approval of the Race Committee.
- b) **Limit marks** shall be taped or painted of contrasting colour with the spars with a minimum width of 25 mm.
- c) The distance from the **upper point** to the **lower point** in the **mast** spar shall be a maximum of 5112mm
- d) For **masts** built before January 1st 2001 the following limitations shall apply

	minimum	maximum
Distance from the mast datum point to the upper point		6109mm

- e) For **masts** built between January 1st 1992 to Dec 31st 2000 the following limitations apply:

	minimum	maximum
The distance between the forestay, shrouds and jib halyard's rigging point above the mast datum point shall be	4470mm	4572mm

- f) For **masts** built from January 1st 2010 the following limitations

shall apply:

	minimum	maximum
The gooseneck length, measured from the aft edge of the mast to the connection of the boom shall be		42mm
Gooseneck size if round		13mm diameter
Gooseneck size if squared		13x13mm

- g) For **booms** built from January 1st 2010 the following limitations shall apply:

Boom hole size to connect gooseneck	minimum	maximum
If round	13mm	14mm
If squared	13x13mm	14x14mm

C.9.3 CONDITIONS FOR USE, MAST

- a) Halyards shall be set inside or outside the **mast**.
- b) **Masts** shall only have attached one **forestay** and two side **shrouds**.
- c) The **mast spar** shall not be adjusted at the **mast** step while racing. The butt of the **mast** shall be limited at the **mast** step by one transverse pin. Any **mast** step with a sliding adjustment system is allowed, providing that the position of the slider is fixed by a bolt and nut or a screw.
- d) The butt of the **mast** spar shall be attached to the mast step with a safety latch or any alternative fitting. Tight rig is considered equivalent.
- e) 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.
- f) For boats built before January 1st 2001 only, the **mast** shall be stepped on keel or on the flotation tank with a max tolerance of 51mm
- g) Movements of the **mast** shall be restrained by fore and/or aft guys attached to the **mast** below the **lower point** or blocks

situated at deck level.

- h) Any stopper shall be placed 5mm above 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.
- i) Rigging links and rigging screws shall not be adjusted while racing.
- j) Spreaders shall not be adjusted while racing.
- k) The **mast** fitting block from which a retractable **whisker pole** is launched shall not project further than the forward edge of the **mast**.

C.9.4 CONDITION FOR USE, BOOM

- a) The intersection of the aft edge of the **mast spar** and the top edge of the **boom spar**, each extended as necessary, shall not be below the mast **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 point** stretching beyond the **outer point**.
- c) Maximum **boom spar** curvature is 10mm

C.9.5 CONDITIONS FOR USE, WHISKERPOLE

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

C.9.6 CONDITIONS FOR USE, STANDING RIGGING

- a) The length of the **shrouds** and the **forestay** shall not be adjusted while racing.
- b) The length of the **forestay** shall prevent the **mast** to touch the aft side of the hole in the deck when the pusher-puller is disconnected.
- c) The use of shock cord while racing to remove slack of **forestay** and between the **shrouds** and the **mast** is permitted.

C.9.7 CONDITIONS FOR USE, RUNNING RIGGING

- a) The jib shall be sheeted inside or outside the **shrouds**.
- b) The **mainsail sheet** shall be led by any bridles and may be

adjusted while racing.

- c) The **mainsail outhaul** may be adjusted while racing.
- d) The cunningham controls may be adjusted while racing.
- e) The following are optional: **halyard** winches, tensioners, mainsail and headsail sheet blocks, fairleads, cleats, mainsail and headsail Cunningham blocks, mainsail bridle, headsail barber hauler, **boom** vang.

C.9.8 CONDITIONS FOR USE, OTHER RIGGING

- a) Any number and type of hiking straps cords or lines are allowed providing they are attached to the **boat** anywhere inside the cockpit within 203mm of the top of the deck

C.10 SAILS

C.10.1 GENERAL

- a) **Sails** manufactured before 1st January 2000 shall comply with the rules in force at the time of manufacturing.
- b) **Sails** manufactured from 1st January 2000 shall comply with these **class rules**.

C.10.2 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 and re-certification.

C.10.3 LIMITATIONS

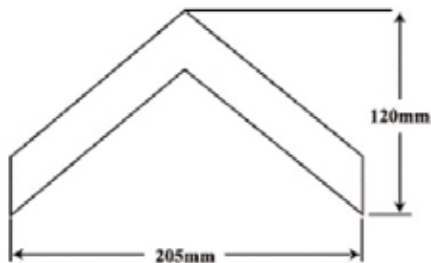
- a) No more than 2 **mainsails** and 2 **jibs** shall be used during an event except when a **sail** has been lost or damaged beyond repair. A replacement shall only be made with the approval of the Race Committee.
- b) **Crews** may use the sail number of any **hull** which dues for the current year have been paid. If the sail number is different from the hull number, the **crew** shall submit a request to the Race Committee. If a **crew** owns more than one **boat** he/she may use the sail number of any of his/her boats. In case of any duplicate, the Race Committee will authorize the change at its discretion.
- c) For **mainsail** built before Jan, 1st 2000 the maximum dimension across the **sail** from the mid point of the **luff** to the mid point of the **leech** shall be 1791mm. Determine the

mid point of the **luff** by folding the **sail** until the centre of the grommet in the **head** coincides with the centre of the grommet at the **tack**. Determine the mid point of the **leech** using the **head** 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.

- d) Jibs with the minimum cloth weight of 160 gr/sqm shall be used in national championships, in all international regattas with a Deed of Gift published in the Snipe Rulebook and in major Regional Championships such as Pan American Games and South American Games.
- e) All **sails** except as limited by C.10.1 shall be measured according to the measurements effective from January 1st 2011.

C.10.4 IDENTIFICATION

- a) An appointed measurer shall mark all **sails** at the **tack** with the initials, date and official stamp.
- b) The national letters and sail numbers shall be located on the **mainsail** and shall comply with the RRS Appendix G except where otherwise prescribed in these **class rules**.
- c) Characters on **mainsails** shall be placed as follow, from the top: class insignia, national letters, sail numbers.
- d) The class insignia shall be located immediately above the top **batten** and shall be the reproduction of the official insignia, which shall be obtained from the Executive Director.
- e) Insignia denoting honour awards shall consist of a chevron as shown below, which may be used in six colours as designated. No **sail** shall display more than one chevron, and it shall correspond 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. Honour award chevron shall be displayed immediately below the top **batten**.
- f) The insignia and chevron shall be centred between **leech** and **luff**.



Gold	World Champion
Silver	European or Western Hemisphere and 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

C.10.5 CONDITIONS FOR USE, MAINSAIL

- The **mainsail** shall be hoisted and lowered on a **halyard**. The arrangement shall permit hoisting and lowering of the sail while afloat. The **halyard** may be adjusted while racing.
- 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**.
- The **luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks at all times.
- A **batten** may be placed in each **batten pocket**.

C.10.6 CONDITIONS FOR USE, JIB

- The jib shall be hoisted and lowered on a **halyard**, which shall be connected to the luff wire or line by any system. The **halyard** may be adjusted while racing.
- The jib shall have a wire or a fibre line (excluding PBO and carbon) fastened inside the **luff** while racing.
- The jib luff wire or line shall be attached to the deck and it shall

- not be adjusted while racing.
- d) Jibs shall be capable of being attached to the **forestay** fitting without disconnecting the **forestay**.
 - e) The use of **jib hanks** is optional. If used, there shall be minimum 5 and maximum 10 **hanks**. If sleeves are used a maximum of 254 mm of the **forestay** shall be covered.

Section D – Hull

D.1 PARTS

- a) Mandatory
 - 1) **Hull** shell
 - 2) Deck
 - 3) Daggerboard case
- b) Optional
 - 1) Bulkheads
 - 2) Thwarts
 - 3) Gunwale Sheer Strakes
 - 4) Floorboards or self-bailing cockpit
 - 5) Bailers

D.1.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The **hull** shall not be altered in any way except as permitted by these **class rules**.

D.1.2 DEFINITIONS

a) **Hull datum point**

The **hull datum point** (point zero) shall be a point on the **boat** obtained with the intersection between the bow line and the deck plane.

b) Bare Hull

Assembled **hull** with the following fittings: jib **forestay** attachment, **shroud** attachment, **mast** step, gudgeons, bailers.

D.1.3 IDENTIFICATION

- a) The **hull** number shall be permanent and indelibly marked in a visible and non-removable part of the **daggerboard** case or

cockpit floor with numbers in figures of a minimum height of 13 mm.

D.1.4 MANUFACTURERS

- a) GRP **hulls** shall be built by a builder licensed by SCIRA;
- b) All moulds and method of construction of GRP **hulls** shall be approved by SCIRA.
- c) Wooden or plywood **hulls** can be built by anyone. No licence is required.

D.1.5 MATERIALS

- a) The **hull** and any part moulded with the **hull** shall be built from a combination of one or more of the following materials: wood, GRP with woven roving or mat, with either polyester or epoxy resins. Glass content shall be at least 30% by weight. The following exceptions are permitted:
 - 1) Local reinforcement of GRP (Glass Reinforced Plastic), wood, plywood or metal as backing for fittings may be added.
 - 2) Carbon or aramid fibres may be used only in the splash board if it is not moulded with the **boat**.
 - 3) The **deck** may be made out of plywood

D.1.6 WEIGHT

	minimum	maximum
The hull weight excluding correctors weights shall be	125,2 kg	

D.2 HULL SHELL

D.2.1 FITTINGS

The following fittings shall be fitted

- a) Any lower gudgeon.
- b) Any upper gudgeon.
- c) Any **mast** step.

D.2.2 DIMENSIONS AND DEFINITIONS

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.
- e) The segments of any transverse section of the bottom and side panels from station 1 to 6 including the transom shall be straight with a maximum tolerance of 1%.

D.2.3 DIMENSIONS

	minimum	maximum
Chine radius		
At station 1		19 mm
At station 2 from there aft		3 mm
Length of daggerboard case slot		546 mm
Width of daggerboard case slot		
If made out of fiberglass		13 mm
If made out of wood or plywood		14 mm
Daggerboard case height at aft side	310 mm	313 mm
Top of daggerboard case parallel to base line.		2 mm
Tolerance		
Aft edge of slot perpendicular to base line.		2 mm
Tolerance at top		
Forward edge perpendicular to base line.		6 mm
Tolerance at top		
Vertical distance perpendicular to the sheer from bottom of mast step to mast datum point	390 mm	400 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.2.4 HULL SHELL THICKNESS

Material allowed	minimum	maximum
Wood		
density > 512 kg per cu meter	13 mm	
density ≤ 512 kg per cu meter	19 mm	
Plywood shall have density > 5,65 kg per cubic meter	10 mm	
Plywood and GRP	10 mm Plus unlimited GRP	

The thickness of the **hull** shell shall be uniform except where reinforced locally such as at **keel**, chine, stem, **mast** step and where the **standing rigging** 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 OF BOATS MADE OUT OF GRP

- The floorboards may be bonded directly to the bottom of the **boat**, omitting support. A floor structure made out of GRP and foam may be used.
- In self bailing cockpits there are no restrictions on method of construction.
- A minimum of 0,184 cubic metres of Styrofoam, Urethane foam, balsa wood or foam enclosed in resin pre-impregnated fibreglass having a maximum density of 40kg per cubic metres shall be built anywhere into the **hull**.

D.2.6 CONSTRUCTION OF BOATS MADE OUT OF PLYWOOD

- If less than 10 mm is used throughout the **hull** construction, any material as per D.1.5 may be used as cover.
- 0,085 cubic meter of foam shall be installed anywhere into the **hull**.

D.3 DECK

D.3.1 FITTINGS

- a) The following fittings shall be fitted in accordance with the measurement diagram:
 - 1) The **forestay** fitting shall be positioned with the fore hole between 279 and 330mm aft **hull datum point**, measured parallel to the base line and no more than 45mm above the sheer line. Max diameter of fore hole 6mm. The fitting shall be capable to be connected to the currently approved moment of inertia spring attachment.
 - 2) **Shroud** anchorages may be above or under deck. Plates or through the deck fairleads shall be positioned between 1778 and 1981mm aft the **hull datum point** and no more than 102mm inside the **sheer line**.

D.3.2 DIMENSIONS

	minimum	maximum
Foredeck aft of hull datum point	1842 mm	
Afterdeck length	457 mm	
Deck height from sheer		127 mm
Splash board height from the deck	51 mm	
Splash board length with minimum height each side, including curvature at deck level	610 mm	
Mast spar hole at deck from hull datum point	1494 mm	1748 mm
Longitudinal dimension of mast spar hole at deck		254 mm
Width of mast spar hole at deck		76 mm
Width of the cockpit Decks including side flotation tanks and/or cockpit floors 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		1016 mm

D.3.3 MATERIALS

- a) Decks made entirely out of fiberglass may use any allowed sandwich construction.
- b) Total Deck Thickness:

Material	minimum
Plywood	6mm
Fiberglass	1.5mm
Fiberglass sandwich	1.5mm

D.4 GUNWALE AND SHEER STRAKES

D.4.1 MATERIALS

- a) Only a combination of one or more of the following materials are permitted: wood and/or GRP with woven roving or mat, and with either polyester or epoxy resins. Glass content shall be at least 30% by weight.

D.4.2 DIMENSIONS

- a) The sheer strakes shall be maximum 32 mm measured horizontally from the sheer line.
- b) The gunwale maximum radius shall be 12 mm.

D.5 BULKHEADS

D.5.1 MATERIALS

- a) Shall be made out of wood, plywood or GRP.

D.5.2 CONSTRUCTION

- a) Shall comply with the Snipe building plans available from the SCIRA office.

D.6 THWARTS

D.6.1 MATERIALS

- a) Shall be made of wood, plywood or GRP.

D.6.2 CONSTRUCTION

- a) Shall comply with the Snipe building plans available from the SCIRA office.

D.7 MOMENT OF INERTIA

Hulls with any optional and mandatory equipment and including hiking straps, any controls, mainsheet and compass if fixed on the

hull, but excluding the jib sheet, shall be subject to the moment of inertia test (see Part III.H3). All hiking straps, sheets and control lines shall be in dry condition; the mainsheet shall be deployed as close as possible to the CG on the cockpit floor. 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, kg/sec².
 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 350gr 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: 271 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.

Section E – Hull appendages

E.1 GENERAL

E.1.1 RULES

- a) **Hull appendages** shall comply with these **class rules**.

E.1.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- a) **Hull appendages** shall not be altered in any way except as permitted by these **class rules**.

E.1.3 MANUFACTURERS

- a) The manufacturer is optional.

E.2 DAGGERBOARD

E.2.1 MATERIALS

- (a) For the construction of the **daggerboard** only aluminium alloy with minimum characteristics of 6061T6 is permitted.

E.2.2 DIMENSIONS

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

	minimum	maximum
Thickness	9.5 mm	10.5 mm
Tapering permitted from the edges		25 mm
Radius of bottom corners:		13 mm

E.2.3 LIMITATIONS

- a) The thickness of the **daggerboard** shall be uniform. Changes in the weight distribution are allowed according to Part III.H.4

E.3 RUDDER BLADE, TILLER AND EXTENSION

E.3.1 DEFINITIONS

- a) The **rudder datum point** is the intersection between the leading edge of the **rudder** blade and the front edge of the **rudder** above the water line.

E.3.2 MATERIALS

- a) The **rudder** blade shall be built from a combination of one or more of the following materials: Wood and/or GRP, or GRP and foam.
- b) The tiller shall be built from a combination of one or more of the following materials: Wood, Aluminium alloy, GRP.

E.3.3 WEIGHT

	minimum	maximum
Weight of the rudder blade including fittings and corrector weights	2720 g	
Rudder corrector weights :		250 g

E.3.4 DIMENSIONS See Part III.H.5

	minimum	maximum
Thickness (except the tiller connection area where there is no limitation of the thickness)	19 mm	38 mm

- a) The cross section width shall be a minimum of 140mm measured at 90 degrees from the leading edge vertical axis 305 mm above the **rudder datum point**.
- b) Cutouts and recesses are allowed to a max of 30 mm provided there is 140 mm of material in any cross section from the datum point to 305mm above it. Only two inflection points are allowed in the cutouts.

Section F - Rig

F.1 RULES

- a) **Rigs** shall comply with these **class rules**.

F.2 MANUFACTURERS

- a) The manufacturer is optional.

F.3 MAST

F.3.1 DEFINITIONS

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

F.3.2 MATERIALS

- a) For the construction of the **mast** only wood or aluminium alloy

with minimum characteristics of 6061T6 is permitted

F.3.3 WEIGHTS

	minimum	maximum
Mast spar weight	9,1 kg	
Corrector weights.		100 g

F.3.4 DIMENSIONS

	minimum	maximum
From the heel point to the upper point		6499 mm
Mainsail luff mast distance		5112 mm
Standing rigging and jib halyard rigging point above the heel point	4860 mm	4962 mm
Transverse dimension at the upper point	32 mm	
The mast centre of gravity height	2521 mm	

F.3.5 LIMITATIONS

- Mast spars** having a transverse dimension of 54 mm or less shall have spreaders.
- Rotating **masts** are prohibited
- Any taper in the **mast** shall be above the forestay **rigging point** and shall be essentially a uniform taper.
- Reinforcements may be added to the **mast spars** as long as they comply with these **class rules**.

F.4 BOOM

F.4.1 MATERIALS

- For the construction of the **boom** only wood or aluminium alloy with minimum characteristics of 6063T6 is permitted.

F.4.2 DIMENSIONS

	minimum	maximum
Outer point distance		2559 mm

	minimum	maximum
Total length from aft edge of the mast spar		2642 mm
Boom spar cross section:		
WOODEN BOOM		
Vertical	89 mm	102 mm
Transverse	19 mm	76 mm
ALUMINIUM BOOM		
Vertical-	63 mm	102 mm
Transverse	22 mm	76 mm
Boom cut off external angles at extremities		45°
Sail slot cut away at fore end at aft end.		350 mm from the aft end of the limiting mark to the end of the boom

F.4. 3 LIMITATIONS

- a) **Booms** shall not be tapered.

F.5 WHISKERPOLE

F.5.1 MATERIALS

- a) Any wood or aluminium alloy is permitted for the manufacturing of the **whiskerpole**.

F.5.2 DIMENSIONS

	minimum	maximum
Length		2642 mm

F.6 STANDING RIGGING

F.6.1 MATERIALS

- a) **Standing Rigging** may be made with any wire or rod.

F.6.2 DIMENSIONS

	minimum	maximum
Forestay diameter	2.5 mm	

F.7 RUNNING RIGGING

F.7.1 MATERIALS

- a) Materials are optional except differently stated in rule F.7.1(b) and (c).
- b) Exotic materials may be used in **running rigging** fittings including the controls listed in F.7.2.
- c) **Halyards** shall be made out of metal or fibre lines excluding PBO and carbon.

F.7.2 OPTIONAL

- a) **Halyard** winches or tensioners.
- b) **Mainsail** sheet blocks, fairleads and cleats.
- c) **Mainsail** Cunningham blocks, fairleads and cleats.
- d) Mainsheet bridle type and position is free.
- e) **Headsail** sheet blocks, fairleads and cleats.
- f) **Headsail** Cunningham blocks, fairleads and cleats.
- g) **Headsail** Barber hauler fairleads, blocks and cleats.
- h) **Boom vang**.
- i) Any hiking straps or any kind of line or cord attached to the boat within 203 mm of the top of the deck. The location and number of hiking straps is free.

Section G - Sails

G.1 MANUFACTURERS

- a) Manufacturer is optional.

G.2 CERTIFICATION

- a) A SCIRA sail royalty label shall be permanently attached on any **mainsail** and jib by the sailmaker. Royalty labels shall be purchased by the builder from SCIRA
- b) A stamp shall be imprinted by the sailmaker at the top of the **mainsail** and jib to certify the weight of the sailcloth.

G.3 CONSTRUCTION

- a) Any type of woven polyester fabric or polyester film/scrims three **ply laminated** material shall be used as long it has a minimum weight of 130 g/sqm for the **mainsail** and 160 g/sqm for the jib. **Laminated** ply materials approval is limited to commercially manufactured, readily available materials with **woven** ply materials and which have been specifically approved by SCIRA on a case-by-case basis. See Part III.H.6 for the complete list.
- b) A maximum of one **window** of non-woven material may be added in each **sail** with a maximum area of 1858 sq. cm. per **window**.
- c) Sail panels may be seamed or glued.
- d) **Leeches** must be folded or capped with at least one additional **ply** of material of at least the same weight as the body of the **sail** or its equivalent.
- e) The top of the **mainsail** may be reinforced with a headboard, **tabling** or alternative methods not exceeding the **sail** top dimension.
- f) **Flutter patches** are allowed only within 200 mm of the **leech**. A maximum of two **plies** are permitted. The patches must be of the same material as used in one of the adjacent panels of sailcloth joined at the **seam**.
- g) A maximum of three **batten pockets** are allowed in the **mainsail**. The inside length of a **batten pocket** shall be not more than 38mm the length of the **batten**.
- h) No leech line permitted.
- i) The **mainsail leech** shape shall be straight or **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) The jib **leech** and **foot** roaches shall be a single curve.
- n) A grommet may be installed on one or both **sails** to permit tightening the **luff** while racing.

G.4 MEASUREMENT

Mainsail battens shall be in place.

Sails shall be measured according to International Measurer's Manual:

http://sailing.org/raceofficials/internationalmeasurer/document_library.php



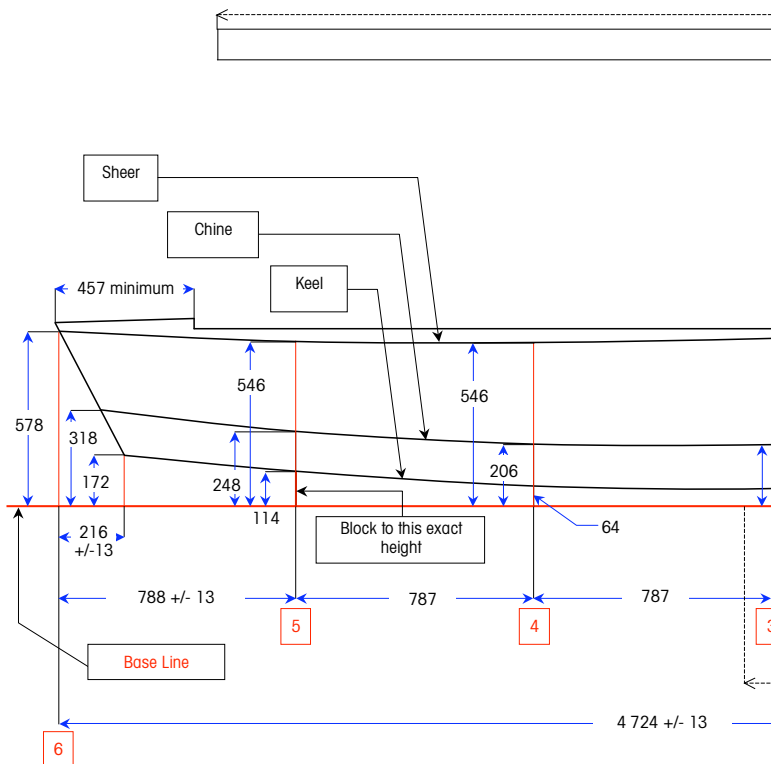
Part III – APPENDIX
Section H – Figures

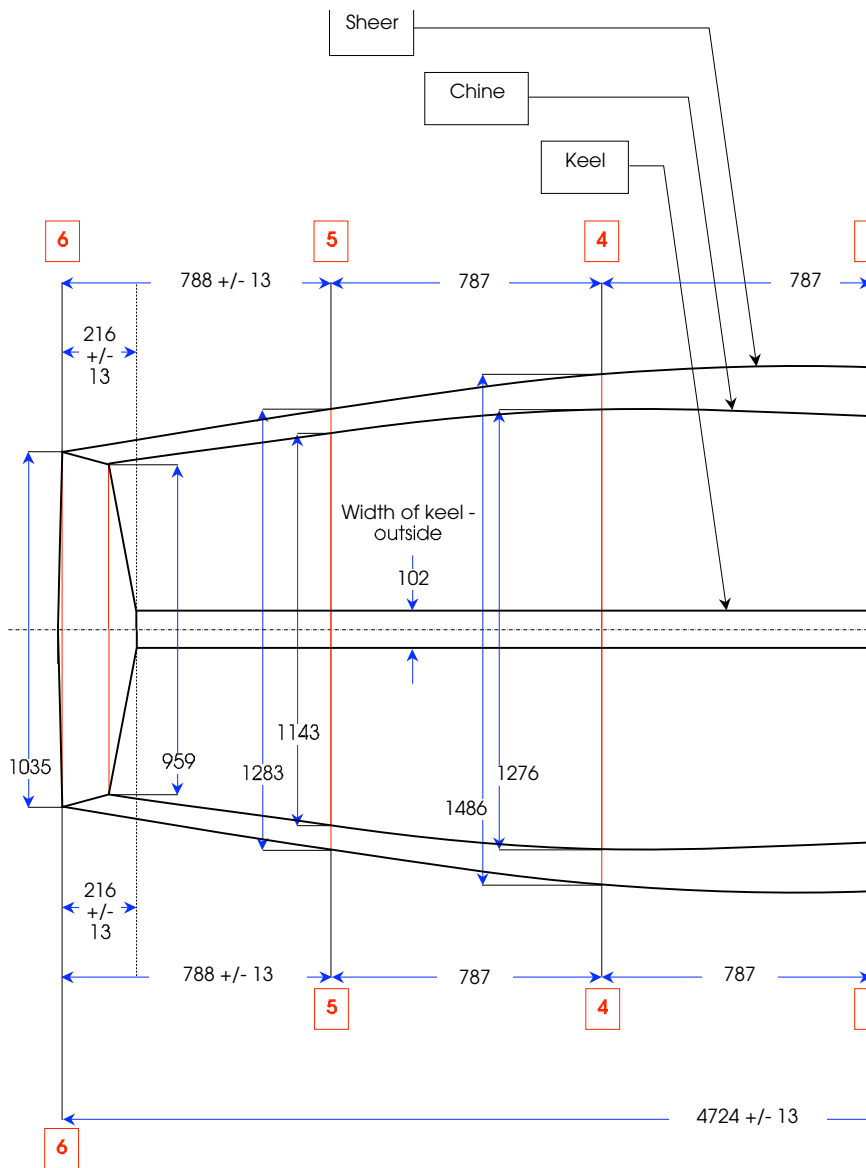
H1 HULL DIMENSIONS

The following tolerances are allowed on the dimensions shown, unless a tolerance is shown on the drawing:

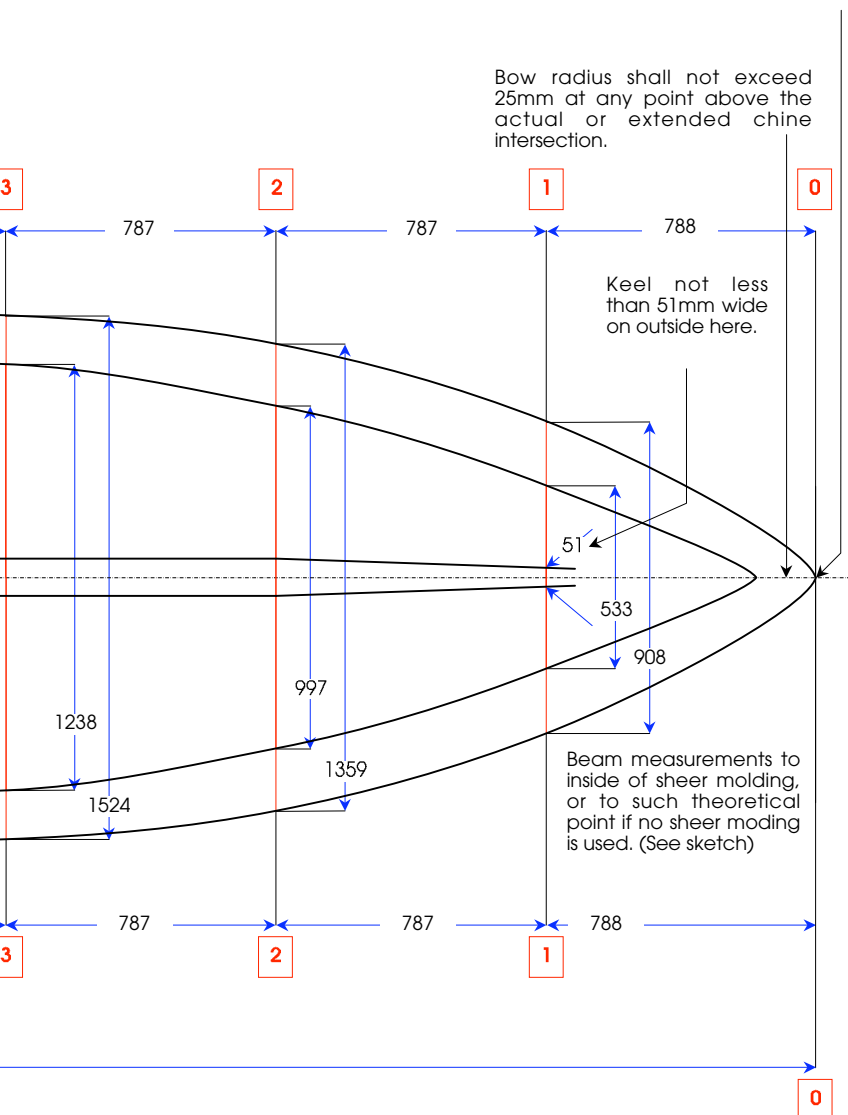
Keel: +/- 6 on vertical measurements.
 +/- 3 on width, station 2 to stern.
Chine: +/- 6 on height.
 +/- 6 on width.
Sheer: +0 - 25 on height (including stern head).
 +/- 13 on width.
Additional requirements: Refer to Rules.

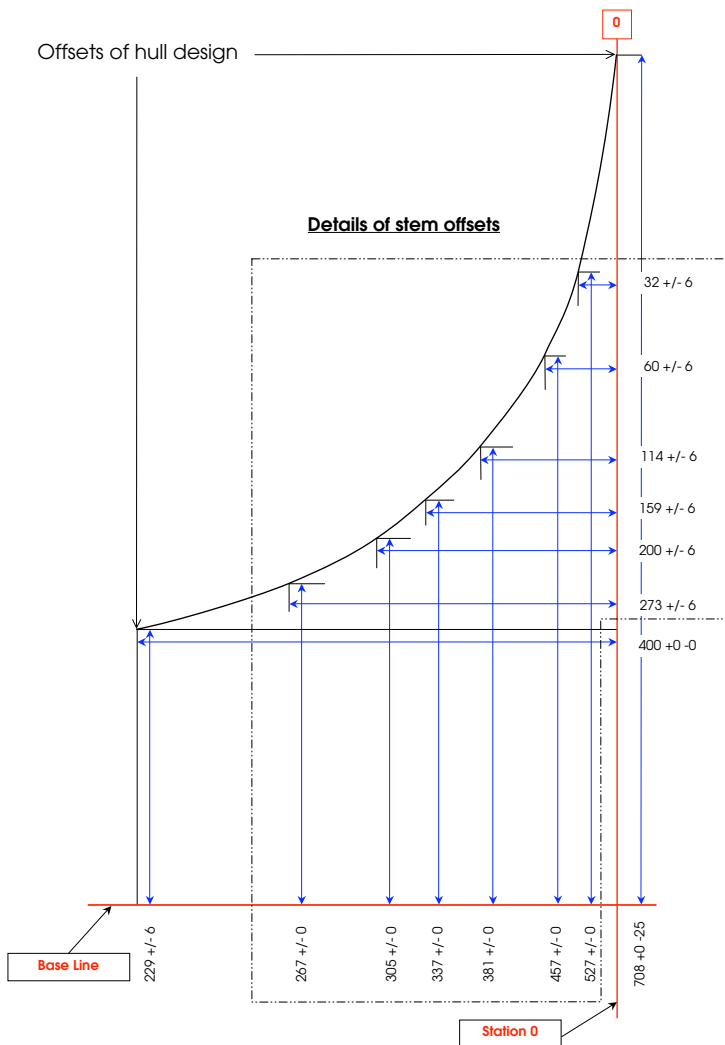
Boom: 2642 mm to aft side of mast





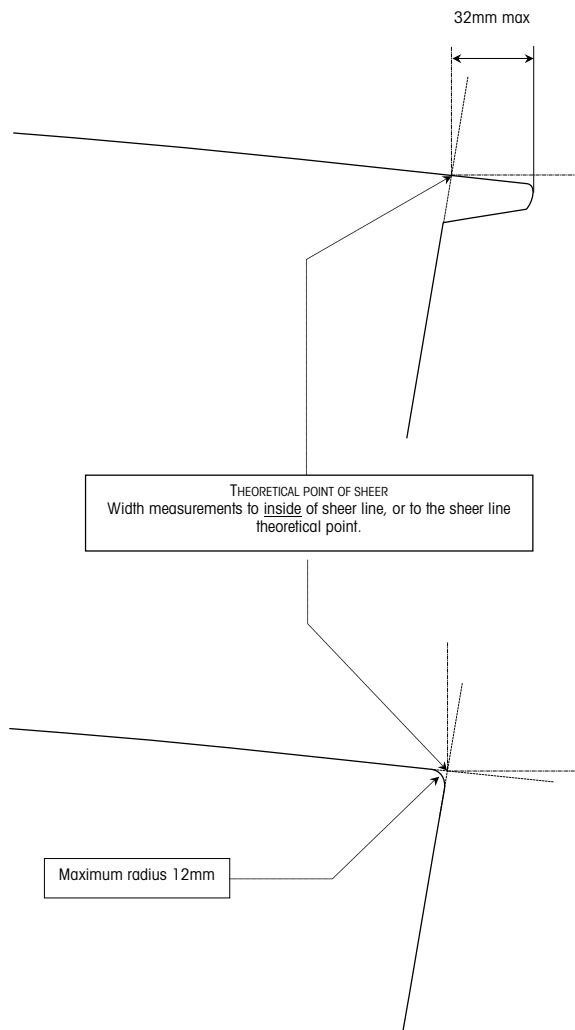
Actual steam head, not projection of sheer line



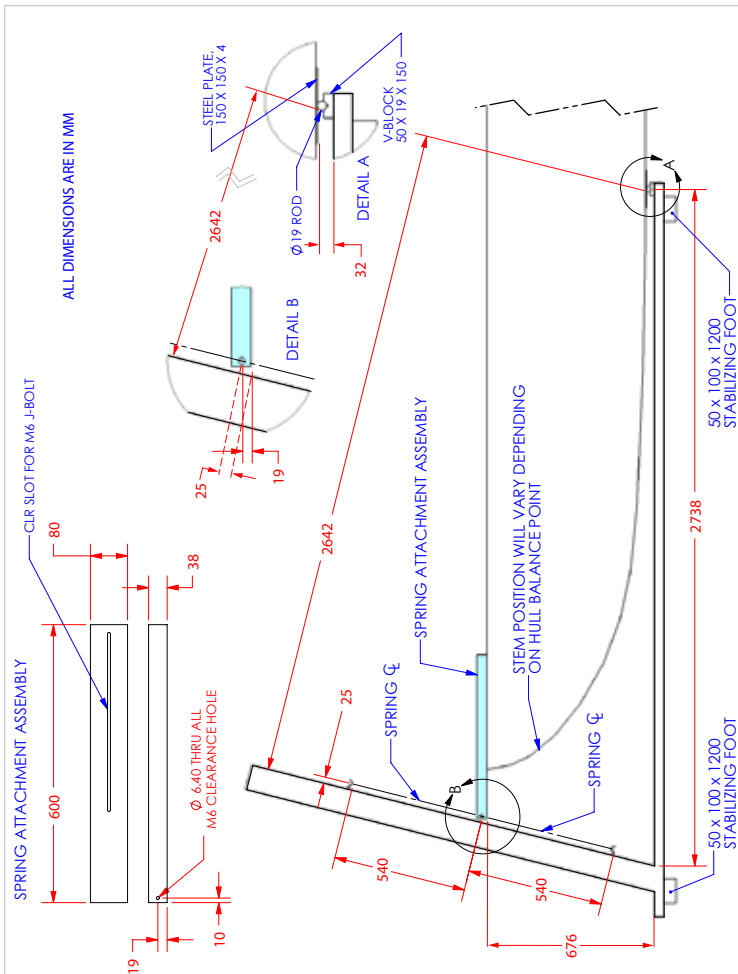


The intersection between the chine extension and the stem head shall be between 311 and 387 mm up from the base line.

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.

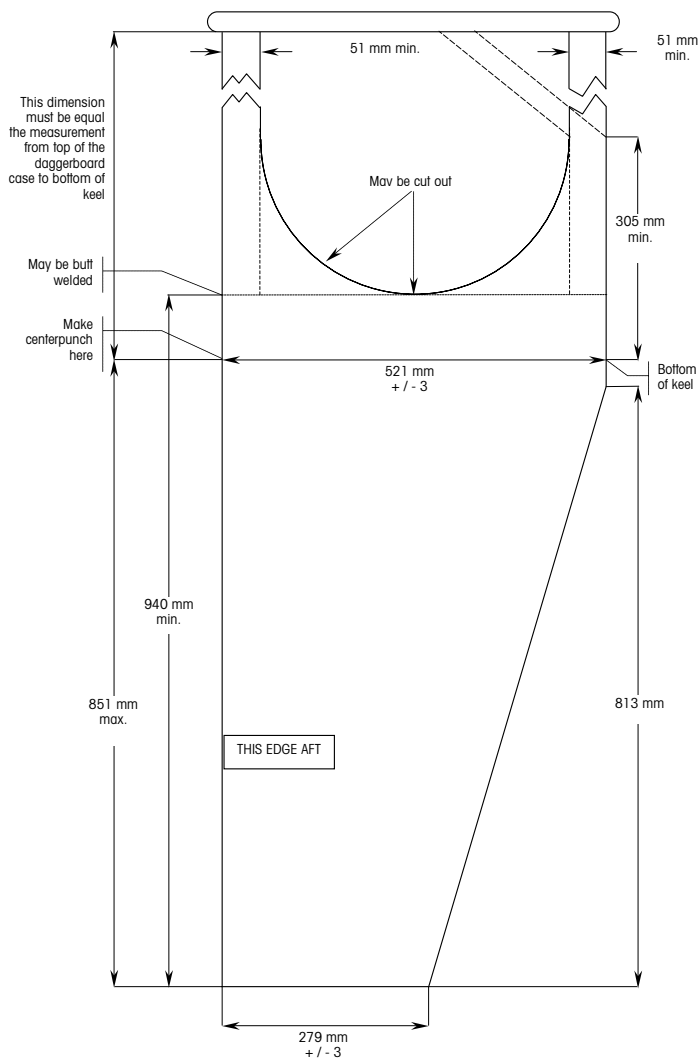
Carefully balance the hull by moving it back and forth on the balance rod so that the top of the deck is level with the horizontal line on the riser. Be sure to use a thin metal plate (152x152x3mm is recommended) between the balance rod and the keel. Also the spring attachment assembly minus springs 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 forestay fitting. Recheck to see that the Hull Datum Point 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.

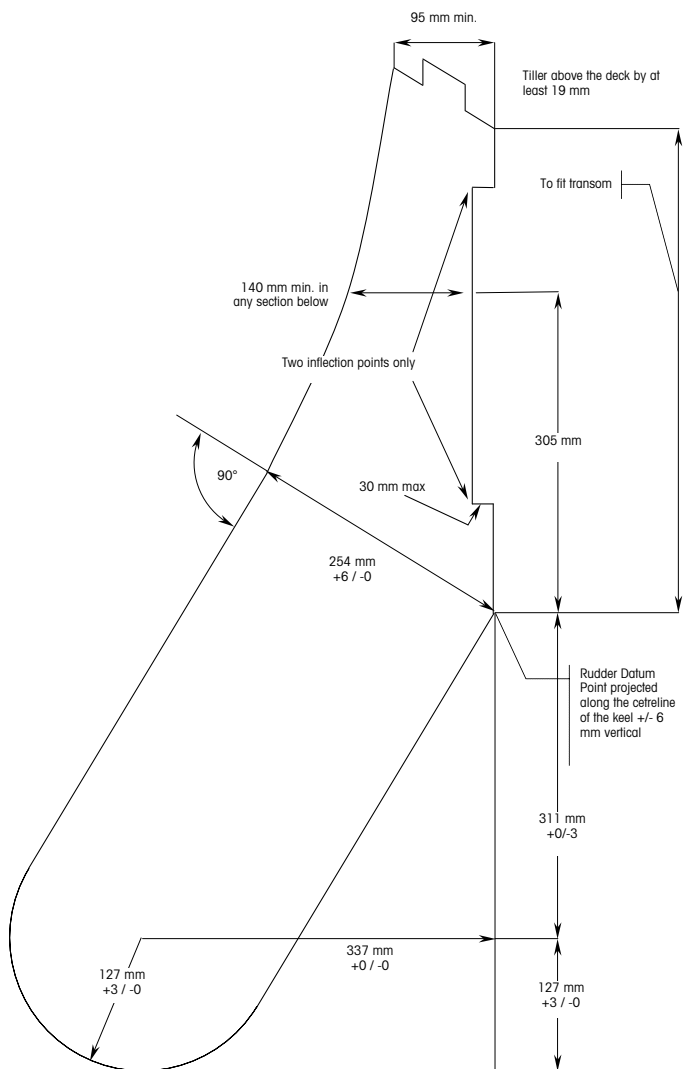
Proceed to time the hull oscillations through a minimum of 20 complete oscillations. Divide the total time by the number of oscillations to arrive at the average time for one complete oscillation. Repeat is procedure twice to check that the average oscillation time is correct to the nearest thousandth of a second, starting with 76mm to 102mm bow displacement each time. Please note that the stopwatch is started at the beginning 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.

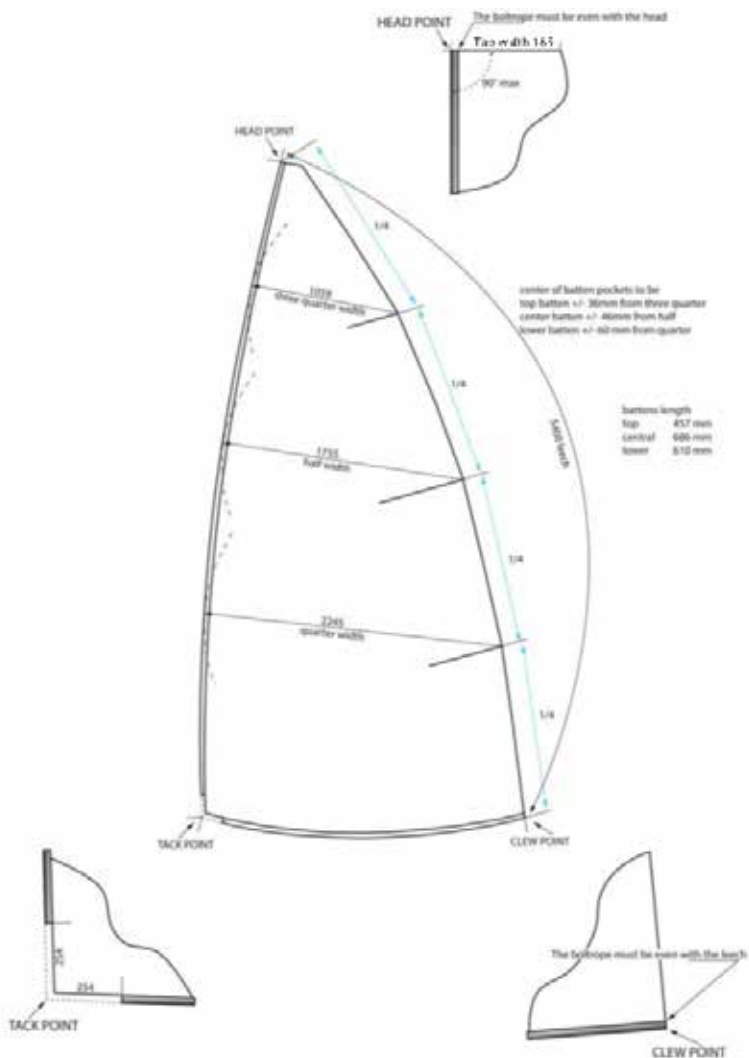
H.4 DAGGERBOARD

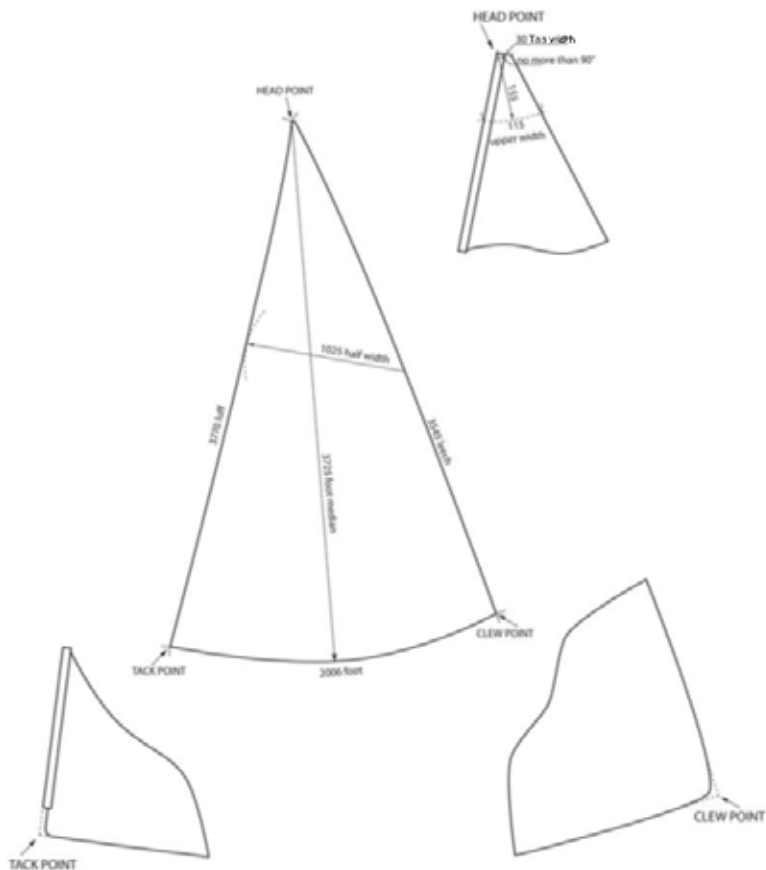


H.5 RUDDER



H.6 SAILS





APPROVED MYLAR 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**

Rules of Conduct for Conducting National and International Championship Regattas

All major championship regattas, including but not limited to World, Hemisphere, European, North American, South American and National Championships shall be conducted in accordance with the following rules.

Regatta Award

1. In considering a location for the hosting of these events, no venue award shall be made to any Organizing Authority unable or unwilling to comply fully with these rules. The understanding, willingness and ability of the Organizing Authority to comply fully with these rules are presumed in good faith when the event is bid.

Authorities

2. These rules are written for the purpose of conducting a championship regatta to select a champion skipper and crew. All other considerations, such as the convenience of the Race Committee, spectators, and other non-participants shall be considered only if no sacrifice is made in conducting the best racing.

2.1 The intent of these rules shall be considered rather than any semantic or technical misconstruction that may be derived from the wording.

2.2 The official language for all International Championships shall be English.

2.3 An official SCIRA Representative shall be assigned by SCIRA for each regatta to assure the regatta is conducted in full accordance with the applicable Deed of Gift, these Rules of Conduct, and the SCIRA Sailing Instructions, all of which rank as rules. While normally an advisor, the SCIRA Representative shall have full power to file a strong protest against the Race Committee Chairman or other official and withhold the SCIRA trophy if he/she is convinced that the conduct of the regatta is not in compliance with these rules. He/she shall assist all committees in an advisory capacity and shall be consulted in any dispute concerning SCIRA rules. He/she should, generally, not be a formal member of any committee. He/she shall be available for all measurement, registration times and the competitor's meeting, and shall be present on the main Race Committee boat during all races. The designation of the SCIRA Representative is as follows, unless the Commodore and Chairman of the Rules Committee authorize a change:

(See note below)

World Championship - Commodore

European Championship - General Secretary for Europe

Western Hemisphere & Orient Championship - General Secretary for Western Hemisphere & Orient

North American Championship - National Secretary of the host country or his/her designee which shall be posted

South American Championship - National Secretary of the host country or his/her designee which shall be posted

National Championship - Host National Secretary or his designee whose name shall be posted.

Note: If the SCIRA Representative designated by this rule is not completely familiar with current race management rules and practice, he/she shall designate a “representative of the SCIRA Representative” who is completely familiar with race management to advise the race committee during the event.

2.4 Where the Deed of Gift covering the Trophy that is being competed for has been published in the SCIRA Rulebook or SCIRA Web site, any modifications to its Rules are subject to approval by the Board of Governors of SCIRA and must be published by Circular Letter in the Snipe Bulletin and/or on the official SCIRA Web site in order to apply.

2.5 The current Racing Rules of Sailing as published by WS with prescriptions of the hosting National Authority or Federation (if any) shall apply, except where they have been properly modified by: these Rules, the SCIRA Constitution & By-laws, or SCIRA Sailing Instructions as published in the current SCIRA Rulebook or on the SCIRA Web site or changed by published amendments, if any. The Rules of Conduct for Conducting National and International Championship Regattas shall be listed in the Sailing Instructions and they are considered changes made by the Sailing Instructions for the purposes of rule 86. In all cases of conflict these Rules shall prevail, except as prohibited by RRS 86.1(b).

2.6 World Sailing Regulation 10.4 shall be followed to constitute a World Championship. In any other case 3 Countries are necessary to constitute an International Championship Regatta if not otherwise specified in the appropriate DoG.

2.7 Qualified junior champions (skipper and crew) will enter further championships subject they still are juniors in the year of the event. Refer also to pertinent DoG.

2.8 Qualified juniors for further events is intended that skipper and crew are juniors in the year of the event. Refer also to pertinent DoG.

Entry, Eligibility and Measurement Restrictions

3. No skipper or crew shall be eligible to enter any race unless they are in good standing with SCIRA for the current year.

3.1 No boat shall be eligible to enter any Class championship race unless she has a Measurement Data Sheet (MDS) on file at the SCIRA office. Only Snipe boats with a completed MDS on file with the SCIRA office shall be entitled to place the SCIRA Class decal for that year on the hull. The SCIRA decal shall be on all boats intending to compete in any race. Additionally, no boat shall be eligible to enter a World, European, Western Hemisphere and Orient Championship ~~or Regional Games~~ without a Moment of Inertia measurement certificate on file at the SCIRA

office.

3.2 The same boat and measured equipment must be used throughout the entire regatta unless it is so severely damaged as to be incapable of being sailed. All claims of damage requiring replacement shall be petitioned to the Race Committee in writing and all replacements shall be approved by the event's Chief Measurer (if present).

3.3 No more than two suits of sails per boat may be measured for any competitor. The Race Committee may authorize a measured replacement if a sail is found to be irreparably damaged.

3.4 Any International Championships shall be required to check sails stamps, decals, paddle, tow line and personal flotation devices at minimum. Other championships in addition to the lower level are required to measure boats according to the specifications below:

Level 1 - North Americans, South Americans and National Championships: correctors weights, daggerboard safety line and retaining system, mast step.

Level 2 – WH&O and Open European Championships: weight, sails, daggerboard, jib tack.

Level 3 - World Championships: rudder, mast, boom, pole.

At discretion of the Measurement Committee of the event, one or more of the measurements of the higher level of competition may be requested, providing it is indicated on the Notice of Race.

3.5 At Championships the measurement committee approves the conformity of boats. Thereafter the boat cannot be modified in a manner in which would require re-measurement.

3.6 Advertising in all SCIRA events shall comply with the World Sailing Regulation 20.

3.7 A country must be current for all monies owed to SCIRA or its competitors shall not compete in Continental, Hemisphere, or World Championships.

Race Schedule

4. Unless specified in the event Deed of Gift, three races shall constitute a regatta.

4.1 No more than three (3) races shall be sailed per day.

Race Courses and Requirements (see Course Selection Diagram)

5. Any course used for a World, European, or Western Hemisphere & Orient Championship shall be one of those shown in the Course Selection Diagram in the SCIRA Official Rulebook or SCIRA Web site (for National Championships, use of SCIRA course Selection Diagram is strongly encouraged, though an additional variant course to accommodate local conditions may also be used subject to the approval of the National Secretary of the country. The first leg of the variant course shall be made to make the first leg a minimum of ½ nautical mile.) Courses O2, T2 and W2 may be used in any race of a day, but not in the last race scheduled.

5.1 Courses shall be determined to last approximately 60-75 minutes. Failure to meet the target time will not be grounds for redress. (This changes rule 62.1(a)).

5.2 Course marks shall be left to port.

5.3 The number of legs in a race may be reduced (using the shorten course procedure, RRS code flag S) but at least 2 (two) windward legs of the race shall be completed (this changes RRS 32.2)

5.4 After completion of the first windward leg of the race the remaining legs may be increased or decreased (RRS 33+-) by not more than 30% of the original length (this changes RRS 33).

5.5 A sustained wind variation of 20 degrees or more from the posted bearing during the first leg of a race shall result in that race to be abandoned and re-sailed, or abandoned. (This changes RRS 32.1)

5.6 A sustained variation of 40 degrees or more off the posted bearing during the first lap shall result in that race being abandoned and re-sailed or abandoned. For the purpose of this rule a lap means the rounding of mark 3 for the first time. (This changes RRS 32.1)

Marks

6. Courses shall be established using only temporary inflatable marks.

6.1 The Race Committee is requested to record the order of competitors' passing at each primary course mark.

Starting Lines

7. Fixed starting lines shall not be used.

7.1 A Race Committee boat should not be larger than 15 meters (50 feet) overall so that its size should not be a consideration in a competitor's starting strategy.

7.2 The Race Committee may post official boats at each end of the starting line.

Starting Systems and Procedures

8. Races shall be started in accordance with RRS 26.

8.1 Any boat not starting within 5 minutes after her starting signal shall be scored did not start. (This changes RRS A4).

8.2 The course signal (code O,T,W or O2, T2, W2) shall be hoisted at least one minute prior the warning signal.

8.3 Z flag rule is modified so that Race Committee may display at the first mark, or on the Race Committee boat in case of a general recall, the sail number(s) or bow number(s) of those boats that have infringed the rule.

8.4 RRS 30.4 (Black Flag Rule) shall not be used in any race.

Weather Limitations (Course and Starting)

9. A race shall not be started unless the Race Committee and SCIRA Representative are confident that a fair race can be completed.

9.1 The wind speed ranges shall be no less than 5 knots and not to exceed 23 knots or in accordance with the applicable Deed of Gift.

9.2 If during a race the wind and/or wave action changes to the point where the selected course would be inadvisable (See Course Selection Diagram), the Race Committee shall change the course at any mark. A change of the type of

course during the race shall be signalled displaying the new appropriate flag and accompanied by repetitive sounds before the leading boat has passed or rounded the mark.

9.3 Wind reading instruments shall be between 2 and 3 meters above the surface of the water. The duration of reading shall be 3 consecutive minutes prior the race warning. The wind reading shall be taken from an unobstructed area on the boat, it is recommended that there be a minimum 4 meters of free space surrounding the wind instruments. If during the race the wind speed goes over the maximum (23 knots) wind speed allowed for more than 3 consecutive minutes the race shall be abandoned. (This changes RRS 32.1) If frequent heavy gusts go over the limit even for less than 3 consecutive minutes, the Race Committee and the SCIRA Representative, for ensuring a fair and safe race, may decide to not start or abandon the race.

- For Masters events the maximum wind speed allowed shall be 15 knots
- For Women's events the maximum wind speed allowed shall be 18 knots

Race course recommendations:

0 – 5 knots	Do not start
6 – 18 knots	Windward/Leeward (W – W2)
15 – 18 knots	Triangle-windward-leeward (O – O2)
16 - 23 knots	Two Triangles (T – T2)
24 and above knots	Do not start

Finish Line

10. The length of the finish line shall be not less than 30 meters or more than 45 meters.

Equipment Check

11. Any five boats should be checked for required equipment and rule compliance immediately after their finish in each race. While top competitors should be the focus, it is not necessary to inspect any competitor more than once per race day, unless that competitor has returned to shore or has been in contact with a support boat.

Time Limit

12. The time limit for the first boat to complete the first lap shall be 40 minutes from the start.

12.1 The time limit for the first boat to finish the race shall be 1 hour, 30 minutes.

12.2 Any boat failing to finish within 30 minutes after the first boat sails the course and finishes or failing to finish within 2 hours from the start, whichever is shorter, shall be scored DNF. (This changes RRS 35, A4 and A5)

Protests

13. An international Jury per RRS Appendix N shall be appointed in all World,

Hemisphere, North American, South American and European Championships if requested by the SCIRA or the MNA of the host country. Familiarity and experience with SNIPE sailing is a critical criterion for the selection of jury members. The SCIRA Representative shall be satisfied that there is compliance with this requirement in advance of the event.

13.1 The provisions of rule N2.2 are reserved to the SCIRA Representative.

13.2 Providing that an International Jury has not been appointed under Appendix N, appeals shall be addressed according to RRS 70. Any request of clarification related to SCIRA Rules may be addressed by the appropriate appeals committee of the hosting MNA to the SCIRA Chairman of Rules Committee.

Breakdowns

14. In events requiring the use of borrowed or chartered boats provided by or authorized by the organizing authority, a breakdown determined to be no fault of the competitors sailing that boat shall be grounds for redress.

Scoring

15. World Sailing Scoring systems shall be used.

15.1 In events requiring the use of borrowed boats or any event where RDG points may be awarded by the jury, SCIRA prefers that any breakdown points or RDG Points equal the average earned to the nearest tenth of a point (round .05 and greater upward) of the competitor's points in the series except the drop race (if any) and the race in question.

Support Craft

16. All Race Committees are required to be diligent in their strict supervision of all support boat activity. Under no circumstances should the use of support boats influence the outcome of a race.

16.1 Team leaders, coaches, and other support personnel shall not go afloat in the racing area during the racing except on Race Committee designated spectator boats. Failure to comply with this requirement may result in the penalization of any boat(s) associated with the boat infringing with this rule.

Team Racing

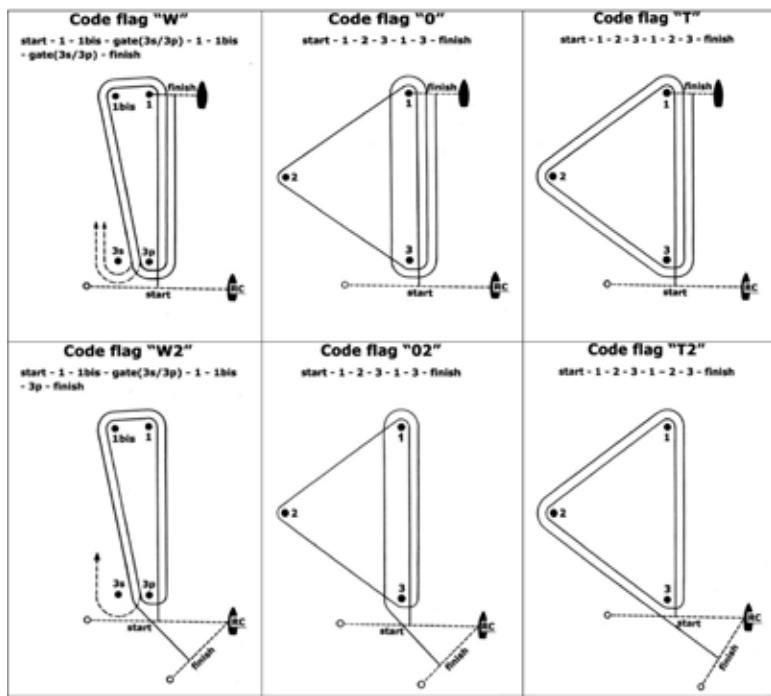
17. Under no circumstances shall the use of team racing tactics be tolerated in fleet racing. If the Race Committee or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and re-sailed, excluding the participation of the offending boat(s). The details of the incident shall be reported to the SCIRA office.

Rules Compliance

18. Non-compliance with rules 4.1, 5.3, 5.4, 5.5, 5.6, 7.1, 8.4, 9.1, 9.3, 12, 12.1 may be grounds for a request for redress by a boat. In addition, the SCIRA Representative may demand that the race is abandoned. Those rules are

compulsory for the Race Committee. When the protest committee decides that the race committee or organizing authority did not comply with the rules listed above, the race where the non-compliance occurred shall be abandoned (This changes RRS64.2).

SCIRA Course Selection



Beaufort Wind Speed Scales

	SPEED		
Force	Knots	km/h	mi/h
0	<1	<2	<1
1	1-3	1-5	1-4
2	4-6	6-11	5-7
3	7-10	12-19	8-11
4	11-16	20-29	12-18
5	17-21	30-39	19-24
6	22-27	40-50	25-31
7	28-33	51-61	32-38
8	34-30	62-74	39-46

Commodore Hub E. Isaacks Trophy

Emblematic of: World Championship of SCIRA. Held every two years in the odd numbered years.

Donated by: Dr. Hub E. Isaacs, first Commodore of SCIRA.

Owned by: SCIRA

Awarded to: The fleet of the winning skipper.

Entry & Eligibility:

1. Skipper and crew must be SCIRA members in good standing with the Association. All boats must have a current decal
2. The same skipper must sail all races and he can be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped. The same crew shall sail all races except for reasons satisfactory to the Race Committee.

Open To

1. The following formula shall be used. Registered Boats means number of properly registered boat owners submitted to the SCIRA office by each National Secretary on the dues paid members for that year. Information **must** include: name, address, fleet number and hull number to which the member has paid dues upon.

Average Number of Registered Boats for the past 2 years

	Entries
1-5	1
6-15	2
16-30	3
31-50	4
51-100	5
101-200	6
201-300	7
300+	8

2. Additional Entries:

World Champion

European Champion

Western Hemisphere & Orient Champion

Women's World Champion

First and second place in the Junior World Championship

will qualify for the senior worlds in a succeeding year.

3.. Any former Isaacs World Champion skipper has an automatic entry to the championship that is not included in their home country's quota.

4. One additional skipper from the host country, providing that it does not have among its other representatives the Junior or Senior World, European or Western Hemisphere & Orient Champion

5. One additional skipper from the host fleet.

In the event that the total entrants do not meet a total of 80 boats:

1. If 3 months prior to the official start of the Championship, countries in good standing with SCIRA have not registered their maximum number eligible entries, and the number of registered entrants has not reached 80

teams, those unassigned entry slots will be re-allocated to a pool of qualified entrants, as provided below. The unassigned entry slots are defined as the difference of valid entrants at the close of the initial registration period from the maximum number of 80 teams.

- a. The initial registration period starts six months prior to the start of the Championship or upon posting of the NOR. This registration period ends a minimum of three months prior to the official start of the Championship.
 - b. SCIRA and the organizing authority shall post to the Official Regatta Website, or via equivalent means, the number of additional entries available to the regatta and the assigned pro-rata of these additional entry slots to those countries which have registered entries and fulfilled its allotment during the initial registration period. The allocation will be communicated within one week of the conclusion of the initial registration period.
 - c. Reallocated entrants will not count against, nor limit, the initial per country allocation.
2. The number of entries available for reallocation will be the difference between the fleet limit of 80 and the number of entrants registered during the initial registration period.
 - a. Those countries which are eligible for additional entries will then have from the time of the posting until eight weeks prior to the Official start of the Championship to register additional entries.
 - b. Any unfilled reallocation entry not registered eight weeks prior to the regatta shall lose that entry which will then be made available on a “first come” basis only from received valid registration.
 - c. A valid entry is an entry with full registration fees paid and the entry signed and approved by their National Secretary.

Regatta Conditions:

1. “Rules for Conducting National and International Regattas” are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.
2. Nine or eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official web site (www.snipe.org). Races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest. The fastest schedule approved is as follows:
 - First, second, and third days - 3 races.
 - Fourth day - 2 races
 - Fifth day - 0 races
3. If six or seven races are completed, the worst race shall be dropped, including a disqualification. If nine to eleven races are completed, the two worst races shall be dropped, including

- a disqualification. If five or fewer races are completed, all shall be counted
4. 3 races constitute a regatta.
5. Sailed in waters selected by the Board of Governors.
6. There must be a judge at each mark and there must be separate regatta and protest committees.
7. World Sailing RRS shall apply. National prescriptions of the host country may be used.
8. The country holding the regatta must furnish an adequate number of equally matched boats with good racing capability to loan to contestants who do not bring their own boats.
9. Skippers may bring their own boats if desired.
10. All skippers must use their own sails (borrowed sails not permitted). In case of chartered or loaned boat the skipper may use the sail number of his/her own boat and both boats shall be registered to SCIRA for the current year.

Time Limit:

Details in "Rules for Conducting National and International Championship Regattas."

Trophy Responsibility and Conditions:

The trophy is the responsibility of the Fleet of the winning skipper. The fleet shall see that the trophy is taken care of, guarded and returned to the place designated for the next competition, properly boxed for shipment with all duties and other charges paid by the Fleet. The name of the winning skipper, year, fleet and country shall be engraved at the winner's expense in uniform engraving.

New Rochelle Yacht Club, September 8-9, 1934
William E. Bracey, Dallas Sailing Club
F.M. Ellsworth, Triangle Sailing Club
Karl Haimmerl, Western Long Island Sound
Sailed on Long Island Sound, 14 starters

Los Angeles YC & Los Angeles Harbor Fleet, Aug 25-27, 1939
Walter Hall, Oakland, California
Darby Metcalf, Los Angeles
Ray Hopkins, Redondo Beach
Sailed at Los Angeles Harbor, 12 starters

Dallas Sailing Club, August 31-September 1, 1935
Perry Bass, Wichita Falls, Texas
H.S. Thompson, Miami
William E. Bracey, Dallas
Sailed on White Rock Lake, 12 starters

Canandaigua Yacht Club, New York, Aug 29-31, 1940
Darby Metcalf, Los Angeles
T. & L. Varalay, Los Angeles
Don Cochran, Clearwater
Sailed on Canandaigua Lake, 28 starters

Oshkosh Yacht Club, Wisconsin, August 29-30, 1936
Philip Benson, Jr., Sea Cliff, NY
George Q. McGown, Jr., Fort Worth
A.M. Deacon, Western Long Island Sound
Sailed on Lake Winnebago, 14 starters

Fort Worth Boat Club, Fort Worth, Texas, Sept 5-7, 1941
Darby Metcalf, Los Angeles
Steve Bechtel, Jr., Lake Merritt, California
Ted Varalayay, Los Angeles
Sailed on Eagle Mountain Lake, 26 starters

Sea Cliff YC & W Long Island Sound fleets, Aug 21-23, 1937
Arthur M. Deacon, Western Long Island Sound
William Leo, Norwalk, Connecticut
Cort Ames, Western Long Island Sound
Sailed on Long Island Sound, 22 starters.

Crescent Sail Yacht Club, Michigan, Aug 28-30, 1942
Heinzerling Brothers, Lake Lakawanna
Gail DeJarnette, Dallas, Texas
Ted A. Wells, Wichita, Kansas
Sailed on Lake St. Claire

Wawasee Yacht Club, Indiana, August 26-28, 1938
Charles Gabor, Lake Mohawk,
Cleo Payne, Wichita Falls, Texas
Henry Schuette, Manitowoc, Wisconsin
Sailed on Lake Wawasee, 21 starters

Chicago Corinthian Yacht Club, September 7-9, 1945
Bob & Betty White, Balboa, California
Don Cochran, Clearwater, Florida
Don Borough, Diamond Lake, Michigan
Sailed on Lake Michigan, 16 starters

- Lake Chautauqua, NY, August 21-23, 1946
Bob Davis, Balboa, California
Victor Larson, Lake Chautauqua
Bob Carrick, Lake Merritt, California
Sailed on Lake Chautauqua, 37 starters
- Geneva, Switzerland, August 26-29, 1947
Ted A. Wells, USA
Jorge E. Brauer, Argentina
Felix V. Roznieki, Norway
Sailed on Lake Lemna, 13 nations
- Palma de Mallorca, Spain, Aug30-Sept4, 1948
Carlos Vilar Castex, Argentina
Antonio Perez Rodriguez, Spain
Antonio Jose Vilardebo, Portugal
Sailed on Mediterranean Sea, 10 nations
- Larchmont Yacht Club, NY, Aug 22-26, 1949
Ted A. Wells, USA
Jorge Vilar Castex, Argentina
Per Skjonberg, Norway
Sailed on Long Island Sound, 9 nations
- Havana, Cuba, November 29-Dec 4, 1951
Jorge Vilar Castex, Argentina
Francis Seavy, USA
Jorge Mantilla, Cuba
Sailed in Havana Harbor, 6 nations
- Monaco, French Rivera, Sept5-12, 1953
Conde Martins, Portugal
Tom Frost, USA
Clemente Inclan, Cuba
Sailed on Mediterranean Sea, 15 nations
- Santander, Spain, August 27-Sept 1, 1955
Mario Capiro, Italy
Jorge Mantilla, Cuba
Helder Soares Oliveira, Portugal
Sailed on Santander Bay, 16 nations
- Cascais, Portugal, September 2-9, 1957
Juan Manuel Alonso Allende, Spain
Raymond Fragniere, Switzerland
Fred Schenck, USA
Sailed on the Atlantic Ocean, 21 nations
- Porto Alegre, Brazil, October 16-25, 1959
Paul Elvstrom, Denmark
Gonzalo Diaz, Sr., Cuba
Masuyuki Ishii, Japan
Sailed on the Guaiaba River, 16 nations
- Rye, New York, USA, September 16-22, 1961
Axel Schmidt, Brazil
Harry Levinson, USA
Duque de Arion, Spain
Sailed on Long Island Sound, 18 nations
- Isle de Bendor, France, September 7-14, 1963
Axel Schmidt, Brazil
Reinaldo Conrad, Brazil
Basil Kelly, Bahamas
Sailed on the Mediterranean Sea, 22 nations
- Las Palmas, G Canary Island, Spain, Sept 9-14, 1965
Axel and Eric Schmidt, Brazil
Harry and Alan Levinson, USA
John Hoyt and Hovey Freeman, Puerto Rico
Basil Kelly and Pedro Wassitch, Bahamas
Pedro Casado and Felix Gancedo, Spain
Sailed on the Atlantic Ocean, 25 nations
- Nassau, Bahamas, November 5-10, 1967
Nelson Piccolo and C. Henrique de Lorenzi, Brazil
Earl Elms and Dave Ullman, USA
Anton Grego and Simo Nikolic, Yugoslavia
Patrick van Godtsenhoven and Charles de Bontridder, Bel
Basil Kelly and Pedro Wassitch, Bahamas
Sailed in Coral Harbor, 24 nations
- Luanda, Angola, Portuguese West Africa, Oct 24-Nov 1, 1969
Earl Elms and Mike Shear, USA
Reinaldo Conrad and Mario Buckup, Brazil
Paulo Santos and Fernando da Silva, Portugal
T. Ericsson and B. Engstrom, Sweden
Nelson Piccolo and C. Henrique de Lorenzi, Brazil
Sailed on Luanda Bay, 24 nations
- Rio de Janeiro, Brazil, October 8-15, 1971
Earl Elms and Craig Martin, USA
Ralph Conrad and Pedro Reinhardt, Brazil
Felix Gancedo and Antonio Burgos, Spain
Roger Stewart and Jerry Stewart, USA
Sonny DeCosta and Mickey Adderly, Bermuda
Sailed on Guanabara Bay, 21 nations
- Malaga, Spain, October 12-20, 1973
Felix Gancedo and Rafael Parga, Spain
Per Brodsted and Steen Brodsted, Denmark
Erik Thorsell and Claes Nordwall, Sweden
Earl Elms and Donnie Bedford, USA
Paulo R. Paradedada and Carlos Goncalves, Brazil
Sailed on the Mediterranean Sea, 22 nations, 43 starters
- Punta del Este, Uruguay, Nov 28-Dec 6, 1975
Felix Gancedo and Manuel Bernal, Spain
Agustin Diaz and Gonzalo Diaz, Sr., USA
Peter Bjurstrom and Hakan Bjurstrom, Finland
Horacio Garcia Pastori and Felix Leborgne, Uruguay
Jeff Lenhart and Eric Krebs, USA
Sailed on Maldonado Bay, 16 nations, 31 starters
- Copenhagen, Denmark, August 21-28, 1977
Boris Ostergren and Ernesto Neugebauer, Brazil
Tom Nute and Randy Smith, USA
Marco Aurelio Paradedada and Luiz Pejnovic, Brazil
Per Brodsted and Alan Purup, Denmark

- Ralf Casen and Bengt Holmqvist, Finland
Sailed on Oresund, 20 nations, 36 starters
- North Sydney, Nova Scotia, Canada, Aug 12-19, 1979
Dave Chapin and Tim Dixon, USA
Mark Reynolds and DeAnn Wright, USA
Boris Ostergren and Ernesto Neugbauer, Brazil
Felix Gancedo and Carlos Llamas, Spain
Marco Aurelio Paradedda and Luiz Pejnovic, Brasil
Sailed on Sydney Harbor, 18 nations, 30 starters
- Long Beach, California, USA, Sept 7-12, 1981
Jeff Lenhart and Pat Muglia, USA
Felix Gancedo and Carlos Llamas, Spain
Torben Grael and Lars Grael, Spain
Roger Stewart and Doug Sharp, USA
Johnny MacCall and Juan Grande, Argentina
Sailed on the Pacific, 21 nations, 36 starters
- Porto, Portugal, September 5-11, 1983
Torben Grael and Lars Grael, Brazil
Craig Martin and Kenyon Martin, USA
Jorge Haenelt and Laureano Wizner, Spain
Paulo Santos and Jose Santos, Brazil
Johnny MacCall and Juan Grande, Argentina
Sailed on the Atlantic, 18 nations, 37 starters
- Buenos Aires, Argentina, Nov 23-Dec 1, 1985
Santiago Lange and Miguel Saubidet, Argentina
Johnny MacCall and Sergio Ripoll, Argentina
Miyuki Kai and Akio Kaneko, Japan
Felix Gancedo and Carlos Llamas, Spain
Paulo Santos and Cassio Ashaver, Brazil
Sailed on the Rio de la Plata, 19 nations, 35 starters
- La Rochelle, France, August 31-September 4, 1987
Torben Grael and Marcelo Maia, Brazil
Santiago Lange and Miguel Saubidet, Argentina
Horacio Carabelli and Luis Chiapparo, Uruguay
Nobuhiro Utada and Noriaki Sugitani, Japan
Fernando Rita and Antonio Andreu, Spain
Sailed on the Atlantic, 16 nations, 49 starters
- Karatsu, Japan, August 22-28, 1989
Ricardo Fabini and Harold Meerhoff, Uruguay
Torben Grael and Marcelo Maia, Brazil
Nobuhiro Utada and Noriaki Sugitani, Japan
Guillermo Parada and Paulo Weber, Argentina
Peter Commette and Connie Suddath, USA
Sailed on Sea of Genkai, 15 nations, 44 starters
- Tonsberg, Norway, August 2-10, 1991
Axel Roger and Jorge Quiroga, Argentina
Hakan and Rikard Bjurstrom, Finland
Birger Jansen and Janet Krefting, Norway
Gustaf Svensson and Lenna Ljunggren, Sweden
Robeto and Carlos Bermudez, Spain
Sailed on Oslo Fjord, 20 nations, 50 starters
- Porto Alegre, Brazil, November 1993
Santiago Lange and Mariano Parada, Argentina
George Nehm and Fernando Krahe, Brazil
Guillermo Parada and Sergio Ripoll, Argentina
Paulo Santos and Ricardo Santos, Brazil
Ricardo Fabini and Jose Chiaparro, Uruguay
Sailed on Guaiba River, 46 starters, 17 nations
- Rimini, Italy, July 1-9, 1995
Santiago Lange and Mariano Parada, Argentina
Guillermo Parada and Gonzalo Martinez, Argentina
Doug Hart and Jon Rogers, USA
Frederik Segerstrom and Carl Terneus, Sweden
Damian Borrás and Javier Magro, Spain
Sailed on the Adriatic Sea, 48 starters, 18 nations
- San Diego, California, USA, September 13-19, 1997
Mauricio Santa Cruz and Eduardo Neves, Brazil
Alexandre Paradedda and Flavio Fernandes, Brazil
Andrey and Galina Kiriliuk, Russia
Doug Hart and Jon Rogers, USA
Thomas Iversen and Thomas Rasmussen, Denmark
Sailed on the Pacific Ocean, 52 starters, 20 nations
- Santiago de la Ribera, Spain, September 3-11, 1999
Nelido Manzo and Octavio Lorenzo, Cuba
André Fonseca and Rodrigo Durate, Brazil
Fernando Rita and Javier Sintes, Spain
Aureliano Negrin and David Martin, Spain
Carlos Martinez and Alberto Vadell, Spain
Sailed on the Mar Menor, 56 starters, 21 nations
- Punta del Este, Uruguay, November 24-December 2, 2001
Alexandre and Eduardo Paradedda, Brazil
Federico and Felipe Vasconcellos, Brazil
Cristian and Alejandro Noe, Argentina
Santiago Silveira and Nicolas Shaban, Uruguay
Bill Hardesty and Jon Rogers, USA
Sailed on Maldonado Bay, 61 starters, 19 nations
- Landskrona, Sweden, August 3-7, 2003
Augie Diaz and Jon Rogers, USA
George Szabo and Brian Janney, USA
Francisco and Marina Sanchez Ferrar, Spain
Alexandre and Eduardo Paradedda, Brazil
Henrique Wanderley and Richard Zietemann, Brazil
Sailed on the Oresund, 58 starters and 18 nations
- Gamagori, Japan, July 23-31, 2005
Augie Diaz and Pam Kelly, USA
Shigeru Matsuzaki and Hiroyuki Sugiura, Japan
Pablo Defazio and Eduardo Medici, Uruguay
Rayco Tabares and Jose Gonzalo Morales, Spain
Bruno Bethlem and Sergio Gomes, Brazil
Sailed on Bay, 51 starters and 15 nations
- Porto, Portugal, September 8-15, 2007
Tomas Hornos and Enrique Quintero, USA
Kenji Abe and Hiroshi Yamachica, Japan

Peter and Sheehan Commette, USA
 Augie Diaz and Mark Ivey, USA
 Pablo Defazio and Eduardo Medici, Uruguay
 Sailed on the Atlantic Ocean, 57 starters and 18 nations

San Diego, California, USA, September 4-12, 2009
 Bruno Bethlem and Dante Bianchi, Brazil
 Gustavo del Castillo Palop and Felipe Linares Pascual, Spain
 Ernesto Rodriguez and Megan Place, USA
 Takumi Nakamura and Junichiro Shiraishi, Japan
 Alexandre Tinoco and Victor Mendes Martins, Brazil
 Sailed on the Pacific Ocean, 49 starters and 18 nations

Rungsted, Denmark, August 6-13, 2011
 Alexandre Tinoco and Gabriel Borges, Brazil
 Alexandre Paradedda and Gabriel Kieling, Brazil
 Bruno Bethlem and Dante Bianchi, Brazil
 Alfredo Gonzalez and Christian Sanchez, Spain
 Rayco Tabares and Gonzalo Morales, Spain
 Sailed on Oresund Bay, 59 starters and 18 nations

Rio de Janeiro, Brazil, September 6-13, 2013
 Bruno Bethlem and Dante Bianchi, Brazil

Mario Urban and Rafael Sapucaia, Brazil
 Alexandre Paradedda and Gabriel Kieling, Brazil
 Alexandre Tinoco and Matheus Goncalves, Brazil
 Luis Soubie and Diego Lipszyc, Argentina
 Sailed on Guanabara Bay, 77 starters and 15 nations

Talamone, Italy, September 21-26, 2015
 Mateus Tavares and Gonzalo Carvalho, Brazil
 Luis Soubie and Diego Lipszyc, Argentina
 Alvaro Martinez and Gabriel Utrera, Spain
 Rafael Gagliotti and Henrique Gomes, Brazil
 Mario Urban and Daniel Seixas Claro, Brazil
 Sailed on the Mediterranean Sea, 83 starters, 19 nations

La Coruña, Spain, September 5-11, 2017
 Raul Rios and Mac Agnese, Puerto Rico
 Gustavo & Rafael del Castillo Palop, Spain
 Rayco Tabares and Gonzalo Morales, Spain
 Alfredo Gonzalez and Cristian Sanchez Barreto, Spain
 Mario Tinoco and Alexandre Muto, Brazil
 Sailed on La Coruña Bay, 85 starters, 17 nations



Above:
 2017 World Champions: Raul Rios
 and Mac Agnese - Puerto Rico.

Right:
 Snipe World Champions:
 2015: Mateus Tavares
 2009 & 2013: Bruno Bethlem
 2017: Mac Agnese
 2003 & 2004: Augie Diaz
 2017: Raul Rios
 2011: Alexandre Tinoco
 2015: Gustavo Carvalho

Photos by Matias Capizzano.



O'Leary Trophy

Emblematic of: Champion Crew Snipe World Championships

Donated by: Cathy O'Leary and Helen O'Leary Hall

Owned by: SCIRA

Awarded to: The person who crews for the winning skipper in the majority of races sailed in the World Championships

Trophy Responsibility and Conditions: Name of winner, fleet, and country shall be engraved in uniform engraving at winner's expense. The trophy shall be returned by the winning crew to the place designated for the next championship, properly boxed for shipment with all duties and other charges paid by the crew of his/her fleet.

Revision of Deed of Gift: By agreement between the donors and SCIRA

1961	Eric Schmidt, Brazil
1963	Eric Schmidt, Brazil
1965	Eric Schmidt, Brazil
1967	C. Henrique de Lorenzi, Brazil
1969	Mike Shear, USA
1971	Craig Martin, USA
1973	Rafael Parge, Spain
1975	Manuel Bernal, Spain
1977	Ernesto Neugebauer, Brazil
1979	Tim Dixon, USA
1981	Pat Muglia, USA
1983	Lars Graef, Brazil
1985	Miguel Saubidet, Argentina
1987	Marcelo Maia, Brazil
1989	Harol Meerhoff, Uruguay
1991	Jorge Quiroga, Argentina
1993	Mariano Parada, Argentina
1995	Mariano Parada, Argentina
1997	Eduardo Neves, Brazil
1999	Octavio Lorenzo, Cuba
2001	Eduardo Paradedda, Brazil
2003	Jon Rogers, USA
2005	Pamela Kelly, USA
2007	Enrique Quintero, USA
2009	Dante Bianchi, Brazil
2011	Gabriel Borges, Brazil
2013	Dante Bianchi, Brazil
2015	Gustavo Carvalho, Brazil
2017	Mag Agnese, USA/Puerto Rico

Earl Elms Perpetual Trophy

Emblematic of: Winning skipper of the final race of the World Championship of SCIRA

Donated by: Mission Bay Snipe Fleet 495

Owned by: SCIRA

Awarded to: Fleet of the winning skipper

Trophy Responsibility and Conditions: The trophy is the responsibility of the fleet of the winning skipper and his/her National Secretary. The fleet shall see that the trophy is taken care of, guarded, and returned to the place designated for the next competition, properly boxed for shipment, with all duties and other charges paid by the Fleet. The name of the winning skipper, crew, year, fleet and country shall be engraved at the winner's expense in uniform engraving.

Revision of Deed of Gift: By agreement between the donors and SCIRA.

1997	Craig & Lisa Leweck, Mission Bay, USA
1998	Carlos Martinez & Alberto Vadell, Spain
2001	Rogelio Padron & Eduardo Alonso, Cuba
2003	Alexandre & Eduardo Paradedda, Brazil
2005	Takeshi Yoshioka & Tsukasa Furukawa, Japan
2007	Pablo Fresneda Arqueros & Cesar Travado, Spain
2009	Bruno Bethlem & Dante Bianchi, Brazil
2011	Alexandre Paradedda & Gabriel Kieling, Brazil
2013	Brian Kamilar & Enrique Quintero, USA
2015	Rafael Gagliotti & Henrique Gomes, Brazil
2017	Rayco Tabares & Gonzalo Morales, Spain



Vieri Lasinio Di Castelvero Trophy

Emblematic of: Junior World Championship of SCIRA

Owned by: SCIRA

Awarded to: Winning skipper

Entry & Eligibility:

- 1 Contestants under 22 years old (not having their 22nd birthday during the calendar year in which the event is held)
- 2 Skipper and crew must be SCIRA members in good standing. Boats shall display a current decal.
3. All skippers shall be citizens or residents for at least one year of the country they represent and each must present credentials signed by his National Secretary attesting that he is the entrant.
4. The same skipper must sail all races and he can be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race excluded. The same crew shall sail all races except for reasons satisfactory to the Race Committee.

Open to:

- 1 Ten skippers from any country, preferably the National Champion for the current year.
- 2 Current Junior World Champion, if he is otherwise eligible
- 3 Junior European Champion, if he is otherwise eligible
- 4 First Junior from Western Hemisphere & Orient Championship, if he is otherwise eligible
- 5 One additional skipper from the host country, providing that it does not have among its other representatives the Junior World, Junior European or Junior WH&O Champion.
- 6 World Sailing Regulation 10.4 shall apply to conduct a Championship.

Regatta Conditions: Held every two years in odd numbered years in waters selected by the Board of Governors, using "Rules for Conducting National and International Regattas" as furnished by the International Rules Committee and approved by the SCIRA Board of Governors

1. Nine or eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official website (www.snipe.org). Races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest.
2. If 6 to 8 races are completed, the worst race shall be dropped including a disqualification. If 5 or fewer races are completed, all shall be counted. Three races shall constitute a regatta.
3. There must be separate regatta and protest committees and a judge at each mark.
4. Competitors may use their own boats. The Fleet organizing the event shall provide to juniors not bringing their own boats of good quality and competitiveness that shall be chartered for an amount not exceeding US\$500.00, insurance inclusive: The boats provided shall be of hull #29000 or higher. A committee composed of the Commodore, National Secretary of the host country, a qualified SCIRA representative from the opposing hemisphere, and others to be designated by the Commodore shall be assigned to review and approve the boats. At least two

extra boats will be provided at the regatta site to allow for beyond prompt repair of a breakdown and replacement.

5. The country holding the regatta is obliged to offer lodging and food to the first crew of each country, National Secretaries and SCIRA authorities, and if possible to the second crew. Lodging to be in private homes, if possible.

Trophy Responsibility and Conditions: The National Secretary shall be responsible for safekeeping of the trophy and its delivery with all fees paid, to the site of the next competition. The name of the winning skipper & crew names, year, fleet and country shall be engraved at the winner's expense in uniform engraving.

1973	K. Suortti and Juna Hyttinen, Finland, sailed in Italy
1975	Heikki Haimakainen, Timo Karlsson, Finland, sailed in Finland
1976	Torkel Borgstrom and E. Asad, Argentina, sailed in Argentina
1978	Torben Grael and Eduardo Mascarenhas, Brazil, sailed in USA
1980	Louis Martinez and Andres Longarella, Argentina, sailed in Spain
1982	Steve Bloemke and Gregg Morton, USA, sailed in Canada
1984	Horacio Carabelli and Luis Chiapparo, Uruguay, sailed in Uruguay
1986	Horacio Carabelli and Chris Schewe, Uruguay, sailed in Riva del Garda, Italy

Tampa, Florida, November 14-19, 1988

Kenichi Nakamura and Sinichi Murata, Japan
 Brad Rodi and Brett Davis, USA
 Luis Soubie and Joaquin Molla, Argentina
 Alex Camet and Brian Camet, USA
 Andrea Piazza and Alessandro DiMauro, Italy
 Sailed in St. Petersburg, 15 nations, 25 starters

Federico and Francisco Ocariz, Argentina

Mark Ivey and Elizabeth Potter, USA
 Vasconcellos and Vasconcellos, Brazil
 Sailed on the Mar Menor, 14 nations, 25 starters

Club Nautico de Los Nietos, Spain, Sept 5-9, 1990

Cristobal Saubidet and Andres Onis, Argentina
 Diego Garcia and Harold Meerhoff, Uruguay
 Domingo Espejo and German Vilalba, Spain
 Felipe Enchenique and Juan Wigand, Chile
 Santi Lopez-Caz and Jose Gomez, Spain
 13 nations and 24 starters

São Paulo, Brazil, November 15-21, 1997

André Fonseca and Roberto Paradedá, Brazil
 Frederico and Felipe Vasconcellos, Brazil
 Andres Marcone and Nicolas Guile, Argentina
 Edgardo Veytes, Jr. and Fernando Bocciaelli, Brazil
 Sebastian Casadei and Carlos Gordillo, Argentina
 Sailed on Guarapiranga Lake, 12 nations, 21 starters

Motala, Sweden, July 7-12, 1992

Fernando Soler and Francisco Fraga, Spain
 Bill Hardesty and Dan Zimbaldi, USA
 Mauricio Santa Cruz and Gustavo de Aranda Farh, Brazil
 Nikolaus Wedel-Jarlsberg and Hanne Guttormsen, Norway
 Gonzalo Crivello and Martin Bortolussi, Argentina
 26 starters

Almería, Spain, August 17-21, 1999

Lucas Gomes and Marcos Montanaro, Argentina
 Francisco Sanchez and Matias Ros, Spain
 Raul Valenzuela and Carlos Carmona, Spain
 Roberto Paradedá and Daniel Ortega, Brazil
 Pablo Defazio and Diego Stefani, Uruguay
 Sailed on the Mediterranean, 12 nations, 22 starters

Mikkabi, Japan, August 1-7, 1994

Luis Calabrese and Jorge Engelhard, Argentina
 Nicolas Granucci and Ezequiel Fernandez, Argentina
 Ricardo Paradedá and Eduardo Paradedá, Brazil
 Michael Hansen and Niels Lund, Denmark
 Cristobal Bosch, Pedro Coll, Spain
 Sailed on Laka Hamana, 12 nations, 24 starters

Mentor Harbor, Cleveland, Ohio, USA, June 29-July 4, 2001

Raul de Valenzuela and Jose LaTorre Martinez, Spain
 Bryan Lake and Graham Biehl, USA
 Rayo Tavares, Alvaes and Marina de Leon Pardo, Spain
 Dave Hochart and Piet VanOs, USA
 Adolfo Benavidez and Fredrico Pierson, Argentina
 Sailed on Lake Erie, 11 nations, 20 starters

Mar Menor, Spain, September 12-15, 1996

André Fonseca and Pablo Furlan, Brazil
 Javier and Nicolas Ocariz, Argentina

Moscow, Russia, August 12-17, 2003

Mike Anderson-Mitterling and Graham Biehl, USA
 Adolfo Benavides and Federico Pierson, Argentina
 Maxim Kuzmin and Alexander Shirokov, Russia
 Martin Petrini and Lelio DeSanto, Argentina
 Adam and Melanie Roberts, USA

Sailed on Lake Petroschoka, 15 nations, 27 starters

Rio de Janeiro, Brazil, August 12-20, 2005

Victor Demaison and Mario Tinoco, Brazil
Geison Mendes and Fabio Pilar, Brazil
Philipp Umpiere and Martin Puricelli, Uruguay
Federico Norman and Cesar Giacometti, Argentina
Luciano Oggero and Francisco Bonaventura, Arg
Sailed on Guanabara Bay, 8 nations, 13 starters

San Remo, Italy, August 6-12, 2007

Mario Tinoco and Matheus Goncalves, Brazil
Nicolas Zerbino and Alejo Morales, Uruguay
Tyler Sinks and Nick Kaschak, USA
Nick Voss and Tom Fink, USA
Paolo Cattaneo, Vittorio Zaoli, Italy
Sailed in the Mediterranean, 12 nations, 20 starters

San Diego, California, USA, August 22-28, 2009

Mario Tinoco and Matheus Goncalves, Brazil
Norihiro Kiyama and Kenichi Inada, Japan
Raul Rios and Antonio Sifre, Puerto Rico
Nicholas Voss and Nevin Snow, USA
Judge Ryan and Chris Segerblom, USA
Sailed in the Pacific Ocean, 11 nations and 21 starters

Rungsted, Denmark, August 1-5, 2011

Alvaro Martinez and G.Mauricio Utrera, Spain
Emanuel Agham and Luciano Pesci, Argentina
Felipe Sabino and Victor Sabino, Brazil
Giovanni Coccoluto and Nicola Gerin, Italy
Raul Rios and Alejandro Monillor, Puerto Rico
Sailed on Øresund, 13 nations and 19 starters

Rio de Janeiro, Brazil, September 2013

Lucas Mesquita and Douglas Gomm, Brazil
Takuya Shimamoto and Keisuke Kishida, Japan
Juliana Duque and Jonathan Lehrke, Brazil
Bernardo Assis and Pedro Leao, Brazil
Leonardo Lombardi and Victor Sabino, Brazil
Sailed on Guanabara Bay, 8 nations and 27 starters

Talamone, Italy, September 12-18, 2015

Antonio Montoya and Gregorio Cuenca, Spain
Felipe Rondina and Luis Felipe Boani, Brazil
Michele Meotto and Alberto Cassandro, Italy
Enric Noguera and Marc Vallespir, Spain
Nicholas Pellicano Graef and Fabio Kohler, Brazil
Sailed on the Mediterranean, 10 nations and 36 starters

La Coruña, Spain, August 6-9, 2017.

Tiago Brito & Antonio Rosa, Brazil
Mafalda Pires de Lima & Tomas Pires de Lima, Portugal
Antonio Lopez & Gregorio Belmonte, Spain
Alejandro Bethencourt & Andres Miguel Morales, Spain
Daniel Platt & Michel Cheffer, Brazil
Sailed on La Coruña Bay, 6 nations and 23 starters

2017 Junior World Competitors



Roy Yamaguchi Memorial Trophy

Emblematic of: Women's World Championship, or if standards required by World Sailing Regulation 10.4 are not reached – Snipe Women's Championship

Donated by: SCIRA Japan

Awarded to: Winning skipper and her crew

Open to: Any SCIRA women members in good standing from anywhere in the world. Boats shall display a current decal.

Regatta Conditions: "Rules for Conducting National and International Championship Regattas"

1. Held every 2 years in even numbered years.
2. Nine or eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or the SCIRA Official Web Site (www.snipe.org). Races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest. If six to eight races are completed, the worst race shall be dropped, including a disqualification.
3. Three races shall constitute a regatta.
4. No races to be started if wind velocity exceeds 18 knots prior to preparatory signal.
5. The regatta venue shall be approved at a National Secretaries meeting
6. Skippers may choose to use their own boats. However, the regatta-organizing country shall attempt to provide boats for those who represent countries where shipping their boats is difficult.

Trophy Responsibility and Conditions: Responsibility for engraving, safeguarding and return of the Trophy to the following regatta rests with the winning skipper.

Revision of Deed of Gift: By agreement between donor and SCIRA

Yokohama, Japan, August 11-15, 1994

Pauline Book and Carine Juliussen, Norway
Mika Shirai and Chisato Isogai, Japan
Yumiko Ito and Yukari Morishita, Japan
Mika Tsuchiya and Nana Sudo, Japan
Mary Bridgen Snow and Jerelyn Biehl, USA
5 nations and 55 starters

Annapolis, Maryland, USA, October 3-7, 1998

Ekaterina Skoudina and Tatiana Lartseva, Russia
Pam Kelly and Michele Bustamante, USA
Jennifer Lovell and Molly Alexander, USA
Carol Newman Cronin and Jerelyn Biehl, USA
Lisa Foulke Pline and Sherry Eldridge, USA
10 nations and 31 starters

Mar Menor, Spain, September 8-11, 1996

Pauline Book and Carine Juliussen, Norway
Lisa Foulke Pline and Sherry Eldridge, USA
Marina and Marisa Sanchez, Spain
Mary Bridgen Snow and Jerelyn Biehl, USA
Sveta Maluok and Sveta Krestjashina, Russia
9 nations and 23 starters

Trieste, Italy, August 28-September 3, 2000

Karianne Eikeland and Janett Krefting, Norway
Muneko Nakamura and Miho Yoshioka, Japan
Marcela Domato and Cecilia Granucci, Argentina
Kimie Isobe and Yoshimi Matsuura, Japan
Carol Cronin and Jerelyn Biehl, USA
10 nations and 30 starters

St. Petersburg, Florida, USA, October 15-19, 2002
 Carolyn Brown Krebs and Julie Redler, USA
 Karianne Eikeland and Janett Krefting, Norway
 Bridget Hallawell and Shelly Suarez, USA
 Andrea Foglia and Mariana Foglia, Uruguay
 Carol Cronin and Kate Fears, USA
 8 nations and 26 starters

Oslo, Norway, July 22-27, 2004
 Andrea and Mariana Foglia, Uruguay
 Kryshia Pohl and Morgan Commette, USA
 Pauline Book-Bratbak and Lise Gehrken, Norway
 Karianne Eikeland and Janett Krefting, Norway
 Ayako Yamaguchi and Miyuki Toda, Japan
 8 nations and 35 starters

Punta del Este, Uruguay, November 19-26, 2006
 Andrea and Mariana Foglia, Uruguay
 Ayako Yamaguchi and Motoko Ibaragi, Japan
 Marissa Maurin and Carolina Court, Chile
 Sarah Brabarossa and Barbara Bonini, Italy
 Maria Stefani and Catalina Sposato, Bermuda
 9 nations and 15 starters

Roquetas del Mar, Spain, September 24-28, 2008
 Marina Gallego/Marina Sanchez, Spain
 Anna Tunnicliffe/Kathleen Tocke, USA
 Juliana Poncioni/Viviane de Oliveira, Brazil
 Sarah Barbarossa/Marinella Gorgatto, Italy
 Andrea/Mariana Foglia, Uruguay
 9 nations and 23 starters

St. Petersburg, Florida, USA, November 7-12, 2010
 Anna Tunnicliffe/Molly Vandemoer, USA
 Trixy Agusti/Yuyu Agusti, Argentina
 Kathleen Tocke/Kath Sheahan, USA
 Marina Gallego-Duran/Carman Vergara Ferrer, Spain
 Carol Cronin/Kim Couranz, USA
 9 nations and 24 starters

Malaga, Spain, September 18-23, 2012
 Marta Hernandez/Angela Hernandez, Spain
 Marina Gallego/Marina Sanchez, Spain
 Soledad Requena/Ester Requena, Spain
 Juliana Dias/Mia Fontes, Brazil
 Lucia Guerrero/Natalia Canales, Spain
 5 nations and 21 starters

Villa Carlos Paz, Argentina, November 5-8, 2014
 Maria Paula Salerno & Mariela Salerno, Argentina
 Brenda Quagliotti & Victoria Courtade, Argentina
 Juliana Duque & Marina Jardim, Brazil
 Alison Knoles & Charlie Bess, USA
 Aine McLean Fretwell & Claire Riedman, USA
 4 nations and 14 starters

Bracciano, Italy, August 26-29, 2016
 Juliana Duque & Amanda Sento Sé, Brazil
 Anette Melsom Myhre & Janett Krefting, Norway
 Maelle Frascari & Lucille Frascari, Italy
 Mafalda Pires de Lima & Carmen Mateo, Portugal
 Lisa Pline & Lexi Pline, USA
 8 nations and 19 starters

Carmen Diaz Trophy

Emblematic of: Highest Placing Under 18 Team at the Women's World Championship or Women's Championship

Donated by: Augie Diaz

Awarded to: Skipper and Crew

Open to: Both the skipper and the crew must be under the age of 18 (not having reached their 18th birthday in the calendar year the regatta is held). Both the skipper and the crew must be SCIRA members in good standing. In the event that there is no team with both the skipper and crew under 18, the highest placing skipper under 18 shall be eligible.

Trophy Responsibility and Conditions: Responsibility for engraving, safeguarding and return of the Trophy to the following regatta rests with the winning skipper.

Revision of Deed of Gift: By agreement between donor and SCIRA

2010 Trixy Agusti/Yuyu Agusti, Argentina, Argentina

2012 Marta Hernandez/Angela Hernandez, Spain

Id Crook Memorial World Masters Championship

Emblematic of: World Masters Championship of SCIRA held on alternate years to the World Snipe Championship

Donated by: SCIRA Canada

Owned by: SCIRA Canada

Awarded to: The winning skipper and crew

Entry and Eligibility 1. Skipper to be at least 45 years of age in the year of the regatta. Combined age of skipper and crew must be at least 80 years in the year of the regatta.

Open to: Any SCIRA member in good standing with the Association. Boats shall display a current decal.

Regatta Conditions: 1. 7 races of SCIRA approved courses.
2. No more than 2 races shall be sailed in one day
3. 3 races shall constitute a regatta; drop race allowed after 5 races completed.
4. No races to be run in wind velocity exceeding 15 knots
1. Regatta site to be approved by SCIRA Board at World Championship
2. Regatta venue to rotate, North America, Europe, South America, Japan
3. Boats to be weighed and sails measured only
4. 4 divisions of medals will be presented for trophies for top 3 places in the following divisions:
• Apprentice Master Division (45-54 years)
• Master Division (55-64 years)
• Grand Master Division (65-74 years)
• Master Legends Division (75 years old and onwards)
Overall Master World Champion will be top placing team.
9. Host country will hold a drawing for participants chartering boats.

Trophy Responsibility and Conditions: Responsibility for engraving, safekeeping and return of trophy to the following regatta rests with the winning skipper

Revision of Deed of Gift: By agreement between donor and SCIRA

1986	Ken Simons, USA, sailed at Atlanta, Georgia. 5 nations, 32 boats
1987	Ivan Pimentel, Brazil, sailed at São Paulo, Brazil. 4 nations, 19 boats
1989	Ivan Pimentel, Brazil, sailed at Oakville, Ontario, Canada. 6 nations, 31 boats
1991	Felix Gancedo, Spain, sailed at Santiago de la Ribera, Spain. 12 nations, 57 boats
1992	Paulo Santos and Fernando Silva, Brazil, sailed at Algarve, Portugal. 49 boats
1994	Kazunori Shinka and Tetsuji Nakatani, Japan, sailed in Gamagori, Japan. 11 nations, 59 boats
1996	Birger Jansen and Marianne Stigar, Norway, sailed in Oslo, Norway. 14 nations, 58 boats
1998	Bibi Juetz and Felipe Vasconcellos, Brazil, sailed in Villa Carlos Paz, Argentina. 9 nations, 35 boats
1999	Flemming Christiansen and Morten Ullmann, Denmark, sailed in Horsens, Denmark. 14 nations, 63 boats
2002	Augie Diaz and John Kehoe, USA, sailed in St. Petersburg, Florida, USA. 12 nations, 61 boats
2004	Augie Diaz and Lisa Griffith, USA, sailed on Lake Bracciano, Italy. 16 nations, 83 boats
2006	Augie Diaz and Pam Kelly, USA, sailed in Nassau, Bahamas. 9 nations, 36 boats.
2008	not sailed
2010	Paulo Santos and Rodrigo Inacio, Brazil, sailed in Rio de Janeiro, Brazil. 6 nations, 54 boats.
2012	Augie Diaz and Justine O'Connor, USA, sailed in Santiago de la Ribera, Spain. 14 nations, 77 boats.
2014	Takeyasu Sugiyama and Hirotaka Kaneda, Japan, sailed in Fukuoka, Japan. 8 nations, 36 boats.
2016	Ernesto Rodriguez and Kathleen Tocke, USA, sailed in the Bahamas. 9 nations, 35 boats.

Hayward Western Hemisphere Trophy

Emblematic of: Western Hemisphere & Orient (WH&O) Championship, held on alternate years with the World Championship

Donated by: Commodore John T. Hayward, Tulsa, Oklahoma, USA

Owned by: SCIRA

Awarded to: Fleet of the winning skipper for a period of two years

Entry and Eligibility:

1. Skipper and crew must be SCIRA members in good standing with the Association. Boats shall display a current decal.
2. Skippers shall be citizens or residents for at least one year of the country they represent and each must present credentials signed by his National Secretary attesting that he is the entrant.
3. The same skipper must sail all races and he can be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped. The same crew shall sail all races except for reasons satisfactory to the Race Committee.

Open to:

1. Five qualified teams from each country in the Western Hemisphere & Orient. Preference including the national champion and runner-up for the current year

Additional entries not included in the 5 qualified team quota as follows:

2. The current World Champion (providing it represents a WH&O nation) automatically qualifies
3. The current WH&O Champion automatically qualified for entry to defend his title.
4. The prior year North American, South American and Orient Champion automatically qualifies (providing each represents that continent)
5. One current year, top junior qualifier each from: North America, South America and Orient regions
6. One current year, top woman qualifier each from: North America, South America and Orient regions

Reallocation – in the event that the total entries do not meet a total of 50 boats:

1. Registration period begins 6 months prior to the start of the Championship or upon posting of the NOR. "Registration" is defined as a skipper who has satisfied requirements outlined in 1. above and has paid to the regatta organizing authority the full registration fee and charter fee (if applicable) as specified on the Official Regatta website or via equivalent means. This registration period ends a minimum of three months prior to the official start of the Championship.
2. If 3 months prior to the start of the Championship, countries in good standing with SCIRA have not registered 5 eligible teams, and the number of registered entrants has not reached 50 teams, those unassigned entry slots will be reallocated to a pool of qualified entrants. The number of entries available for reallocation will be the difference between the fleet limit of 50 and entries registered during the initial registration period.
 - a) SCIRA and the organizing authority shall post, within one week of the close of the initial registration period to the Official Regatta website, or equivalent means, the number of additional entries available and the assigned allocation to those countries requesting additional entries.

- b) Reallocated entries will not count toward the initial per country limit.
- c) Those countries eligible for additional entries (registered their 5 teams) will have from the time of posting until 8 weeks prior to the start of the Championship to register additional entries.
- d) Any unfilled reallocated entry not registered 8 weeks prior, shall lose that entry which will then be made available on a “first come” basis only from a received valid registration.
- e) The Regatta Chairman or National Secretary and the General Secretary of the WH&O will oversee the allocation.

Regatta Conditions: “Rules for Conducting National and International Regattas” are specific instructions furnished by the International Technical Committee and approved by the SCIRA Board of Governors. These instructions shall be followed in all respects.

1. Nine or eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official website (www.snipe.org). Races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest.
2. The fastest schedule approved is as follows:
 - First, second and third days, 2 races
 - Fourth day, 2 races
 - Fifth day, 2 races
3. The preferred schedule is no more than 2 races per day, but a 3 race day is permissible only to make up missed races; to ensure enough races to constitute a regatta; or to meet the 11 race maximum.
4. If 6 to 8 races are completed, the worst race shall be dropped, including a disqualification. If 9 to 11 races are completed, the two worst races shall be dropped, including a disqualification. If 5 or fewer races are completed, all shall be counted.
5. 3 races shall constitute a regatta.
6. The country holding the regatta shall make available at least two (2) boats for charter to each country participating.
7. All skippers shall use their own sails.
8. A skipper's meeting prior to the races shall be held and special rules, etc. shall be clarified and explained.

Trophy Responsibility and Conditions: The name of the winning skipper, his country and the year shall be engraved at the winning fleet's expense. Responsibility for the trophy shall lie with the winning fleet.

Revisions of this Deed of Gift: By majority vote of the Board of Governors of SCIRA.

Havana, Cuba, November 20-24, 1950
 Dr. Clemente Inclan, Cuba
 Ted A. Wells, USA
 Sailed in Havana Harbor, 3 nations

Clearwater, Florida, November 25-28, 1952
 Ted A. Wells, USA
 Dr. Clemente Inclan, Cuba
 Jorge Mantilla, Cuba
 5 nations, 10 starters

Havana, Cuba, November 15-20, 1954
 Terry Whittemore, USA
 Dr. Clemente Inclan, Cuba
 Jorge Mantilla, Cuba
 Sailed in Havana Harbor, 6 nations, 9 starters

Spanish Point, Bermuda, October 16-20, 1956
 Eugene Simmons, Bermuda
 Ronnie Strange, Bermuda
 Godfrey Lightbourne, Bahamas
 Sailed on the Great Sound, 7 nations, 13 starters

Nassau, Bahamas, October 27-November 1, 1958
 Bernard Hawyard, Bermuda
 Basil Kelly, Bahamas
 Terry Whittemore, USA
 Sailed on Montagu Bay, 7 nations, 13 starters

Buenos Aires, Argentina, October 21-30, 1960
 Bernard Hayward, Bermuda
 Fernando Sanjurjo, Argentina
 Eugene Simmons, Bermuda
 Sailed on Rio de la Plata, 8 nations, 13 starters

Brazilia, Brazil, November 23-December 2, 1962
 Reinaldo Conrad, Brazil
 Eugene Simmons, Bermuda
 James Amos, Bermuda
 6 nations, 7 starters

Oakville, Ontario, Canada, August 21-27, 1964
 Reinaldo and Ralph Conrad, Brazil
 Axel Schmidt and Mario Borges, Brazil
 Luis and Angel Orelia, Argentina
 Sailed on Lake Ontario, 8 nations, 14 starters

Montevideo, Uruguay, December 3-11, 1966
 Ralph Conrad and Peter Reinhardt, Brazil
 Nelson Piccolo and Boris Ostergren, Brazil
 Earl Elms and John Wegand, USA
 Pierre Siegenthaler and Eric Schmidt, Bahamas
 Fernando Sanjurjo and Enrique Alurraldo, Argentina
 Sailed on Rio de la Plata, 9 nations, 16 starters

Jacksonville, Florida, USA, October 20-25, 1968
 Takao Ninomiya and Hideo Kawamura, Japan
 Edgar and Robinson Hasselmann, Brazil
 Luis Orella and Manuel de la Orden, Argentina
 Christiano Pontes and Jose Pontes, Brazil
 Basil Kelly and Pedro Wassitch, Bahamas
 Sailed on St. John's River, 11 nations, 19 starters

Spanish Point, Bermuda, September 12-20, 1970
 Gary and Margaret Boswell, USA
 Axel Schmidt and Arnaldo Caldas, Brazil
 Luis Orella and Manuel de la Orden, Argentina
 Earl Elms and Roger Stewart, USA
 Steve Keary and Bill Green, Canada
 Sailed on the Great Sound, 12 nations, 22 starters

Cartagena, Colombia, December 2-9, 1972
 Augie Diaz and Gonzalo E. Diaz, USA
 Marco Paradedada and Mario Teiyeira, Brazil
 Waldemar Bier and Luis Paradedada, Brazil
 Pedro Dates and Fernando de Aldecoa, Argentina
 Jeff Lenhart and Candy Kielhorn, USA
 Sailed on Bay of Cartagena, 8 nations, 16 starters

Buenos Aires, Argentina, November 1-20, 1974
 Jeff Lenhart and Donald Krebs, USA
 Augie Diaz and Gonzalo E. Diaz, USA
 Akinori Ueda and Eizi Mitsako, Japan

Marco Paradedada and Danilo Grussner, Brazil
 Pedro Sisti and Julio Labandeira, Argentina
 Sailed on Rio de la Plata, 11 nations, 16 starters

North Sydney, Nova Scotia, Canada, August 20-29, 1976
 Marco Aurelio Paradedada and Luiz Pejnovic, Brazil
 Jeff Lenhart and Dave Ullman, USA
 Gastao Altmayer and Mario Texeira, Brazil
 Wilson Pereira and Danny Ujvary, Argentina
 Julio Labandeira and Daniel Decaro, Argentina
 Sailed in Sydney Harbor, 10 nations, 20 starters

Saõ Paulo, Brazil, October 19-27, 1978
 Ivan Pimentel and Carlos Dohnert, Brazil
 Marco Paradedada and Luiz Pejnovic, Brazil
 Mark Reynolds and DeAnn Wright, USA
 Jeff Lenhart and Eric Krebs, USA
 Wilson Pereira and Hugo Castro, Argentina
 Sailed on Lake Guarapiranga, 8 nations, 16 starters

Montevideo, Uruguay, December 7-14, 1980
 Dave Chapin and Scott Young, USA
 Augie Diaz and Gonzalo A. Diaz, USA
 Ivan Pimentel and Carlos Gordilho, Brazil
 Hector and Hugo Longarella, Argentina
 Paulo Oliveira and Alfredo Correa, Brazil
 Sailed on Rio de la Plata, 9 nations, 14 starters

Nassau, Bahamas, November 5-10, 1982
 Dave Chapin and Tim Dixon, USA
 Jeff Lenhart and Pat Muglia, USA
 Pierre Siegenthaler and Peter Green, Bahamas
 Hilton Piccolo and Otto de Assis, Brazil
 Pedro DeFonseca and Ricardo Stabile, Brazil
 Sailed on Montagu Bay, 8 nations, 14 starters

Asuncion, Paraguay, October 6-12, 1984
 Johnny MacCall and Sergio Ripol, Argentina
 Miyuki Kai and Akira Kansaku, Japan
 Dave Chapin and Tim Dixon, USA
 Ivan Pimentel and Paulo Rebello, Brazil
 Paulo Santos and Cassio Ashaver, Brazil
 Sailed on Lake Ypacari, 7 nations, 16 starters

Enoshima, Japan, October 11-16, 1986
 Santiago Lange and Miguel Saubidet, Argentina
 Marcello Viana Reitz and Saul Filho, Brazil
 Nobuhiro Utada and Noriaki Sugitani, Japan
 Johnny MacCall and Sergio Ripol, Argentina
 Yoshihiro Chigba and Jun Suzuki, Japan
 Sailed on Sagami Bay, 8 nations, 16 starters

Spanish Point, Bermuda, October 29-November 5, 1988
 Ivan Pimental and Luis Pejnovic, Brazil
 Torkel Borjstrom and Raul Revora, Argentina
 Craig Leweck and Chris Raab, USA
 Ricardo Fabini and Alzola, Uruguay
 Nelido Manso and Otavio Lorenzo, Cuba
 Sailed on the Great Sound, 9 nations, 17 starters

- Buenos Aires, Argentina, November 17-25, 1990
Ricardo Fabini and Harold Meerhoff, Uruguay
Ivan Pimental and Sergio Araujo, Brazil
Guillermo Parada and Gonzalo Martinez, Argentina
Torkel Borgstrom and Raul Revora, Argentina
Antonio Pael Leme and Pepe D'Elia, Brazil
Sailed on Rio de la Plata, 5 nations, 12 starters
- Nassau, Bahamas, October 4-11, 1992
John Keane and Ted Keenan, USA
Guillermo Parada and Gonzalo Martinez, Argentina
Axel Rodger and Jorge Quiroga, Argentina
Bryan Fishback and Lorie Stout, USA
Yoshikazu Itabashi and Masahiko Ota, Japan
Sailed on Montagu Bay, 9 nations, 36 starters
- Montevideo, Uruguay, December 2-10, 1994
Guillermo Parada and Gonzalo Martinez, Argentina
Antonio Paes Leme and Marcelo Maia, Brazil
Luis Calabrese and Federico Engelhard, Argentina
Ricardo and Roberto Fabini, Uruguay
Maeda Hiroshi and Takayuki Goto, Japan
Sailed on the Rio de la Plata, 6 nations, 26 starters
- Larchmont, New York, USA, Sept 29-October 4, 1996
Mauricio Santa Cruz and Eduardo Neves, Brazil
Federico Calabrese and Edgardo Lozano, Argentina
Jack Franco and Mike Sturman, USA
Doug Hart and Steve Stewart, USA
Javier Ocariz and Nicolas Ocariz, Argentina
Sailed on Long Island Sound. 7 nations, 26 starters
- Enoshima, Japan, November 1-8, 1998
Eduardo Santambrogio and Gonzalo Martinez, Argentina
Alexandre Paradedda and Flavio Fernandes, Brazil
Doug Hart and Scott Lindley, USA
Ricardo Fabini and Ignacio Saralegui, Uruguay
Javier Ocariz and Diego Rudoy, Argentina
Sailed on Enoshima Bay. 9 nations, 24 starters
- Rosario, Argentina, October 7-14, 2000
Federico and Felipe Vasconcellos, Brazil
Eduardo Fumagallo and Nicolas Cuerdo, Argentina
Randy Lake/Piet VanOs, USA
Bruno Bethlehem and Dante Bianchi, Brazil
Javier and Nicolas Ocariz, Argentina
Sailed on the Paraná River. 7 nations, 30 starters
- Long Beach, California, USA, Sept 24-28, 2002
Augie Diaz and Jon Rogers, USA
Alexandre Paradedda and Flavio Fernandes, Brazil
Marcos Mascarenhas and Pedro Caldas, Brazil
George Szabo and Brian Janney, USA
Randy Lake and Piet Van Os, USA
Sailed in the Pacific Ocean. 7 nations, 25 starters
- Cabo Frio, Brazil, July 2004
Alexandre and Eduardo Paradedda, Brazil
Carlos Wanderley and Richard Zietemann, Brazil
Pablo Defazio and Eduardo Medici, Uruguay
Eduardo ChapChap and Pedro Tinoco, Brazil
Ezequiel Despontin and Matias Arrambide, Argentina
Sailed in the Atlantic Ocean. 5 nations, 24 starters
- Miami, USA, October 2006
Pablo Defazio and Eduardo Medici, Uruguay
Bruno Bethlehem and Dante Bianchi, Brazil
Alexandre Paradedda and Pedro Tinoco, Brazil
Augie Diaz and Mark Ivey, USA
Carlos Wanderley and Richard Zietemann, Brazil
Sailed on Biscayne Bay. 7 nations, 43 starters.
- Punta del Este, Uruguay, November 2008
Bruno Bethlehem and Dante Bianchi, Brazil
Alexandre Paradedda and Gabriel Keeling, Brazil
Ernesto Rodriguez and Raul Rios, USA
Augie Diaz and Kathleen Tocke, USA
Pablo Defazio and Manfredo Finck, Uruguay
Sailed on Maldonado Bay. 9 nations, 49 starters
- Ontario, Canada, Aug/September 2010
Ernesto Rodriguez and Mary Hall, USA
Augie Diaz and Kathleen Tocke, USA
Bruno Bethlehem and Rodrigo Lins, Brazil
Alexandre Tinoco and Gabriel Borges, Brazil
Junichiro Shiraishi and Kogi Saito, Japan
Sailed on Lake Erie, 10 nations, 40 starters
- Buenos Aires, Argentina, November 2012
Bruno Bethlehem and Dante Bianchi, BRA
Luis Soubie and Diego Lipszyc, ARG
Junichiro Shiraishi and Shinsei Ueda, JPN
Mario Tinoco and Gabriel Borges, BRA
Yasushi Kondo and Shingo Ishikawa, JPN
Sailed on Rio de la Plata, 7 nations, 50 starters
- San Diego, California, USA, September 2014
Raul Rios and Fernando Monllor, POR
Luis Soubie and Diego Lipszyc, ARG
Breno Bianchi and Flavio de Castro, BRA
Rafael Gagliotti and Henrique Wisniewski, BRA
Alexandre Tinoco and Alexandre Niederauer, BRA
Sailed on San Diego Bay & Pacific 12 nations, 43 starters
- Cabo Frio, Brazil, June 17-25, 2016
Edgar Diminich and Jaime Santos, COL
Rafael Gagliotti and Henrique Wisniewski, BRA
Alexandre Paradedda and Gabriel Kieling, BRA
Felipe Sabino and Leonardo Lombardi, BRA
Luis Soubie and Diego Lipszyc, ARG
Sailed on the Atlantic; 8 nations, 53 starters

European Championship Trophy

- Emblematic of:** Championship of Europe held on alternate years with World Championship
- Donated by:** Unione Societa Veliche Italiane
- Owned by:** SCIRA, Italy
- Awarded to:** The trophy shall be awarded to the Fleet of the first European skipper.
- Entry and Eligibility**
1. All competing skippers and crews must be in good standing with the Association. Boats must have a current decal.
 2. Skipper and crew must be older than fourteen years of age.
 3. Skippers shall be citizens or bona fide residents for at least one year of the country they represent and each must present credentials signed by his National Secretary attesting that he is the entrant.
 4. The same skipper must sail all races and may be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race excluded. The same crew must sail in all races except for reasons satisfactory to the Race Committee. Skippers and crews from any country worldwide. No limit to entries for any country.

Open to:

Regatta Conditions: "Rules for Conducting National and International Championship Regattas" are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.

1. Nine or eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official web site (www.snipe.org). Races shall be managed to last approximately 60-75 minutes. A different time used to complete the races will not be grounds for protest.
2. The fastest schedule approved is as follows:
First, second, and third days 3 races
Fourth day 2 races
Fifth day 0 races

A longer schedule giving more opportunity to make up lost races is recommended.

3. If 6 to 8 races are completed, the worst race shall be excluded, including a disqualification. If 9 to 11 races are completed, the two worst races shall be excluded, including a disqualification. If 5 or fewer races are completed, all shall be counted. Three races shall constitute a regatta. In case of ties refer to current SCIRA scoring rules.
4. The Championship shall be sailed in waters selected by European National Secretaries
5. There must be a judge at each mark and there must be separate regatta and protest committees.
6. The World Sailing RRS shall be used.
7. All skippers must use their own sails (borrowed sails not permitted).
8. The country holding the regatta must furnish an adequate number of good boats to the skippers who are not in a position to bring their own boats.
9. The hosting organization, one year prior to the regatta, must send a letter with specific instructions covering all details of the regatta to the European General Secretary assuring them of the organization and compli-

ance with this Deed of Gift. Some countries are not able to accommodate these rules, and the European Board may have discretion of enforcement of the rules depending on the circumstances.

10. The hosting country/organization shall provide lodging to the following, free of charge: to cover the jury members, Measurement chairman, SCIRA Representative and Executive Director
11. Entry fee: maximum of 250 Euros, inclusive of the following social events: Opening ceremonies, one dinner during the Championship, and the prize giving dinner.

Measurement Committee: The Measurement Chairman shall at least be certified as SCIRA national measurer.

Language: The official language shall be English, both written and oral. The use of other languages, as secondary, can be the prerogative of the hosting country.

Trophy Responsibility and Conditions: The trophy shall be the responsibility of the Fleet to see that the trophy is taken care of, guarded and returned to the place designated for the next competition properly boxed for shipment with all duties and other charges paid by the fleet. The name of the winning skipper, crew, year, fleet and country shall be engraved at the winner's expense in uniform engraving.

Santa Margherita, Ligure, Italy, 1950
R. Martin du Pan, Switzerland
V. Porta, Italy
E. Bertrand, Spain

Skovshoved, Copenhagen, Denmark, 1952
E. Banford, Norway
D. Poissant, France
S. Dellacasa, Italy

Arachon, France, 1954
D. Poissant, France
J.P. Renevier, Switzerland
J. Sacadura, Portugal

Ostende, Belgium, 1956
Frank Penman, England
Mino Dellacasa, Italy
Bernard Mach, Switzerland

Plymouth, England, 1958
Raymond Fragniere, Switzerland
Mario Capiro, Italy
Svend Rantil, Denmark
10 nations, 10 starters

Landskrona, Sweden, 1960
Raymond Fragniere, Switzerland
Angel Armada, Spain
Haral Grav, Norway
11 nations, 12 starters

Palma de Majorca, Spain, 1962
Viggo Almkvist, Sweden
Juhani Saloyaara, Finland
Christian Nielson, Belgium
13 nationa, 13 starters

San Remo, Italy, August 26-30, 1964
Monstad/Borgen, Norway
Grego/Nikolic, Yugoslavia
Blomkvist/Anderson, Sweden
14 nationa, 15 starters

Karlshamm, Sweden, August 1-5, 1966
Anton Grego and Simo Nikolic, Yugoslavia
Trygve Liljestrand and Jan Rudberg, Sweden
Nils Monstad, Norway
14 nations, 15 starters

Ismir, Turkey, September 17-24, 1968
Paulo Santos and Fernando da Silva, Portugal
Anton Grego and Simo Nikolic, Yugoslavia
Trygve Liljestrand and Bo Lundgren, Sweden

Rejeka, Yugoslavia, July 11-18, 1970
Paulo Santos and Fernando da Silva, Portugal
Ivancic Ante and Siroia Branko, Yugoslavia
Felix Gancedo and Antonio Burgos, Spain

Porto, Portugal, July 15-22, 1972
Felix Gancedo and Rafael Parga, Spain
Ove Lorentzen and Jens Norgaard, Denmark
Antonio Basilio and Guy Pacheco, Portugal
Gustav Krafft and Peter Krafft, Sweden
Giorgio Brezich and Fabio Apolonio, Italy
14 nations and 26 starters

Hango, Finland, August 5-11, 1974
Felix Gancedo and Javier Otero, Spain
Peter Bjurstrom and Hakan Bjurstrom, Finland
Eduardo Queiroz and Joao Figueirdo, Portugal
Mat- ti Nieminen and Seppo Ajanko, Finland
Gustav Krafft and Peter Krafft, Sweden
11 nations, 28 starters

LeHavre, France, August 30-September 5, 1976
Per Brosted and Jan Skotte, Denmark
Felix Gancedo and Manuel Bernal, Spain
Eric Thorsell and Claes Nordwall, Sweden
Matti Nieminen and Seppo Ajanko, Finland
Neil Martin and Richard Stanley, England
11 nations, 51 starters

Valencia, Spain, August 21-27, 1978
Felix Gancedo and Carlos Llamas, Spain
Per Brosted and Allan Purup, Denmark
Pablo Zendera and Gonzalo Ceballos, Spain
Fernando Masso and Carlos Miranda, Spain
Jan Persson and Harald Von Holstein, Denmark
11 nations, 59 starters

Espergaerde, Denmark, August 16-23, 1980
Flemming Rasmussen and Keld Schultz, Denmark
Ralf Casen and Bengt Holmquist, Finland
Per Brosted and Jens Sorensen, Denmark
Finn Hansen and Iver Hansen, Norway
Jorge Haenelt and A. Garcia, Spain
10 nations, 55 starters

Trieste, Italy, September 4-11, 1982
Jorge Haenelt and Laureano Wizner, Spain
Jose Garcia Desoto and J. Gutierrez, Spain
Totto Hartmann and Erling Nesse, Norway
F. Rita Larrucea and A. Andreu Borrás, Spain
Mats Gotlin and N. Bjorling, Sweden
12 nations, 53 starters

Marstrand, Sweden, July 21-27, 1984
Jorge Haenelt and Laureano Wizner, Spain
Finn and Trya Hanssen, Norway
Hakan and Laila Bjurström, Finland
Felix Gancedo and Guillermo Serrano, Spain
Jose Garcia DeSota and Braian Lopez, Spain
8 nations, 43 starters

Santiago de la Ribera, Spain, September 6-12, 1986
Fernando Rita and Antonio Andreu, Spain
E. Rubio and R. Solana, Spain
Finn Hanssen and Erling Nesse, Norway
Tiago Roquette and P. Roquette, Portugal
Jan Persson and Jon Persson, Denmark
8 nations, 53 starters

Juelsminde, Denmark, August 15-20, 1988
Jorge Haenelt and Martin Wizner, Spain
Damian Borrás and Lucia Romano, Spain
Fernando Rita and Anotnio Andreu, Spain
Felix Gomez and Juan Fernandez, Spain
Heinrich Evers and Paul Evers, Denmark
10 nations, 58 starters

Porto, Portugal, August 22-28, 1990
Felix Gancedo and Jesus Vilar, Spain
Javier Lopez and Javier Gutierrez, Spain
Roberto Bermudez and Fernando Garcia, Spain

Frank Eriksen and Tony Eriksen, Denmark
Pedro de Melo and Joao do Carmo, Portugal
9 nations, 56 starters

Kokkola, Finland, July 12-18, 1992
Carlos Llamas and Javier Gutierrez, Spain
Damian Borrás and Puri Lluh, Spain
Hakan and Rickard Bjurström, Finland
Oliver Gongora and Ramirez, Spain
Birger Jansen and Johnsen, Norway
10 nations, 43 starters

Mahon, Spain, September 8-14, 1994
Damian Borrás and Javier Magro, Spain
Kristoffer Spone and Janett Krefting, Norway
Carlos Llamas and Fernando Garcia, Spain
Thomas and Hanne Guttormsen, Norway
Fredrik Segerstrom and Carl Terneus, Sweden
10 nations, 44 starters

Kolding, Denmark, August 12-16, 1996
Kristoffer Spone and Janett Krefting, Norway
Fernando Rita and Javier Sintés, Spain
David Saura and Victor Moncloa, Spain
Thomas Iversen and Thomas Rasmussen, Denmark
Damian Borrás and Javier Magro, Spain
12 nations, 55 starters

Porto, Portugal, July 27-August 1, 1998
Aureliano Negrin and David Martin, Spain
Oliver Gongora and Alejandro Fresneda, Spain
Kristoffer Spone and Janett Krefting, Norway
Fernando Rita and Javier Sintés, Spain
Morten Ullmann and Kim Hittel, Denmark
10 nations, 45 starters

Åsgårdstrand, Norway, July 25-29, 2000
Birger Jansen and Liv Ulveie, Norway
Reidar Berthelsen and Marius Waersten, Norway
Bjorn Forslund and Janett Krefting, Norway
Karl Otto Book and Jostein Grodem, Norway
Thomas Iversen and Neils Lund, Denmark
10 nations and 49 starters

Anzio, Italy, September 15-20, 2002
Alexey Krylov and Evgeniy Ryzhikov, Russia
Bart Janssens and Eva Jacobs, Belgium
Toni Pons and Toni Cavaller, Spain
Enrico Solerio and Franco Solerio, Italy
Cristobal Bosch and Lorenzo Mora, Spain
12 nations and 51 starters

Lorient, France, August 22-28, 2004
Francisco Sanchez and Javier Jimenez, Spain
Rayco Tabares and Gonzalo Morales, Spain
Paolo Tomsic and Andrej Mocilnik, Italy
Ulrik Sandvig and Steffen Skooneberg, Norway
Diogo Talone and Pedro Pintao, Portugal
12 nations and 54 starters

Pori, Finland, July 30-August 5, 2006
 Pablo Fresneda and Cesar Travado, Spain
 Alfredo Gonzalez and Cristian Sanchez, Spain
 Francisco Sanchez Ferrer and Marina Sanchez
 Ferrer, Spain
 Jordi Triay and Jose Escudero, Spain
 Alejandro Fresneda and Borja Llopis, Spain
 11 nations and 55 starters

Las Palmas, Gran Canarias, Spain, December 2008
 Gustavo del Castillo and Felipe Llenares, Spain
 Rayco Tabares and Gonzalo Morales, Spain
 Fernando Leon and Antonio Carsillo-Olivares, Spain
 Jordi Triay and Borja Llopis, Spain
 Alfredo Gonzalez and Cristian Sanchez, Spain
 11 nations and 48 starters.

Oslo, Norway, August, 2010
 Paco Sanchez and Marina Sanchez, Spain
 Manu Hens and Enrico Michel, Belgium
 Rayco Tabares and Gonzalo Morales, Spain
 Aureliano Negrin and Oliver Herrera, Spain
 Raul de Valenzuela and Antolin Alejandro, Spain
 9 nations and 51 starters

Cervia, Italy, September, 2012
 Raul de Valenzuela and Alejandro Antolin, Spain
 Paco Sanchez and Marina Sanchez, Spain
 Giampiero Poggi and Eurgenia Vanni, Italy
 Rayco Tabares and Gonzalo Morales, Spain
 Jordi Triay and Lluís Mas, Spain
 7 nations and 43 starters

Kamien Pomorski, Poland, August 2014
 Raul de Valenzuela and Alejandro Antolin, Spain
 Tiago Morais and Tomas Pires de Lima, Portugal
 Jordi Triay and Lluís Mas, Spain
 Alexandre Tinoco and Bernardo Low-Beer, Brazil
 Victor Perez and Cristian Sanchez, Spain
 12 nations and 61 starters

Santiago de la Ribera, Spain,
 Gustavo & Rafael del Castillo Palop, Spain
 Alvaro Martinez and Gabriel Utrera, Spain
 Alexandre Tinoco and Victor Perez Campos, Brazil
 Francisco & Marina Sanchez Ferrer, Spain
 Damian Borrás and Carlos Bats
 13 nations and 109 starters

Gustavo & Rafael Del Castillo Palop, 2016 European Champions



Junior European Championship Trophy

Emblematic of: Junior Championship of Europe

Donated by: SCIRA United Kingdom

Owned by: SCIRA United Kingdom

Awarded to: Winning skipper and crew

Entry and Eligibility:

1. Junior Snipe sailors, skipper and crew with both older than 14, but under 22 (not having their 22nd birthday during the calendar year in which the event is held).
2. All skippers and crews shall be citizens or residents for at least three years of the country they represent and each must present credentials signed by his National Secretary attesting that he is the entrant. In case of crew substitution, point 2 does not apply

Open to:

1. Skippers from any European country in good standing with SCIRA. Boats shall display a current decal.
2. The current champion automatically qualifies if he is otherwise eligible.

Regatta Conditions:

1. Held on alternate years with Junior World Championships in waters selected by National Secretaries of Europe, using "Rules for Conducting National and International Regattas."
2. Nine to eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official web site. Races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest. The maximum wind under which a start should be made depends upon water conditions, which will be prevailing. Races may be started in winds up to and including 8 meters per second and a race shall be abandoned if the winds rise 10 meters per second.
3. The fastest schedule approved is as follows:
 - First, second, and third days 3 races
 - Fourth day 2 races
 - Fifth day 0 races

A longer schedule giving more opportunity to make up lost races is recommended.

4. If 6 to 8 races are completed, the worst race shall be dropped, including a disqualification. If 9 to 11 races are completed, the two worst races shall be dropped, including a disqualification. If 5 or fewer races are completed, all shall be counted.
5. Three races shall constitute a regatta. In case of ties refer to current SCIRA scoring rules.
6. 3 countries must be registered to conduct a Championship.
7. A minimum of one team (skipper and crew) and escort (one person) from each country shall be offered lodging and food.
8. No entry fees are chargeable
9. The National Secretary of the sponsoring country shall be the official SCIRA representative

Trophy Responsibility and Conditions: The name of the winning skipper, crew, year, fleet and country shall be uniformly engraved at winner's

expense. The winning skipper and his National Secretary shall be responsible for the trophy and it shall be returned to the site of the next competition, properly boxed and with all fees paid.

1979	Ian Brewer and Graham Brewer, England
1981	Javier Lopez Vazquez and Carlos Martinez, Spain
1983	Javier Lopez Vazquez and J. Bats, Spain
1985	F. Pereda and C. Martinez, Spain
1987	C. Fernandez and J. Fresneda, Spain
1989	Santiago Lopez Vazquez and Ignacio Torcida, Spain
1991	Michael Irgens and Tom Erik Smedal, Norway
1993	Diego Cayolla and Duarte Araujo, Portugal
1995	Karl Otto Book and Jostein Grodem, Norway
1998	Gabriel Orfila and Arturo Barranco, Spain
2000	Francisco Sanchez and Javier Jimenez, Spain
2002	Rayco Tabares and Mariano de Leon, Spain
2004	Alfredo Gonzales and Francisco Perdomo, Spain, sailed in Trieste – Italy
2006/7	sailed in Cadiz. Spain
2008	Jordi Triay/Ruben Coll, Spain, sailed in Roquetas al Mar, Spain
2010	Alvaro Martinez/Mauricio Utrera, Spain, sailed in Spain.
2012	Jose Maria Guerrero and Andres Del Riego, Spain, sailed in Cervia, Italy
2014	Antolin de Ona and Francisco Martin, Spain, sailed in Kamien Pomorski, Poland
2016	Enric Noguera and Marc Capo, Spain, sailed in Santiago de la Ribera, Spain



European Masters Championship

- Emblematic of:** European Masters Championship of SCIRA. Held on alternating years with European Championship and World Masters (ie: odd numbered years - 2011, 2013...)
- Donated by:** Associazione Velica Trentina (Italy), Günther Hautmann and Herbert Hörterich
- Owned by:** SCIRA Italy
- Awarded to:** The top placing European skipper and crew
- Entry and Eligibility** Any SCIRA member in good standing with the Association. Boats shall display a current decal. Age criteria are the same as those for the Master World Championship.
- Regatta conditions:** "Rules for Conducting National and International Championship Regattas" are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects, except if modified by this Deed of Gift.
- 1.) 6 (six) races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official web site (www.snipe.org).
 - 2.) If 5 to 6 races are completed, the worst race shall be dropped, including a disqualification. If 4 or fewer races shall be completed, all shall be counted. Three races shall constitute a regatta.
 - 3.) The wind velocity limit is the same as that for the Master World Championship (max. 15 knots).
 - 4.) No more than 2 races shall be sailed in one day
 - 5.) In case of chartered or loaned boat the skipper may use the sail number of his/her boat(s) and all boats shall be registered to SCIRA for the current year.
 - 6.) Boats to be weighed and sails measured only.
 - 7.) The Championship shall be sailed in waters selected by the European National Secretaries.
 - 8.) 4 divisions of medals shall be presented for trophies for top 3 places in the following divisions:
 - Apprentice Master Division (45 – 54 years)
 - Master Division (55 – 64 years)
 - Grand Master Division (65 and over)
- Overall Master European Champion will be top placing team.
- Trophy Responsibility and Conditions:** Responsibility for uniform engraving, safekeeping and return of trophy to the following regatta rests with the winning skipper.

Revision of Deed of Gift: By agreement between the owner, the donors and the European National Secretaries

2007: Giorgio Brezich/Stefano Longhi, Italy. Sailed in Caldonazzo, ITA. 40 teams, 8 nations
2009: Marco Pantono/Francesco Fontana, Italy. Sailed in Sanremo, ITA. 19 teams, 1 nation
2011: Damian Borrás/Alejandro Fresneda, Spain. Sailed in Malaga, ESP. 60 teams, 8 nations
2013: Damian Borrás/Carlos Bats, Spain. Sailed in Bracciano, ITA. 35 teams, 8 nations
2015: Damian Borrás/Carlos Bats, Spain. Sailed in Santander, ESP. 38 teams, 7 nations
2017: Paolo Lambertenghi/Chiara Marzocchi, Italy. Sailed on Lake Molveno, ITA. 53 teams, 11 nations

Ladies European Championship Trophy

Emblematic of:

Donated by:

Owned by:

Awarded to:

Entry and Eligibility

Open to

Regatta conditions:

Ladies European Snipe Trophy

Moscow Sailing Federation

SCIRA Russia

Winning skipper and crew.

Skipper and crew must be SCIRA members in good standing with SCIRA. Boats shall display a current decal.

European women SCIRA members.

- 1- The Championship shall be sailed in waters selected by European National Secretaries (Date, duration). The «Rules for Conducting National and International Championship Regattas» shall be used.
- 2- Held every 2 years in odd numbered years since 2003.
- 3- 7 races shall be scheduled. If 5 or 7 races are completed the worst shall be discarded. 3 races constitute a regatta. No more than 2 races a day (in events with charter boats, first day will only have 1 race).
- 4- No races to be started if wind velocity exceeds 18 knots prior to the preparatory signal).
- 5- The country holding the regatta must furnish an adequate number of competitive boats to the skippers who are not in a position to bring their own boats.
- 6- In case of chartered or loaned boats the skipper shall use his/her own sails with the sail number of his/her own boat, this boat shall also be registered to SCIRA for the current year.
- 7- The lowest entry fees shall be taken into consideration

Trophy Responsibility and Conditions: Responsibility for engraving, safeguarding and return of the Trophy to the site of the next Championship rests first of all with the winning skipper and with the National Secretary of the winning skipper's country.

Revision of Deed of Gift: By agreement between donor and SCIRA.

Paolo Lambertenghi &
Chiara Marzocchi
European Master Champions



East European Championship Trophy

Emblematic of: Eastern Europe Snipe Championship

Donated by: SCIRA Russia

Owned by: SCIRA Russia

Awarded to: The trophy can be awarded to any member of SCIRA of European nationality. Trophy awarded to winning skipper.

- Regatta Conditions:**
1. Held annually by agreement between Secretary General of Europe and National Secretaries of East European countries in accordance with SCIRA "Rules for Conducting National and International Regattas." Skipper and crew must be SCIRA members in good standing with their fleet, country, and the Association, and sailing a Snipe registered to SCIRA for the current year. In case of chartered or loan boat the skipper may use the sail number of his/her own boat and both boats shall be registered to SCIRA for the current year.
 2. 7 races shall be scheduled. If 6 or 7 races are completed the worst shall be discarded. If 5 or fewer races are complete, all shall be counted. 3 races constitute a regatta. The SCIRA scoring system shall be used..
 3. A skippers meeting shall be held prior to the 1st race to clarify any rules. No changes may be made in borrowed boats without an approval of the Race Committee.
 4. The same skipper must sail during all races and can only be substituted after the first race in case of incapacity and with the prior approval of the Race committee. If a skipper is substituted, the first race shall be discarded. The same crew must sail in all races except for reasons satisfactory to the Race Committee. All skippers must use their own sails (borrowed sails are not permitted).
 5. Each country can enter 2 boats
 6. The organizing country shall provide boats with similar characteristics to the 1st and 2nd teams of those countries that have trouble in transporting their own boats, and to the defending champion.
 7. Host country may have 3 additional entries: 1 junior, 1 for the host club or fleet, and one additional for the country.

Lodging: The same criteria as for renting boats shall be used. It is recommended that lodging be provided for the maximum number of participants.

Trophy Responsibility and Conditions: The National Secretary shall be responsible for safekeeping of the Trophy and its delivery with all fees paid to the site of the next Championship of Eastern Europe. The name of the winning skipper, year, fleet and country shall be engraved at the winner's expense on a special plate.

Revision of Deed of Gift: By agreement between donor and SCIRA.

John Broughton European Snipe Cup

<u>Emblematic of:</u>	European Cup
<u>Donated by:</u>	SCIRA United Kingdom
<u>Owned by:</u>	SCIRA United Kingdom
<u>Awarded to:</u>	Winning skipper
<u>Open to:</u>	All members of SCIRA of European nationality
<u>Regatta Conditions:</u>	

- 1- Held on alternate years with European Championship in waters selected by European Board using "SCIRA Rules for conducting National and International Championship Regattas", "SCIRA official Scoring system" and "SCIRA official Courses".
- 2- The racing rules of the ISAF shall be used.
- 3- A minimum of 7 and a maximum of 9 races shall be scheduled depending on local conditions. Races shall be managed to last approximately 60-75 minutes. A different time used to complete the races will not be grounds for protest.
- 4- The National Secretary of the nation where held shall be the SCIRA Representative.

Trophy Responsibility and Conditions: Winning skipper is responsible for engraving, safekeeping and return of trophy to site of next competition at his/her own's expenses.

Revision of Deed of Gift: By agreement between SCIRA United Kingdom and European Board.

1977	Ceballos and Manrique, Spain, sailed in Spain
1979	Melia and Campos, Sapin, sailed in Lorient in France
1981	Dirk DeBock and E. Maes, Belgium, sailed in Broadstairs in England
1983	no report
1985	no report
1987	no report
1989	Carlos Llamas and Angel Prieto, Spain, sailed in Italy
1991	not raced
1993	Christian Thomsen and Helle Thomsen, Denmark, sailed in Audierne in France
1995	Peter Wolstenholme and Alan Williams, United Kingdom, sailed in UK
1998	Miguel Leite and Tiago Borges, Portugal, sailed in Porto in Portugal
2001	Giovanni Galeotti and Dina DeBock, organized by Belgium and sailed in Brouwershaven in Holland
2003	Giovanni Galeotti and Dina Galeotti, sailed in Herne Bay in UK
2005	Thierry den Hartigh and Greet Janssen, sailed in Caldonazzo in Italy
2007	sailed in Belgium
2009	Bart and Eva Janssens, Belgium,
2011	Jan Peeters and Nathalie Janssens, Belgium, sailed in Poland
2013	not raced (insufficient # of races)
2015	Manu Hens and Maj Kristin Hansen Borgen, Belgium
2017	Manu Hens & Thierry Anrys, Belgium

Sergio Michel South European Cup

Emblematic of:

Top Placing team in the South European Snipe Championship family of Sergio Michel

Donated by:

SCIRA

Owned by:

Awarded to:

Top placing team in the South European Championship

Open to:

Snipe sailors eligible to compete for SCIRA. All competing skippers and crews must be in good standing with fleet, country and the Association, and all boats must have a current SCIRA decal. Skipper and crew must be older than twelve years of age.

Regatta Conditions: "Rules for Conducting National and International Regattas" are specific instructions furnished by the International Rules committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.

1. Six or seven races shall be sailed, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official web site (www.snipe.org).
2. If 5 or 6 races are completed, the worst race shall be dropped, including a disqualification. If 7 races are completed, the two worst races shall be dropped, including a disqualification. If 4 or fewer races are completed, all shall be counted. Three races shall constitute a regatta. In case of ties refer to current SCIRA scoring rules.
3. The Championship shall be sailed in waters selected by European National Secretaries
4. The racing rules of the ISAF shall be used.
5. The same skipper must sail all races and may be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped. The same crew must sail in all races except for reasons satisfactory to the race committee.
6. The hosting organization, one year prior to the regatta, must send a letter with specific instructions covering all details of the regatta to the European General Secretary assuring them of the organization and compliance with this Deed of Gift. Some countries are not able to accommodate these rules, and the European Board may have discretion of enforcement of the rules depending on the circumstances.

Language:

The official language shall be English, both written and oral. The use of other languages, as secondary, can be the prerogative of the hosting country.

Trophy Responsibility and Conditions: Winning team is responsible for engraving, safekeeping and condition of trophy, and return to the regatta the following year.

2009:	Fabio Rochelli & Daniela Semec, (ITA) sailed in Caldonazzo, ITA
2010	Bart Janssens/Eva Jacobs, (BEL) sailed in Omisalj, CRO
2011	Giampiero Poggi/Eugenia Vanni, (ITA) sailed in Bracciano, ITA
2012	Manu Hens/Enrico Michel, (BEL), sailed in Caldonazzo, ITA
2013	Enrico Solerio/Sergio Simonetti (ITA), sailed in Sanremo, ITA
2014	Enrico Solerio/Sergio Simonetti (ITA), sailed in Gijon, ESP
2015	Pietro Fantoni/Marinella Gorgatto (ITA), sailed in Portoroz, SLO
2016	not sailed
2017	Pietro Fantoni/Marianella Gorgatto (ITA), sailed in Mattsee, AUT

South Europe Summer Circuit

- Emblematic of:** Snipe Summer Circuit in Southern Europe
- Donated by:** SCIRA Italy
- Owned by:** SCIRA Italy
- Awarded to:** The skipper with the best total score for all the races in the 2 regattas chosen year by year by SCIRA Italy
- Open to:** Snipe skippers and crews in good standing from anywhere in the world.
- Regatta Conditions:** Competition held annually during Summer or late spring on the waters of the chosen clubs. The different series of race are to be arranged and agreed upon by officials of these clubs. "Rules for Conducting National and International Regattas" are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.
- Classification:** Each skipper receives the number of points corresponding to his place in each event. For the event in which he didn't sail, he receives the number of points of a DNC in the event with the largest number of entries. The skipper with the lowest score is the winner. In case of a tie, the skipper with the lower score in the event with more entries will prevail.
- Trophy Responsibility and Conditions:** Winner and/or his fleet to be responsible for engraving, care, safekeeping, necessary repairs, and return of trophy for subsequent competition to SCIRA Italy.
- Revision of Deed of Gift:** At any time by SCIRA Italy with agreement of SCIRA .

- 2010 (Piada Trophy in Cervia & South European in Omisalj)
1. Bart Janssens & Eva Jacobs (BEL)
 2. Pietro Fantoni & Marinella Gorgatto/Stefano Longhi (ITA)
 3. Jan Peeters & Nathalie Janssens (BEL)
- 2011 (Piada Trophy in Cervia & Kvarner Cup in Omisalj)
1. Pietro Fantoni & Marinella Gorgatto/Federica Biondi (ITA)
 2. Bart Janssens & Eva Jacobs (BEL)
 3. Fabio Rochelli & Daniela Semec (ITA)
- 2012 (Piada Trophy in Talamone & Kvarner Cuup in Omisalj)
1. Alexandre Tinoco & Gabriel Borges (BRA)
 2. Pietro Fantoni & Marinella Gorgatto/Daniel Bradicic (ITA)
 3. Fabio Rochelli & Daniela Semec (ITA)
- 2013 (Piada Trophy in Cervia & Kvarner Cup in Omisalj)
1. Pietro Fantoni & Marinella Gorgatto/Nicola Gerin (ITA)
 2. Fabio Rochelli & Daniela Semec (ITA)
 3. Damir Vranic & Ratko Sparozic (CRO)
- 2014 (German Open in Caldonazzo & Piada Trophy in Portoverde di Misano)
1. Enrico Solerio & Sergio Simonetti (ITA)
 2. Pietro Fantoni & Giovanni Stella/K Tocke (ITA)
 3. Fabio Rochelli & Daniela Semec (ITA)
- 2015 (So. Europeans in Portoroz & Piada Trophy/Camp dell'Adriatico in Chioggia)
1. Pietro Fantoni & Marinella Gorgatto/K Tocke (ITA)
 2. Fabio Rochelli & Daniela Semec (ITA)
 3. Enrico Michel & Antonia Contin (ITA)

2016 (Alpen Grand Prix in Mattsee & Piada Trophy/Coppa Tamburini in Rimini)

1. Pietro Fantoni & Kathleen Tocke (ITA)
2. Stefano Longhi & Eleonora Zuzic (ITA)
3. Andrea Piazza & Marta Pendesini/Lorenzo Gasperi (ITA)

2017 (Alpen Grand Prix in Mattsee & Regata Nazionale in Pescara)

1. Lapo Savorani & Federico Milone (ITA)
2. Fabio Rochelli & Daniela Semec (ITA)
3. Pietro Fantoni & M. Gorgatto/A Buzzetti (ITA)

Yves Le Bour Challenge

Emblematic of:

The spirit which presided over the creation of this Challenge was to promote foreign entries in France, Belgium and England and to push Snipe sailors to take part at least in 1 event in each of these countries which Yves Le Bour was particularly fond of. Stone SC, Maldon YC, Broadstairs, The Blue Circle in England, Ostende, and Hofstade in Belgium used to see his navy blue Snipes on their waters.

Donated by:

Sylvie, Anne and René Le Bour.

Owned by:

SCIRA France

Awarded to:

The trophy shall be awarded to the winning skipper.

Open to:

The Challenge is open to all Snipe sailors who are in good standing with their fleet, country and SCIRA.

Challenge Organization: The Challenge is composed of 3 events regularly inscribed on the schedule of sanctioned regatta of each country and to be determined each year with the National Secretaries concerned. Each event represents one race of the Challenge.

Regatta Conditions: “Rules for Conducting National and International Regattas” are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.

Classification:

Each skipper receives the number of points corresponding to his place in each event. For the events in which he didn't sail, he receives the number of points of a DNC in the event with the highest number Belgian, British and French entries. The DNC points are calculated only with the Belgian, British and French entries. The skipper with the lowest score is the winner. In case of a tie, the one with more entries shall be placed first.

Revision of Deed of Gift: By agreement between the donors and French National Secretary.

Trophy Responsibility and Conditions: Year, name of the winner, fleet, and country shall be engraved in uniform engraving at the winner's or his fleet's expense. The trophy shall be returned by the winner to the place designated for the last event of the next Challenge, properly boxed for shipment, with all duties and other charges paid by the winner or his fleet.

1998	Sylvie Le Bour Boisaubert, Audierne 294, FRA Ian Marshall, Maldon 362, Great Britain Stéphane Bariou, Lorient 348, France	2006	Alan Williams, Budworth 217, GBR Mark Antonelli, Budworth 217, GBR Emmanuel Hens, Antwerp 423, Belgium
1999	Jean Jacques Frebault, Cazaux 778, France Jérôme Thomas, Choisy le Roi 846, France	2007	Emmanuel Hens, Antwerp 423, Belgium Alan Williams, Budworth 217, GBR Sylvie Le Bour-Boisaubert, Audierne 294, FRA
2000	Ian Marshall, Maldon 362, Great Britain Peter Wolstenholme, Bewl Valley, GBR Alan Williams, Maldon 362, GBR	2008	Emmanuel Hens, Antwerp 423, Belgium Andrew Gibson, Antwerp 423, Belgium Michel Villette, Choisy le Roi 846, France
2001	Jérôme Thomas, Choisy le Roi 846, FRA Maxim Romain, Le Havre 313, France Jérôme Thomas, Choisy le Roi 846, FRA	2009	Sue Roberts, Great Britain Thierry Den Hartigh, Belgium Jan Peeters, Belgium
2002	Benjamin Romain, Le Havre 313, France Bart Janssens, Antwerp 423, Belgium Ben Van Cauwenbergh, Antwerp 423, BEL	2010	Wim Sayes, Belgium Thierry Den Hartigh, Belgium Michel Villette, France
2003	Sylvie Le Bour Boisaubert, Audierne 294, FRA Alan Williams, Budworth 217, GBR René Le Bour, Choisy le Roi 846, France	2011	Michel Villette and Brigitte Roustan, FRA Jerome Thomas, France Jean-Marc Gardere, France
2004	Jérôme Thomas, Choisy le Roi 846, FRA Alan Williams, Budworth 217, GBR René Le Bour, Choisy le Roi 846, France	2012	Justin and Jean-Jacques Frebault, France Bart Janssens and Eva Jacobs, Belgium Sue and Steve Roberts, Great Britain
2005	Sylvie Le Bour Boisaubert, Audierne 294, FRA Bart Janssens, Antwerp 423, Belgium Guy Celis, Antwerp 423, Belgium Jerome Thomas, Choisy le Roi 846, FRA		

2017 Worlds start



Birney Mills Memorial Trophy

Emblematic of: North American Snipe Championship

Donated by: Portage Lakes Yacht Club

Owned by: SCIRA

Awarded to: Winning skipper

Trophy Responsibility and Conditions: Winner's fleet is responsible for engraving, safekeeping and condition of trophy, and return for regatta the following year. Trophy is to be returned to PLYC upon retirement

Revision of Deed of Gift: By SCIRA in consultation with PLYC

1973	Don Hite, Lake Angelus, Michigan, sailed at Oakville, Canada
1974	Augie Diaz, Miami, Florida, sailed at Association Island, New York
1975	Jerry Thompson, Akron, Ohio, sailed at Association Island, New York
1976	Bruce Colyer, Ft. Lauderdale, Florida, sailed at Nassau, Bahamas
1977	Jeff Lenhart, Mission Bay, California, sailed at Mission Bay, California
1978	Jeff Lenhart, Mission Bay, California, sailed at Annapolis, Maryland
1979	Dave Chapin, Island Bay, Illinois, sailed at Chautauqua, New York
1980	Mark Reynolds, Mission Bay, California, sailed at North Cape, Michigan
1981	Ed Adams, Narragansett Bay, Rhode Island, sailed at Sea Cliff, LI, New York
1982	Mark Reynolds, Mission Bay, California, sailed at Mission Bay, California
1983	Ed Adams, Narragansett Bay, Rhode Island, sailed at Oakville, Ontario, Canada
1984	Keith Dodson, Alamitos Bay, California, sailed at Alamitos Bay, California
1985	Ed Adams, Narragansett Bay, Rhode Island, sailed at Annapolis, Maryland
1986	Mike Segerblom, Alamitos Bay, California, sailed at San Francisco Bay, California
1987	Ed Adams, Narragansett Bay, Rhode Island, sailed at Marblehead, Massachusetts
1988	Craig Leweck, Mission Bay, California, sailed at Oakville, Ontario, Canada
1989	Craig Leweck, Mission Bay, California, sailed at Mission Bay, California
1990	Jack Franco, Alamitos Bay, California, sailed on Lake Ray Hubbard, Dallas, Texas
1991	Mark Reynolds, Mission Bay, California, sailed at Newport Harbor YC, California
1992	Peter Commette, Miami, Florida, sailed at Crescent Sail YC, Detroit, Michigan
1993	Ed Adams, Narragansett Bay, Rhode Island, sailed at Oakville, Ontario, Canada
1994	Brian Fishback, Annapolis, Maryland, sailed at Annapolis, Maryland
1995	Willie Graves, Mission Bay, California, sailed at Lake Lanier, Georgia
1996	Doug Hart, Mission Bay, California, sailed on Montague Bay, Nassau, Bahamas
1997	Not sailed, Oakville, Ontario, Canada (2 races)
1998	George Szabo, Mission Bay, California, sailed on Lake Carlyle, Illinois
1999	George Szabo, Mission Bay, California, sailed in Boston Harbor, Massachusetts
2000	George Szabo, Mission Bay, California, sailed on the Great Sound, Bermuda
2001	Alexandre Paradede, Porto Alegre, Brazil, sailed on Montague Bay, Nassau, Bahamas
2002	Rob Hallawell, Mission Bay, California, sailed on Lake Carlyle, Illinois
2003	George Szabo, San Diego, California, sailed in Cascade Locks, the Gorge, Oregon.
2004	Augie Diaz, Miami, Florida, sailed in Jacksonville, Florida
2005	Mike Blackwood, Milwaukee, Wisconsin, sailed in Oakville, Ontario, Canada
2006	Augie Diaz, Miami, Florida, sailed in Gull Lake, Michigan
2007	Augie Diaz, Miami, Florida, sailed in Bermuda
2008	Augie Diaz, Miami, Florida, sailed in Boston Harbor, Massachusetts
2009	Ernesto Rodriguez, Miami, Florida, sailed in Erie, Pennsylvania
2010	Jorge Xavier Murrieta, Mexico City, Mexico, sailed in Ponce, Puerto Rico
2011	Raul Rios, Puerto Rico, sailed in Mission Bay, California
2012	Raul Rios, Puerto Rico, sailed in Toronto, Canada
2013	Augie Diaz, Miami, Florida, sailed in Lakewood, TX
2014	Ernesto Rodriguez, Miami, Florida, sailed in Cottage Park, MD
2015	Raul Rios, Puerto Rico, sailed in Toronto, Canada
2016	Doug Hart, Mission Bay, California, sailed in Annapolis, MD
2017	Ernesto Rodriguez, Miami, Florida, sailed in Ft. Lauderdale, FL

Kim Thompson Perpetual Trophy

<u>Emblematic of:</u>	Winning crew of the North American Championship of SCIRA
<u>Donated by:</u>	Jerry Thompson
<u>Owned by:</u>	SCIRA
<u>Awarded to:</u>	Fleet of the winning crew
<u>Trophy Responsibility and Conditions:</u>	The trophy is the responsibility of the fleet of the winning crew and his/her National Secretary. The fleet shall see that the trophy is taken care of, guarded, and returned to the place designated for the next competition, properly boxed for shipment, with all duties and other charges paid by the Fleet. The name of the winning crew, year, fleet and country shall be engraved at the winner's expense in uniform engraving.

Revision of Deed of Gift: By agreement between the donors and SCIRA.

2005	Blackwood crew	2012	Edgar Diminich
2006	Pamela Kelly	2013	Kathleen Tocke
2007	Kathleen Tocke	2014	Ed Mintzias
2008	Kathleen Tocke	2015	Fernando Monllor
2009	Megan Place	2016	Ryan Hopps
2010	Alejandro Murrieta	2017	Kathleen Tocke
2011	Marco Teixidor		

Chuck Loomis Trophy

<u>Emblematic of:</u>	Top Placing Junior in the North American Snipe Championship
<u>Donated by:</u>	Snipe Fleets 77 and 777 and friends of Chuck Loomis
<u>Owned by:</u>	SCIRA
<u>Awarded to:</u>	The top placing junior(s) in the North American Championship as determined in the following order: 1) Top placing junior team competing in the event. 2) If no boat/team competes where both skipper and crew are junior sailors, the top placing junior skipper 3) The top placing junior crew 4) If no junior team, junior skipper, or junior crew compete, the trophy shall not be awarded for that event.

Open to: Snipe skippers and crews eligible to compete for the Birney Mills Memorial Trophy who are defined as juniors per SCIRA (not having their 22nd birthday during the calendar year the regatta is held).

Trophy Responsibility and Conditions: Winner's fleet is responsible for engraving, safekeeping and condition of trophy, and return for regatta the following year.

Revision of Deed of Gift: By SCIRA in consultation with donors.

1999	Peter Levesque and Clare Dooley	2009	Mitch Hall
2000	Not sailed	2010	Raul Rios
2001	Not sailed	2011	Jeronimo Cervantes
2002	M.Schillebeeckx & Aaron Thompson	2012	Raul Rios
2003	Not sailed	2013	Mason Crowell
2004	Tomas Hornos	2014	Raul Rios
2005	Bryan Stout	2015	Guy Thomas
2006	Bill Townsend	2016	Jensen McTighe
2007	Lance Fraser	2017	Jensen McTighe
2008	Lance Fraser		

South American Championship

Emblematic of: South American Championship of the Snipe Class held in every year by the South Atlantic countries of SCIRA, preferably during the first semester and holy week.

Donated by: SCIRA Paraguay

Open to: All members of SCIRA in good standing for the current year. All boats must have a current decal.

Regatta Conditions: "Rules for Conducting National and International Championship Regattas" are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions shall be followed in all respects.

1. Nine or eleven races, depending on local conditions, of the official SCIRA courses published in the current Rulebook or SCIRA official website (www.snipe.org). Races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest.
2. There will be a maximum of 3 (three) races each day.
3. If 6 to 8 races are completed, the worst race shall be dropped, including a disqualification, if allowed by the SCIRA Official Scoring System. If 9 to 11 races are completed, the two worst races shall be dropped, including a disqualification, if allowed by the SCIRA Official Scoring System. If 5 or fewer races are completed, all shall be counted.
4. 3 races shall constitute a regatta. In case of ties refer to current SCIRA scoring rules.
5. The same skipper must sail in all races and can be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped. The same crew shall sail in all races except for reasons satisfactory to the race committee. All skippers shall use their own sails (borrowed sails are not permitted)
6. There will be a Maser and Mixed (men & women crews) South American Championship on Monday and Tuesday prior to the championship.

Lodging: The same criteria for lending boats shall be used. It is recommended that lodging be provided for the maximum number of participants.

1979	Pedro Sisti and Miguel Costa, Argentina, sailed in Paraguay
1980	Ivan Pimentel and Jose Barcello, Brazil, sailed in Argentina
1981	Augie Diaz, USA, sailed in Brazil
1982	Julio Labandeira and Sergio Ripoll, Argentina, sailed in Uruguay
1983	Ivan Pimentel and Marcelo Maia, Brazil, sailed in Paraguay
1984	Carlos Wanderly, Jr., and Jean Pierre Zarovk, Brazil, sailed in Brazil
1985	Santiago Lange and Miguel Saubidet, Argentina, sailed in Uruguay
1986	Julio Labandeira and Arrian Pis, Argentina, sailed in Argentina
1987	Hilton Piccolo and Ralph Henning, Brazil, sailed in Paraguay
1988	no results
1989	John MacCall and G. Ramirez, Argentina, sailed in Uruguay
1990	Horacio Carabelli and Luis Chiapparro, Uruguay, sailed in Argentina

1991	George Nehm and Berfalo, Brazil, sailed in Brazil
1992	Marco Paradedada and Alexander Paradedada, Brazil, sailed in Paraguay
1993	Ricardo Fabini, and Ivan Guicheff, Uruguay, sailed in Uruguay
1994	Ricardo Paradedada and Eduardo Paradedada, Brazil, sailed in Brazil
1995	Alexandre Paradedada and Flavio Fernandes, Brazil, sailed in Brazil
1996	Roberto Fabini and Ignacio Saralegui, Uruguay, sailed in Uruguay
1997	Cristian Noe and Nicolas Mendez, Argentina, sailed in Argentina
1998	Roberto Fabini and Ignacio Saralegui, Uruguay, sailed in Uruguay
1999	Cristian Noe and Diego Rudyoy, Argentina, sailed in Chile
2000	Bruno Bethlem and Maxim Wengert, Brazil, sailed in Brazil
2001	Cristian and Alejandro Noe, Argentina, sailed in Argentina
2002	Santiago Silveira and Nicolas Shaban, sailed in Paraguay
2003	Santiago Silveira and Nicolas Shaban, Uruguay, sailed in Uruguay
2004	Santiago Silveira and Diego Stefani, Uruguay, sailed in Brazil
2005	Santiago Silveira and Diego Stefani, Uruguay, sailed in Chile
2006	Adrian Marcatelli and, Argentina, sailed in Argentina
2007	Carlos Wanderley and Eduardo Chaves, Brazil, sailed in Uruguay
2008	Carlos Wanderley and Richard Zietemann, Brazil, sailed in Brazil
2009	Alexandre Paradedada and Gabriel Kieling, Brazil, sailed in Argentina
2010	Rafael Gagliotti and Henrique Wisniewski, Brazil, sailed in Chile
2011	Rafael Gagliotti and Henrique Wisniewski, Brazil, sailed in Argentina
2012	Alexandre Tinoco and Gabriel Borges, Brazil, sailed in Ecuador
2013	Mario Tinoco and Alexandre Muto, Brazil, sailed in Uruguay
2014	Alexandre Paradedada and Gabriel Kieling, Brazil, sailed in Brazil
2015	Luis Soubie and Diego Lipszyc, Argentina, sailed in Argentina
2016	Rafael Martins and Juliana Duque, Brazil, sailed in Brazil
2017	Luis Soubie and Diego Lipszyc, Argentina sailed in Argentina

Luis Soubie and Diego Lipszyc - Argentina



South American Junior Championship

<u>Emblematic of:</u>	Junior Champion of South America
<u>Donated by:</u>	Yacht Club Uruguayo
<u>Awarded to:</u>	Winning skipper and crew
<u>Open to:</u>	All Junior Crews from South American countries in good standing with SCIRA

Regatta Conditions: “Rules for Conducting National and International Regattas” are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors

1. Conducted every year, together with the South American Championship. The final standing will reflect the order of the Junior registered crews in the general standing of the South American Championship.
2. Skippers may use their own boats, however the organizing country shall attempt to provide boats for those nations who have problems with transportation.
3. The organizing country may invite as many entrants as they wish. The schedule, dropped races and validity of this trophy is related to the ones of the South American Championship.

Trophy Responsibility and Conditions: Winner's fleet is responsible for engraving, safekeeping an condition of the trophy and return to the following regatta.

1988	Alejandro Carluccio and Harold Meerhoff, Uruguay
	Edgardo Lozano and Juan Sparbieri, Argentina
1990	Rafael Paradedo and Fernando Alves, Brazil
	Cristobal Saubidet and Andres Onis, Argentina
1992	Ignacio Gercar, Uruguay and Andres Onis, Argentina
	Mauricio Santa Cruz and E. Siegm, Brazil
1994	Ricardo Paradedo and Eduardo Paradedo, Brazil
1996	Andre Fonseca/Pablo Furlan, Brazil
1998	Pablo Defazio/Diego Stefani, Uruguay
2000	Roberto Paradedo and Daniel Ortega, Brazil
2002	Adolfo Benavides and Federico Pierson, Argentina
2004	Victor Hector Demaison and Daniel Seixas Claro, Brazil
2005	Philipp Umpierre, Uruguay
2006	Lelio DiSanto and Isa Pavia, Argentina
2007	Mario Tinoco and Victor Mendes, Brazil
2008	Philipp Umpierre and Oliver Umpierre, Uruguay
2009	Nicolas Gieco Martina and Javier Matheu, Argentina
2010	
2011	Emanuel Aghem and Luciano Pesci, Argentina
2012	Felipe and Victor Sabino, Brazil
2013	Brenda Quagliotti and Agustin Perez Goiri, Argentina
2014	Tiago Brito and Vitor Sabino, Brazil
2015	Lucia and Bianca Tamani, Argentina
2016	Nicolas Pelicano Grael and Joao Pedro Moreira, Brazil
2017	Tiago Brito and Antonio Cavalcanti Rosa, Brazil

Midwinter Championship Trophy

Emblematic of: Midwinter Championship
Donated by: SCIRA
Custodianship: Clearwater Snipe Fleet
Awarded to: Fleet or club of winning skipper
Open to: Paid up Snipe skipper and crews in good standing from anywhere in the world

Regatta Conditions: 1. At least 3 races, course at least 3miles
 2. Same skipper must race in each race, crew may be changed
 3. Winner must finish all races
 4. Standard Snipe starting
 5. Meeting of contestants and officials prior to 1st race

Trophy Responsibility and Conditions: Clearwater Yacht Club to engrave name of skipper, fleet and year; must be returned to Clearwater Yacht Club between January 1st and 15th of succeeding year

1935	Henry Thompson, Miami, Florida	1979	Mark Reynolds, Mission Bay, CA
1936	Henry Thompson, Miami, Florida	1980	Dave Chapin, Island Bay, Illinois
1937	R. T. Chipman, Orlando, Florida	1981	Mark Reynolds, Mission Bay, CA
1938	Jack Wirt, Miami, Florida	1982	Dave Chapin, Island Bay, Illinois
1939	Ted Kemensky, Clearwater, Florida	1983	Jeff Lenhart, Mission Bay, California
1940	Bob Keller Clearwater, Florida	1984	Mark Reynolds, Mission Bay, CA
1941	Clewis Howell, Tampa, Florida	1985	Mark Reynolds, Mission Bay, CA
1946	John T. Hayward, Tulsa, Oklahoma	1986	Dave Chapin, Island Bay, Illinois
1947	John T. Hayward, Tulsa, Oklahoma	1987	Mike Segerblom, Alamitos Bay, CA
1948	Ted A. Wells, Wichita, Kansas	1988	Ed Adams, Narragansett Bay, RI
1949	Don Cochran, Sr., Clearwater, Florida	1989	Keith Dodson, Alamitos Bay, CA
1950	Ted A. Wells, Wichita, Kansas	1990	Bart Hackworth, San Francisco, CA
1951	Ted A. Wells, Wichita, Kansas	1991	Peter Commette, Miami, Florida
1952	Ted A. Wells, Wichita, Kansas	1992	Chris Larson, Narragansett Bay, RI
1953	Francis Seavy, Clearwater, Florida	1993	Henry Filter, Annapolis, Maryland
1954	Ted A. Wells, Wichita, Kansas	1994	Ed Adams, Narragansett Bay, RI
1955	John T. Hayward, Tulsa, Oklahoma	1995	Jack Franco, Alamitos Bay, California
1956	Francis Seavy, Clearwater, Florida	1996	Dave Chapin, St Petersburg, Florida
1957	Ted A. Wells, Wichita, Kansas	1997	George Szabo, Mission Bay, CA
1958	Francis Seavy, Clearwater, Florida	1998	Doug Hart, Mission Bay, CA
1959	Terry Whittemore, Naugatuck, CT	1999	George Szabo, Mission Bay, CA
1960	Francis Seavy, Clearwater, Florida	2000	George Szabo, Mission Bay, CA
1961	Charles Morgan, St. Petersburg, FL	2001	Alexandre Paradedda, Porto Alegre, BRA
1962	Charles Morgan, St. Petersburg, FL	2002	George Szabo, Mission Bay, CA
1963	Francis Seavy, Clearwater, Florida	2003	Augie Diaz, Miami, Florida
1964	Charles Morgan, St. Petersburg, FL	2004	Augie Diaz, Miami, Florida
1965	Harry Levinson, Indianapolis, Indiana	2005	Peter Commette, Ft. Lauderdale, FL
1966	Francis Seavy, Clearwater, Florida	2006	Peter Commette, Ft. Lauderdale, FL
1967	Earl Elms, Mission Bay, California	2007	Augie Diaz, Miami, Florida
1968	Francis Seavy, Clearwater, Florida	2008	Augie Diaz, Miami, Florida
1969	Augie Diaz, Miami, Florida	2009	Ernesto Rodriguez, Miami, FL
1970	Francis Seavy, Clearwater, Florida	2010	Ernesto Rodriguez, Miami, FL
1971	Earl Elms, Mission Bay, California	2011	Augie Diaz, Miami, Florida
1972	Jeff Lenhart, Mission Bay, California	2012	Ernesto Rodriguez, Miami, FL
1973	Earl Elms, Mission Bay, California	2013	Bruno Bethlem, Rio de Janeiro, BRA
1974	Dave Ullman, Newport Beach, CA	2014	Augie Diaz, Miami, Florida
1975	Bill Buckles, Cleveland, Ohio	2015	Raul Rios, Puerto Rico
1976	Van Wesley, Chattanooga, Tennessee	2016	Ernesto Rodriguez, Miami, Florida
1977	Jeff Lenhart, Mission Bay, California	2017	Arthur Blodgett, Ft Lauderdale, FL
1978	Jeff Lenhart, Mission Bay, California		

Dudley Gamblin Memorial Trophy

- Emblematic of:** Snipe Winter Championship
- Donated by:** Mrs. Dudley Gamblin for International yacht racing in the Bahamas
- Owned by:** Royal Nassau Sailing Club
- Awarded to:** The skipper with the best total score for all races
- Open to:** Snipe skippers and crews in good standing from anywhere in the world
- Regatta Conditions:** Annual competition in February or March in water of the Bahamas with 5 races scheduled
- Trophy Responsibility and Conditions:** The club will retain possession of the trophy and be responsible for having the trophy engraved with named of winning skipper and crew. Individual trophies will be provided for permanent possession of winning skipper and crew
- Revision of Deed of Gift:** By agreement of Royal Nassau Sailing Club, Fleet 391 and SCIRA

1960	Ted A. Wells	1989	Ed Adams
1961	Godfrey Kelly	1990	Bart Hackworth
1962	not sailed	1991	Keith Dodson
1963	Godfrey Kelly	1992	Gonzalo Diaz, Sr.
1964	not sailed	1993	Birger Jansen
1965	Harry Levinson	1994	Robert Dunkley
1966	Basil Kelly	1995	Birger Jansen
1967	Jerry Jenkins	1996	Doug Hart
1968	Tom Nute	1997	Jimmie Lowe
1969	Tom Nute	1998	Shinichi Uchida
1970	Basil Kelly	1999	George Szabo
1971	Earl Elms	2000	Javier Ocariz
1972	Jeff Lenhart	2001	George Szabo
1973	Earl Elms	2002	George Szabo
1974	Jeff Lenhart	2003	Augie Diaz
1975	Earl Elms	2004	Augie Diaz
1976	Jeff Lenhart	2005	Birger Jansen
1977	Earl Elms	2006	Peter Commette
1978	Jeff Lenhart	2007	Jorge Murietta
1979	Mark Reynolds	2008	Peter Commette
1980	Jeff Lenhart	2009	Ernesto Rodriguez
1981	Jeff Lenhart	2010	Birger Jansen
1982	Mark Reynolds	2011	Birger Jansen
1983	Mark Reynolds	2012	Bruno Bethlem
1984	Jeff Lenhart	2013	Birger Jansen
1985	Dave Chapin	2014	Birger Jansen
1986	Craig Leweck	2015	Jimmie Lowe
1987	Keith Dodson	2016	Robert Dunkley
1988	Peter Commette	2017	Raul Diaz Herrera

Zimmerman Trophy

- Emblematic of:** Snipe South Eastern Winter Circuit
- Donated by:** Past Commodore Carl D. Zimmerman
- Owned by:** SCIRA
- Awarded to:** The skipper with the best total score for all the races in the 4 regattas at the participating clubs
- Open to:** Snipe skippers and crews in good standing from anywhere in the world
- Regatta Conditions:** Competition annually in February and/or March on the waters of the participating clubs. The different series of races to be arranged and agreed upon by officials of these clubs
- Trophy Responsibility and Conditions:** Winner and/or his fleet to be responsible for engraving, care, safekeeping, necessary repairs, and return of trophy for subsequent competition at direction of the Executive Director
- Revision of Deed of Gift:** By agreement between the participating clubs, SCIRA Rules Committee. The conditions, qualifications and identity of the participating clubs to be kept as open as possible so the trophy can be used in the best possible way for participation in a South Eastern Winter Circuit

1967	Jerry Jenkins, Warren, Michigan	1993	Craig Leweck, Mission Bay, California
1968	Tom Nute, Mission Bay, California	1994	Birger Jansen, Oslo, Norway
1969	Tom Nute, Mission Bay, California	1995	Birger Jansen, Oslo, Norway
1970	Augie Diaz, Miami, Florida	1996	Henry Filter, Annapolis, Maryland
1971	Earl Elms, Mission Bay, California	1997	George Szabo, Mission Bay, California
1972	Jeff Lenhart, Mission Bay, California	1998	George Szabo, Mission Bay, California
1973	Earl Elms, Mission Bay, California	1999	George Szabo, Mission Bay, California
1974	Jeff Lenhart, Mission Bay, California	2000	Javier Ocariz, Rosario, Argentina
1975	Earl Elms, Mission Bay, California	2001	Alexandre Paradedda, Porto Alegre, BRA
1976	Jeff Lenhart, Mission Bay, California	2002	George Szabo, Mission Bay, California
1977	Jeff Lenhart, Mission Bay, California	2003	Augie Diaz, Miami, Florida
1978	Jeff Lenhart, Mission Bay, California	2004	Augie Diaz, Miami, Florida
1979	Mark Reynolds, Mission Bay, CA	2005	Peter Commette, Miami, Florida
1980	Craig Martin, Mission Bay, California	2006	Augie Diaz, Miami, Florida
1981	Mark Reynolds, Mission Bay, CA	2007	Jorge X. Murieta, Mexico
1982	Mark Reynolds, Mission Bay, CA	2008	Peter Commette, Miami, Florida
1983	Jeff Lenhart, Mission Bay, California	2009	Ernesto Rodriguez, Miami, Florida
1984	Jeff Lenhart, Mission Bay, California	2010	Eric Heim, San Diego, California
1985	Mark Reynolds, Mission Bay, CA	2011	Birger Jansen, Norway
1986	Craig Leweck, Mission Bay, California	2012	Birger Jansen, Norway
1987	Mike Segerblom, Alamitos Bay, CA	2013	Birger Jansen, Norway
1988	Craig Leweck, Mission Bay, California	2014	Birger Jansen, Norway
1989	Keith Dodson, Alamitos Bay, CA	2015	Martin Bebb, USA
1990	Bart Hackworth, San Francisco, CA	2016	Martin Bebb, USA
1991	Jimmie Lowe, Nassau, Bahamas	2017	Raul Diaz Herrera, Havana, Cuba
1992	Gonzalo Diaz, Sr., Miami, Florida		



WORLD'S FASTEST

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Photo: Matias Capizzano