

As designed by Williams F. Crosby in 1931

GENERAL RESTRICTIONS

A1. Abbreviations

WS International Sailing Federation
MNA WS Member National Authority
SCIRA International Snipe Class Association -
NCA National Snipe Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A2. Authorities and responsibilities

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

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

Neither the WS, 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.

A3. Administration of the class

WS 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

An NCA is the Certification Authority appointed by the SCIRA.

A4. WS rules

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

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.

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

A5. Class rules variations

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

A6. Class rules amendments

Amendments to these class rules are subject to the approval of the WS in accordance with the WS Regulations.

A7. Class rules interpretations

Interpretations of these class rules shall be made in accordance with the WS Regulations.

A8. These rules are **closed class rules** where if it does not specifically say that you may – then you shall not. Certification control and equipment inspection shall be carried out in accordance with the ERS except where specifically noted.

1. The purpose of the restrictions under which Snipe hulls and sails are approved is to ensure that, to as great degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions, which at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question. Improvements and changes will be made only when these changes do not obsolete older boats and sails from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.

2. Boats must be measured by officially appointed or elected Fleet Measurers, by Class Measurers approved by SCIRA or by WS Measurers. No certificate shall be acceptable unless recommended and signed by such a Measurer. (See also Certified Builder).

3. Boats, to be eligible to race in this Class, must be built to conform in every way to these measurement rules. A boat that does not meet all these requirements shall be ineligible to receive a Certificate of Measurement, but it retains its identifying

number. Such boats cannot take part in any open or closed regattas whatsoever. The measurer must notify the Executive Director of any boats that cannot pass these requirements, giving the boat number, and the name and address of both the builder and owner.

4. Crew

The crew shall consist of 2 persons. No crew shall be substituted during an event unless authorised by the Race Committee.

Hull

5. (a) Mandatory

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

(b) Optional

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

5.1 The **hull datum point** is the point 0 (intersection between the bow line prolongation and the deck plane actual stem head not projection of sheer line). The **hull datum point** shall be a physical point on the boat.

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

5.2 Thickness of sides, transom, sides of daggerboard case and bottom:

Wood: density of 512 kg per cubic meter or greater, 13mm minimum. Density of less than 512 kg per cubic meter, 19mm minimum.

Plywood: 10mm minimum.

Plywood and fiberglass: 10mm minimum plus fiberglass.

6. Keel width 102mm plus or minus 3mm on flat under surface from stern to station 2 and minimum 51mm wide at station 1.

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

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

9. Maximum lack of flatness aft of station 1 in any cross section is 3mm per each 305mm of distance over which the lack of flatness is being checked (i.e. distance 305 mm = 3mm, distance 456 mm = 4.5 mm, distance 610 mm = 6 mm of lack of flatness).

Deck

10. Thickness: Plywood: 6mm minimum. Exterior grade maybe used.

11. Forward deck must extend the full width of the boat to a point at least 1842mm (72 1/2") aft of the stem.

11.1 Afterdeck minimum 457 mm (18") in length.

11.2 Maximum crown of deck 127 mm (5").

11.3 The top of the spray boards must be minimum 51 mm (2") vertically above deck for minimum of 610 mm (2') on either side of the centerline **straight line excluding curvature at deck level**.

11.4 Maximum projection of deck or sheer molding beyond **sheerline** is 32 mm (1 1/4") in a horizontal plane, level with the **sheer**.

11.5 The hole in the deck where the **mast** goes through the deck (partners) shall have a maximum size of 76mm (3") athwartship by 254mm (10") fore and aft. The front side of the hole shall not be less than 1494mm (58 7/8 ") aft of the stem*.

Cockpit

12. Maximum width: 1016 mm. If the deck alongside the cockpit curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane 51 mm below the sheer. Cockpit corners may be square or rounded to any desired radius.

Construction of Fiberglass Boats

13. Only professional boat builders certified by SCIRA can make fiberglass Snipe hulls (See Certified Builder Rule) Effective January 1, 1965, the construction of fiberglass hulls has been allowed under the same tolerances as approved by the International Sailing Authority and now in effect for wood hulls. The loft lines do not show any sheer molding. Part or all of a sheer molding may be molded with hull. Each builder's method of construction of fiberglass boats must be approved by the Rules Committee.

The thickness of the hull must be uniform except where reinforced locally such as at keel, the chine, the stem, the mast step, and where the stay anchorages and rudder gudgeons are attached. Increased thickness due to incorporation of flotation material in either the sides or bottom of the hull is not a violation of this requirement. If desired, the floorboards may be bonded directly to the bottom on the boat, omitting supports. A fiberglass and foam sandwich floor structure may be used. Wood and plywood are acceptable local reinforcements.

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

Materials: fiberglass cloth, woven roving or mat may be used, with either polyester or epoxy resins. Glass content must be at least 30% by weight.

Deck: The deck may be plywood or it may be fiberglass. . Decks made entirely out of fiberglass may use any allowed sandwich construction.

Flotation: 0.184 cu.m.) of Styrofoam, Urethane foam, or equivalent, having a density of 40 kg cu.m. maximum must be built into the hull. Balsa wood or foam enclosed in resin-impregnated fiberglass cloth is considered equivalent. Supposedly airtight compartments are not considered adequate.

Construction of Plywood Hulls

14. Bottom and Sides: The weight of the plywood used must be at least 5.65 kg per square meter). If 10mm material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

Flotation: 0.085 cu.m. of foam must be installed in the hull.

Flotation

15. All boats shall comply with the following flotation requirement: when the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 152mm above the water when the boat is supporting 136 kgs This may be accomplished by means of tank, flotation bags, selfbailing cockpits, increased low density flotation material, or other suitable means. Holes with maximum 645.2 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 290.3 sq.cm. total.

For boats built before Jan. 1, 2001 meeting the requirements of this rule, the daggerboard case may have a minimum height of 310 mm above the outside of the keel if the boat, after capsizing and being righted, floats high enough so that water will flow out of the case; otherwise, the case shall be 51mm above the water level in the boat after capsizing and being righted.

Moment of Inertia Test

16. All bare hulls, as defined in paragraph 5.1 (bare hull), must be subject to the moment of inertia test (for a full description of method, see Supplement to Measurement Data Sheet for Moment of Inertia Test). The moment of inertia of the hull is calculated from the following formula:

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

Where: I = Moment of Inertia

C = Spring constant, kg. per m.

D = Distance to axis, m

T = Time of one complete oscillation, seconds

p = 3.1416

For our purpose, D = 2.6257m.

The spring constant will be furnished with springs from SCIRA. The spring attachment shall follow the dimensions showed in the Supplement for the Moment of Inertia test. The maximum weight of the attachment shall be 350 gr excluding the

springs only; if desired, ballast **corrector weights** shall be added to the aftermost part of the attachment to reach the maximum weight.

We can now simplify the formula to:

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

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

27.6 (metric slug meters squared)

If the hull moment of inertia does not meet the minimum, weight shall be moved to or added to the ends to bring it up to the minimum.

Hull appendages

17. Hull appendages shall comply with the class rules in force at the time of certification.

Daggerboard

17.1 Verify dimensions with drawing, no other shape permitted. Maximum radius of bottom corners 13mm. **Daggerboard** shall be made of any hard aluminium alloy. 6061T6 or its equivalent is recommended. The thickness of daggerboard shall be 10mm +/-0.5. There shall be no inserts or other means of changing the distribution of the weight. Boards must be uniform thickness except within 25mm of edges, which may be tapered off. The **daggerboard** widths have an allowance of +/-3mm. **Daggerboards** may be cut out for lightness (see drawing). The handle of the **daggerboard** shall be installed in such a manner that the aft edge of the **daggerboard** is perpendicular to the base line when the **daggerboard** is completely down, and the **daggerboard** shall not extend more than 851mm below the keel. The 851mm point shall be marked at aft edge on starboard side by a center punch.

17.2 Daggerboard case: Slot in **daggerboard case** maximum 546mm long and no more than 13mm in width if in fiberglass or 14mm if in wood or plywood. The aft edge of the **daggerboard case** shall be perpendicular to base line. Forward edge of **daggerboard case** shall either be perpendicular or slope forward 6mm maximum at the top of the **case**. If seals are used on the **daggerboard case**, they shall be used at the top of the **case** only. Any type of seals may be used.

For all boats built after Jan. 1, 2001: the aft end of the **daggerboard case** must be 310mm, -0 + 3mm from the outside of the hull to the top of the **case**. The top of **daggerboard case** shall be parallel to baseline*.

Exception to Applicability of Prior Rules (#17)

The new **daggerboard** shape and thickness must be used after January 1, 1976 on all boats in any regatta. Those existing boats which cannot use a 10mm thick board because of **daggerboard case** slot width shall use a 8mm thick board of the new shape. The length of the **daggerboard case** slot shall be 546mm maximum.

18. The **daggerboard** must be restricted while racing in such a manner that no point of the bottom edge extends less than 305mm below the keel. To permit checking the position of the **daggerboard** while racing a band of min 25mm wide and 250mm long shall be painted on each side of the **daggerboard**. The top of the band being even with the surface of the deck at the centerline of the boat while the board is raised on this maximum height. **The daggerboard shall be attached to the hull with a non-adjustable single line at all times while racing (unless for a short period for cleaning garbage or seaweed). The safety line shall be fixed in any part of the daggerboard case and fastened with a shackle above the line connecting the lower part of the stoppers on the daggerboard. The maximum length of this safety line including the necessary fittings shall be 600mm from the top of the daggerboard case to the inner part of the shackle pin.** 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. Only one **board** may be used during a regatta unless irreparable damage has occurred. **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.**

Rudder

19. The **rudder** blade can be made of a combination of the following materials: Wood, Fiberglass or fiberglass and foam. The tiller can be made of the combination of the following materials: Wood, Aluminium alloy, fiberglass. Only one **rudder** may be used during a regatta unless irreparable damage has occurred.

19.1 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.

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

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

22. The minimum weight of the **rudder** including pintles shall be 2.72 kgs Weight of no more than 450g. (for rudders built before December 31st, 2011) or weight of no more than 250 gr (for rudders built after January 1st 2012) may be permanently attached to a **rudder** to reach the minimum weight.

23. In races where it's considered appropriate for local conditions to use pivoting **rudders**, the organizing club must request the permission to SCIRA for their use. Pivoting **rudders** shall not be allowed in any regatta using the SCIRA Rules of Conducting National and International Championship Regattas.

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

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

26. The gudgeons shall be 8mm +0,5-0 the pintles shall be 8mm +0-0,5 diameter.*

26.1. The lower gudgeon shall be mounted on the transom 155mm +/-3mm above the intersection of the transom and the keel. The upper gudgeon shall be 410mm +/- 3mm above the intersection of the transom and keel.

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

Mast - Boom - Rigging

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

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

The mast transverse dimension must be minimum 32mm athwartships at the **upper point** or at any point below. The mast may be tapered above the stay **rigging point**. Any taper in the mast above the stay **rigging point** shall be essentially a uniform taper. Aluminium extrusions may be used and must be made of alloy 6061T6 or equivalent. Masts having a transverse dimension of 54mm or less must use **spreaders**. **Spreader** length and rake limit shall not be adjustable while racing. Rotating masts are prohibited.

27.1 For all boats built after Jan. 1, 2001: The floor of the mast step fitting must be no more than 400 mm and no less than 390mm below the **sheer**.

For older boats: The mast shall be stepped on the keel, or no higher than 51mm above the flotation tank in the bottom.

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

28.1 For all masts built after Jan. 1, 2001: The shroud, **forestay**, and jib halyard **rigging points** shall be between 4860mm and 4962mm above the **heel point**.

For masts built after Jan. 1, 1992 and before Jan. 1, 2001: The shroud **forestay**, and jib halyard **rigging points** shall be between 4470mm) and 4572mm above the **mast datum point**.

29. Two **limiting marks** of 25mm width shall be painted around the mast in a colour to contrast with colour of the mast. Tape which is not readily removable and which soon becomes as permanently attached as paint (such as one mil Mylar) may be used. Easily removable tape such as electricians or plastic decorative tape is not acceptable. The **limiting marks** shall be located as follows:

For all boats built after January 1, 2001: The **upper point** to be not more than 6499mm above the **heel point**.

For all boats built before January 1, 2001: The **upper point** to be not more than 6109mm above the **mast datum point** (Need not be measured on boats built after Jan. 1, 2001). The **lower point** shall be at maximum 5112mm below the **upper point**. While racing the **mainsail** must be set so that its edges are within the inside edges of the **limiting marks**. A screw or

other stopper shall be placed at the **upper point** to prevent the **mainsail** to be hoisted higher than allowed. Masts with halyard locks at the masthead shall not be required to have a stopper.

30. The **mast spar** must weight 9.1kg minimum and nothing may be added to the basic mast except necessary fittings or reinforcements. **Corrector weights** up to 100 g shall be added to reach the minimum in any point to comply with the CG requirements. The center of gravity height from the **mast datum point** shall be 2521mm in the conditions when weighed. **Reinforcements may be added to the mast spars as long as they comply with these rules.**

30.1 Effective January 1st, 2016, Measurement Certificates shall include a mast diagram showing the location and amount of the **corrector weights**.

31. All boats must have a **forestay** and two side **shrouds**. No **backstay** may be used. The **forestay** must be all metal 2.5mm minimum diameter, either wire or rod and must be fastened to a tang or other deck fitting. The length of the **forestay** shall be such that it does not allow the mast to touch the back of the partner when the mast is restrained only by the **forestay** with **shrouds** and the mast push/puller off. The length of **forestay** and **shrouds** must be incapable of being changed during a race. The forward hole of the jib fitting shall be 6mm diameter max and its center shall be placed between 279 to 311mm from the **hull datum point**, measured straight parallel to the base line, and no more than 45mm above the **sheerline**. The fitting shall be capable to be connected to the spring attachment assembly currently approved.

31.1 Anchorages of **shrouds** may be under deck. **Shroud** anchorages or through-the-deck fairleads must be not more than 102mm inside the **sheerline** and between 1778mm and 1981mm aft of the stem.

31.2 The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable means. A tight rig is considered a suitable mast retaining system.

Movement of the mast, fore and aft, or lateral, may be restrained by blocks at deck level. Fore and aft guys may be used, with the guys attached to the mast no higher than **the lower point**. Mast shall not be moved at step while racing with a tolerance of 2mm.

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

31.3 The use of light elastic line (shock cord) not adjustable while racing to remove slack in the **forestay** and between the **shrouds** and the mast is permitted.

31.4 All other rigging optional. **Running rigging** optional. So-called streamlined rigging not permitted.

31.5 Boom Gooseneck: for booms built after January 1st, 2010 only. The gooseneck shall measure from the aft side of the mast to the connection with the boom, 42mm maximum. The gooseneck at the boom connection may be round or square but shall have a diameter of 13mm min if round or 13 x 13 mm max if squared. The boom shall have the hole of 13 x 13 mm.

32. The **boom** length shall be 2642mm maximum, measured from the aft side of the mast.

33. The maximum height of **boom**, including slot, shall be 102mm and minimum 89mm for a wood **boom**, 63mm for an aluminium **boom**. Minimum width 19mm for a plank **boom**, 22mm for an aluminium **boom**. Maximum width 76mm.

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

35. A **limiting mark** 25mm wide with the **outer point** distance located at 2559mm from the aft side of the mast will limit the length of **mainsail** foot. A screw or other stopper shall limit the **mainsail** foot so that the aftermost edge of the sail at the clew shall not be stretched beyond the **outer point**.

36. **Boom** shall be essentially straight with a max deflection of 10mm and shall not be tapered nor have lightening holes. The **boom** ends may be cut off with a maximum angle of 45°. The height of the **boom** at either end may be reduced for access to blocks or boltrope: the fore end of the boom slot may be reduced max 350mm from the front edge; the aft end of the boom slot may be reduced beginning from the aft side of the **limiting mark**. Only one **boom** may be measured during a regatta unless irreparable damage has occurred.

Weight Limit

37. The minimum weight, including mast, **boom**, rigging, mainsheet, one **whisker pole** or **whisker pole** launching system, **daggerboard**, rudder and tiller shall be 172.8 kgs. The **bare hull** including flotation **material**, hull fittings without **corrector weights** shall weight 125.2kgs (276 lbs) minimum. In addition corrector **weights** up to 15 kg may be permanently added in any location, subject to the requirements for Moment of Inertia and where they may be seen and shall be attached with peened over bolts or glass cloth (See Supplement to Measurement Data Sheet for Moment of Inertia Test). Boats that

do not meet the weight limit must have **corrector weights** permanently added before they can be given Measurement Certificate. Boats must be re-weighed at start of each season.

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

Sails

39. Competitors 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 competitor shall submit a request to the RC. If he owns more than one boat, he may use numbers corresponding to either boat In case of any duplicate, the RC will authorize the change on a first come first serve basis.

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.

National letters and sail numbers shall be securely attached so that the characters in one side of the sail do not overlap with characters on the opposite side. The numbers and national designation letter shall be according to RRS 1.2.

Insignia: The Class insignia shall be located immediately above the top batten, and shall be an accurate reproduction of the official insignia, which may be obtained from the Executive Director.

Honour award chevron may be displayed immediately below the top batten. The insignia and chevrons shall be centred between the leech and luff.

Insignia denoting honour awards shall consist of a chevron as shown below, which may be used in six colours as designated. No sail will display more than one chevron, it being the one corresponding to the highest Championship won.

Honours won and displayed on sails are awarded on a permanent basis, to the skipper, and not to the boat.

Gold – World Champion

Silver – European or Western Hemisphere & Orient Champion

Red – National Champion

Blue – Junior National Champion

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

Black – Fleet Champion

40. Materials: Any type of **woven** polyester fabric or polyester film/scrim three-ply **laminated** material may be used as long as it has a minimum weight of 111.4 grams per true square meter. Jibs manufactured after 1.1.2013 must use any allowed material of minimum 160gr/sqm. The weight of the material shall be indicated by the sailmaker by a stamp at the top of the sail. The use of jibs made of 160 gr/sqm shall be mandatory at national championship level, in all the regattas with a Deed of Gift published in the rulebook and in Regional Games. **Laminated** material approval is limited to commercially manufactured, readily available materials which are cost-competitive with woven materials and which have been specifically approved by the Rules Committee on a case-by-case basis. One transparent window of non-woven material may be used in each **sail**, if desired, with a maximum area of 1858 sq.cm. per window.

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

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

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

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

All measurements shall be taken disregarding roaches, straight-line. See supplemental drawing on limiting sail dimensions.

Mainsail shall be measured with **battens** in place.

Spinnakers are not permitted.

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

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

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

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

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

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

48. Maximum length of **mainsail battens**: (Pockets not over 38mm longer than batten)

Top batten 457mm

Center batten 686mm

Lower batten 610mm

Batten position is measured to the centre of the **batten pocket**.

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

50. The **mainsail leech** between the headboard and the upper **batten** shall be straight or curved to inside like the other **leech** sections (between **battens** and lower **batten** to clew). No roach is allowed.

51. Jib. The use of jib hanks is optional. If used, there shall be a minimum of 5 and maximum 10 hanks, one at each end of the luff and the others evenly spaced between them. If **sleeves** are used a maximum of 254mm of the **forestay** may be covered. Jib may be sheeted inside or outside **shrouds**.

No **battens** whatsoever allowed in the jib.

All jibs must be capable of being attached without disconnecting the **forestay**. The jib must have a wire or a fiber line (excluding PBO and Carbon) fixed to the **luff** while racing. Single jib luff lines/halyard systems are not allowed. The jib **luff** wire must be attached to deck and it cannot be moved while racing. **The halyard may be adjusted while racing.**

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

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

51.3 Head girth measurement: See supplemental drawing.

Approved Options Not Covered Elsewhere

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

52.1 Hiking straps: no restriction on number or location.

52.2 Tiller extension: no restriction. **The extension can be made of the combination of the following materials: wood, aluminium alloy, fiberglass, carbon fibre.**

52.3 Boom vang: no restriction.

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

52.5 Jib fairleads: no restriction on type and location.

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

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

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

52.9 Reserve.

52.10 All metric measurements are taken to the nearest millimetre. Questions must be resolved by using the customary system which is also shown, and which was used in designing the boat.

52.11 The maximum overall length of the **whisker pole** is 2642mm (104") and it may not extend in front of the bow of the boat or aft of the **boom** when not deployed. Pole launcher and retractor system using shock cord are allowed. The mast fitting from which a retractable **whisker pole** is launched shall not project further than the forward face of the mast.

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

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

Miscellaneous

52.14 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 alternative standard is prescribed otherwise in the Notice of Race. Race committees may require wearing them when racing when they consider it necessary.

52.15 Suitable paddle or oar must be carried.

52.16 A single towline of 15 meters (49') minimum length, and 8mm minimum diameter must be carried. It is not allowed to store the towline in the watertight compartments. SCIRA makes no prescription on anchor but some local authorities may require it.

52.18 Sliding seats, hiking boards, **trapeze** rigs and other artificial methods of supporting the skipper's or crew's weight to balance the boat are prohibited. This does not prevent the use of hiking straps or any kind of line or cord attached to the boat within 203 mm (8") of the top of the deck. It is permissible for the crew to hold on to the side stays.

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

Certified Builders

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

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

Certification by SCIRA will be required before hull numbers are sold to any new or established builders.

To renew the Certification, at least one boat of any ten manufactured or one boat per year, whichever is shorter shall be completely measured by an International Snipe Class measurer or an ISAF measurer.

An International Snipe Class Measurer, or the measurer's designee, shall measure all new boat molds of new builders and the first five (5) boats manufactured by new builders, at the builder's expense. There will be an International Snipe Class Measurers selected for Japan (1), for Europe (1), for South America (1), and for North America (1).

Any change made on the moulds of an established builder shall be communicated to the SCIRA office and the Chief Measurer

Every certified Class Builder shall select a Builder's Measurer, who shall be satisfactory to the builder's national Snipe Class Measurer.

The Builder's Measurer shall measure all the fittings, appendages, rig and spars of a new boat manufactured by the builder, to include weighing and the Moment of Inertia (MOI) test, at the purchasers expense. A Measurement Data Sheet (MDS) shall be completed in full by the Builder's Measurer for every new boat manufactured by the builder. The MDS shall then be mailed to the Executive Director of SCIRA and National Secretary, and a Measurement Certificate shall be given to the first purchaser. In the event that an MDS cannot be completed, for whatever reason, the MDS shall be mailed to the Executive Director of SCIRA with an explanation of the reasons why the MDS could not be completed. A copy of the MDS and the explanation shall also be mailed to the builder's national International Snipe Class Measurer. The purchaser shall only be charged a prorated measurement fee corresponding to the percentage of the MDS that was completed.

Every certified Class Builder shall correct manufacturing defects in the boats the builder manufactured, whenever they are found.

Any certified Class Builder who repeatedly fails to comply with any of the foregoing requirements, or who breaches the requirements in a material way, shall forfeit certification as a Class Builder, after due notice, and may not be re-certified for a period of at least one (1) year

All builders who are actively manufacturing boats as of December 31, 1999 shall be certified by SCIRA as established Class Builders under the foregoing requirements.