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

C.5.2 NOT FOR USE
(a) MANDATORY
1) Any floating single towing line of minimum 15m long and not less than 8mm in diameter. It shall not be stored inside watertight tanks.
2) Any paddle.
C.6 BOAT

C.6.1 WEIGHT

<table>
<thead>
<tr>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>172.8 kg</td>
<td>15 kg</td>
</tr>
</tbody>
</table>

The boat weight in dry conditions including compass shall be:

The total weight of correctors weights shall be

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.

C.7.2 LIMITATIONS

(a) 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.

(b) 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:
   • 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.
   • Minimum 25 mm high.
   • Minimum 350 mm long extending from the front of the daggerboard
   • Painted in a contrasting colour and on port and starboard sides.
4) The daggerboard retracted position limit mark shall not be above the top surface of the deck at the centreline of the boat.
5) 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.
6) 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.
7) 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.
8) Boats built before 1976 may use daggerboards with thickness between 7.5mm and 8mm
9) Any seals on the daggerboard case may be used only at the top of the daggerboard case.
10) 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 1\textsuperscript{st} January 2001 the diameter of the pintles shall be between 7.5mm and 8mm. For **hulls** built before 1\textsuperscript{st} 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 1\textsuperscript{st} 2001 the following limitations shall apply:

<table>
<thead>
<tr>
<th>Distance from the mast datum point to the upper point</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>6109mm</td>
</tr>
</tbody>
</table>

(e) For **masts** built between January 1\textsuperscript{st} 1992 to Dec 31\textsuperscript{st} 2000 the following limitations apply:

<table>
<thead>
<tr>
<th>The distance between the forestay, shrouds and jib halyard’s rigging point above the mast datum point shall be</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4470mm</td>
<td>4572mm</td>
</tr>
</tbody>
</table>

(f) For **masts** built from January 1\textsuperscript{st} 2010 the following limitations shall apply:

<table>
<thead>
<tr>
<th>The gooseneck length, measured from the aft edge of the mast to the connection of the boom shall be</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>42mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gooseneck size if round</th>
<th></th>
<th>13mm diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gooseneck size if squared</td>
<td></td>
<td>13x13mm</td>
</tr>
</tbody>
</table>
For **booms** built from January 1<sup>st</sup> 2010 the following limitations shall apply:

<table>
<thead>
<tr>
<th>Boom hole size to connect gooseneck</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>If round</td>
<td>13mm</td>
<td>14mm</td>
</tr>
<tr>
<td>If squared</td>
<td>13x13mm</td>
<td>14x14mm</td>
</tr>
</tbody>
</table>

### 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 1<sup>st</sup> 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 mainsailouthaul 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.

![Insignia Diagram]

<table>
<thead>
<tr>
<th>Colour</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold</td>
<td>World Champion</td>
</tr>
<tr>
<td>Silver</td>
<td>European or Western Hemisphere and Orient Champion</td>
</tr>
<tr>
<td>Red</td>
<td>National Champion</td>
</tr>
<tr>
<td>Blue</td>
<td>Junior National Champion</td>
</tr>
<tr>
<td>Green</td>
<td>Winner of an Invitational or District Regatta in which boats from five or more fleets have participated</td>
</tr>
<tr>
<td>Black</td>
<td>Fleet Champion</td>
</tr>
</tbody>
</table>

C.10.5 CONDITIONS FOR USE, MAINSAIL

(a) 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.

(b) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the upper point. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the outer point.

(c) The luff and foot bolt ropes shall be in the spar grooves or tracks at all times.

(d) A batten may be placed in each batten pocket.

C.10.6 CONDITIONS FOR USE, JIB

(a) The jib shall be hoisted and lowered on a halyard, which shall be connected to the luff wire or line by any system. The halyard may be adjusted while racing.

(b) The jib shall have a wire or a fibre line (excluding PBO and carbon) fastened inside the luff while racing.

(c) 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 0) 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

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The hull weight excluding correctors weights shall be</strong></td>
<td>125.2 kg</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chine radius</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>At station 1</td>
<td>19 mm</td>
</tr>
<tr>
<td></td>
<td>At station 2 from there aft</td>
<td>3 mm</td>
</tr>
<tr>
<td>Length of daggerboard case slot</td>
<td>546 mm</td>
<td></td>
</tr>
<tr>
<td>Width of daggerboard case slot</td>
<td>If made out of fiberglass</td>
<td>13 mm</td>
</tr>
<tr>
<td></td>
<td>If made out of wood or plywood</td>
<td>14 mm</td>
</tr>
<tr>
<td>Daggerboard case height at aft side</td>
<td>310 mm</td>
<td>313 mm</td>
</tr>
<tr>
<td>Top of daggerboard case parallel to base line. Tolerance</td>
<td>2 mm</td>
<td></td>
</tr>
<tr>
<td>Aft edge of slot perpendicular to base line. Tolerance at top</td>
<td>2 mm</td>
<td></td>
</tr>
<tr>
<td>Forward edge perpendicular to base line. Tolerance at top</td>
<td>6 mm</td>
<td></td>
</tr>
<tr>
<td>Vertical distance perpendicular to the sheer from bottom of mast step to mast datum point</td>
<td>390 mm</td>
<td>400 mm</td>
</tr>
<tr>
<td>Gudgeons internal diameter</td>
<td>8.0 mm</td>
<td>8.5 mm</td>
</tr>
</tbody>
</table>
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 THIKNESS

<table>
<thead>
<tr>
<th>Material allowed</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood</td>
<td></td>
<td></td>
</tr>
<tr>
<td>density &gt; 512 kg per cu meter</td>
<td>13 mm</td>
<td>19 mm</td>
</tr>
<tr>
<td>density ≤ 512 kg per cu meter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plywood shall have density &gt; 5,65 kg per cubic meter</td>
<td>10 mm</td>
<td></td>
</tr>
<tr>
<td>Plywood and GRP</td>
<td>Plus unlimited GRP</td>
<td></td>
</tr>
</tbody>
</table>

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
(a) 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.
(b) In self bailing cockpits there are no restrictions on method of construction.
(c) 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
(a) If less than 10 mm is used throughout the hull construction, any material as per D.1.5 may be used as cover.
(b) 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

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foredeck aft of hull datum point</td>
<td>1842 mm</td>
<td></td>
</tr>
<tr>
<td>Afterdeck length</td>
<td>457 mm</td>
<td></td>
</tr>
<tr>
<td>Deck height from sheer</td>
<td></td>
<td>127 mm</td>
</tr>
<tr>
<td>Splash board height from the deck</td>
<td>51 mm</td>
<td></td>
</tr>
</tbody>
</table>
D.3.3 MATERIALS
(a) Decks made entirely out of fiberglass may use any allowed sandwich construction.
(b) Total Deck Thickness:

<table>
<thead>
<tr>
<th>Material</th>
<th>minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plywood</td>
<td>6mm</td>
</tr>
<tr>
<td>Fiberglass</td>
<td>1.5mm</td>
</tr>
<tr>
<td>Fiberglass sandwich</td>
<td>1.5mm</td>
</tr>
</tbody>
</table>

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/sec^2.
- \( D \) = 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:

\[ I = \frac{2.6257m^2CT^2}{4\times3.1416^2} = 0.1746CT^2 \]

(a) The minimum moment of inertia of the hull as determined from above formula shall be: 271 Kg*m^2

(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.
A Class Rules

Effective date: 2018-02-26

<table>
<thead>
<tr>
<th>Thickness</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tapering permitted from the edges</td>
<td>9.5 mm</td>
<td>10.5 mm</td>
</tr>
<tr>
<td>Radius of bottom corners:</td>
<td>25 mm</td>
<td>13 mm</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Weight of the rudder blade including fittings and corrector weights</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rudder corrector weights:</td>
<td>2720 g</td>
<td>250 g</td>
</tr>
</tbody>
</table>

E.3.4 DIMENSIONS
See Part III.H.5

<table>
<thead>
<tr>
<th>Thickness (except the tiller connection area where there is no limitation of the thickness)</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19 mm</td>
<td>38 mm</td>
</tr>
</tbody>
</table>

(a) The cross section width shall be a minimum of 140 mm 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 305 mm 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**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast spar weight</td>
<td>9,1 kg</td>
<td></td>
</tr>
<tr>
<td>Corrector weights</td>
<td></td>
<td>100 g</td>
</tr>
</tbody>
</table>

**F.3.4 DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>From the heel point to the upper point</td>
<td></td>
<td>6499 mm</td>
</tr>
<tr>
<td>Mainsail luff mast distance</td>
<td></td>
<td>5112 mm</td>
</tr>
<tr>
<td>Standing rigging and jib halyard rigging point</td>
<td>4860 mm</td>
<td>4962 mm</td>
</tr>
<tr>
<td>above the heel point</td>
<td>32 mm</td>
<td></td>
</tr>
<tr>
<td>Transverse dimension at the upper point</td>
<td>2521 mm</td>
<td></td>
</tr>
<tr>
<td>The mast centre of gravity height</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**F.3.5 LIMITATIONS**

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

**F.4 BOOM**

**F.4.1 MATERIALS**

(a) For the construction of the boom only wood or aluminium alloy with minimum characteristics of 6063T6 is permitted.

**F.4.2 DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outer point distance</td>
<td></td>
<td>2559 mm</td>
</tr>
<tr>
<td>Total length from aft edge of the mast spar</td>
<td></td>
<td>2642 mm</td>
</tr>
<tr>
<td><strong>Boom spar cross section:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WOODEN BOOM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical</td>
<td>89 mm</td>
<td>102 mm</td>
</tr>
<tr>
<td>Transverse</td>
<td>19 mm</td>
<td>76 mm</td>
</tr>
<tr>
<td>ALUMINIUM BOOM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical</td>
<td>63 mm</td>
<td>102 mm</td>
</tr>
</tbody>
</table>
A Class Rules

Effective date: 2018-02-26

<table>
<thead>
<tr>
<th>Transverse</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom cut off external angles at extremities</td>
<td>22 mm</td>
<td>76 mm</td>
</tr>
<tr>
<td>Sail slot cut away at fore end at aft end.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>45°</td>
<td></td>
</tr>
<tr>
<td>350 mm</td>
<td>from the aft end of the limiting mark to the end of the boom</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Length</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2642 mm</td>
</tr>
</tbody>
</table>

F.6 STANDING RIGGING

F.6.1 MATERIALS
(a) **Standing Rigging** may be made with any wire or rod.

F.6.2 DIMENSIONS

<table>
<thead>
<tr>
<th>Forestay diameter</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2.5 mm</td>
</tr>
</tbody>
</table>

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

- **Mast**: +/− 6 on vertical measurements.
- **Chine**: +/− 3 on width, station 2 to stern.
- **Sheer**: +/− 6 on height.
- **Sheer**: +/− 1.5 on width.

Additional requirements: Refer to Rules.

H1 Hull Dimensions

- **Boom**: 2642 mm to off side of mast.
- **Stay Rigging Point (not less than 4470 mm and no more than 4572 mm above the hull datum point).**
- **Forestay** Shalyard:
  - +/− 10 to 300

**Additional requirements:**
- **Keel**
  - 457 minimum
- **Chine**
  - 576
- **Sheer**
  - 560

**Dimensions:**
- **787**
- **826**
- **625**
- **581**
- **553**
- **205**
- **206**
- **208**
- **209**
- **212**
- **216**
- **229**
- **230**
- **274**
- **400**

**Additional notes:**
- **Block to this exact height**
- **Block to this exact height**
- **Actual Hull Datum Point, not projection of sheer line**
- **Front of hole in the deck: 1494 mm from Hull Datum Point.**
- **All edge of daggerboard slot shall be between 2438 and 2464 mm from Hull Datum Point.**
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

32mm max

THEORETICAL POINT OF SHEER

Width measurements to inside of sheer line, or to the sheer line theoretical point.

Maximum radius 12mm
H.3  MOMENT OF INERTIA

- Spring Attachment Assembly
- Steel Plate, 150 x 150 x 4
- 19 Rod
- V-block, 50 x 19 x 50
- All dimensions are in mm
- CLR slot for M6 J-bolt
- 6.40 thru all M6 clearance hole
- Stem position will vary depending on hull balance point
- Detail A
- Detail B
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.
This dimension must be equal to the measurement from top of the daggerboard case to bottom of keel.

May be butt welded.

Make centerpunch here.

May be cut out.

Bottom of keel.
H.5 RUDDER

- Tiller above the deck by at least 18 mm
- 95 mm min.

140 mm min. in any section below
- Two inflection points only
- 30 mm max

- 254 mm +6/-0

Rudder Datum Point projected along the centerline of the keel +/- 6 mm vertical
- 311 mm +0/-3

- 337 mm +0/-0

- 127 mm +3/-0

- 127 mm +3/-0

- 305 mm

- 230 mm
H.6 SAILS

The batten must be even with the head
Top width 185

H.6.9

center of batten pockets to be
top batten +/- 36mm from three quarter
center batten +/- 46mm from half
lower batten +/- 60 mm from quarter

batten length
top 457 mm
central 686 mm
lower 610 mm

The batten must be even with the leech
APPROVED MAILAR LAMINATES AS FROM JANUARY 1ST 2013

For both sails  Bainbridge SL 1000P
               Diax 60 P
For main only  Dimension Polyant PM-05 (1.5 mil), formerly M 290