

SNIPES CLASS INTERNATIONAL
RACING ASSOCIATION
OFFICIAL RULEBOOK
1992-1995

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. The emblem of SCIRA is as illustrated on page # 3-11 of this Officer's Edition Rule Book.

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 owners of Snipe Class sailboats which have been properly measured and are currently registered 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 SCIRA upon application to the Executive-Secretary 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 owners. There shall be a Measurer or Measurement Committee for each Fleet, also elected by the owners. Meetings may be called by the Fleet Captains either at regular intervals or at the request of three or more members of such Fleets. A quorum shall consist of at least three owners of measured boats of the Class. 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.

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 twentieth birthday. The Junior Fleet shall come under jurisdiction of its Senior Fleet but may elect its own officers and hold its own meetings and point-score races exactly like any other Fleet but shall not be recognized as a Fleet by this Association. Junior Fleets shall be fully amendable to the Class rules, restrictions, 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 shall be responsible for the filing with the National Secretary of complete results of at least five Point Scoring Races each year upon the form approved by the Association. Failure to file such reports may result in the withdrawal of the Fleet Charter and suspension of the Fleet.

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 this Association and cannot be reinstated into membership until proof is submitted that they will comply with all the Class rules.

Section 15. Eligibility for Membership. Full membership shall be limited to the owners and co-owners of registered Snipe Class boats which conform to the restrictions of the Class.

Section 16. Obligations of Membership. Application for membership in this Association either by individuals or by Fleets implies that the applicants agree to abide by all Class rules.

Section 17. Privileges of Membership. A member of the Association in good standing, shall be entitled to the class emblem, to participate in races held by the Divisional Fleet of which he is a member, and in such other regattas held under the jurisdiction of the Association as he may qualify to enter, and to enjoy the advantages to Snipe owners afforded by the organization and management of the Association.

Section 18. Non-boat Owners. Associate membership shall be available to non-boat owners. Such members shall not have the right to participate in races.

Section 19. Dues. Each owner of a Snipe Class boat, shall pay to the association dues applicable to his country, the amount being determined by agreement between the National Secretary and the responsible General Secretary. Such 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. In the case of a co-owner, each co-owner pays the same amount.

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 this 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, a Rear Commodore and an Executive Director. 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.

Section 22.1. Executive Director. The Executive Director shall be elected by an absolute majority of the Board of Governors. He 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; to act as treasurer of the Association; 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. He shall receive compensation at a rate which the Board of Governors shall from time to time prescribe.

Section 23. Board of Governors. The Association shall be governed in all matters except as provided herein by a Board of Governors comprised of the Commodore, Vice Commodore, Rear Commodore, the Immediate Past Commodore, the Chairman of the International Rules Committee, the General Secretaries for Europe and the Western Hemisphere, the Secretaries of Northern, and Southern Europe, the Vice Secretary of Europe, the Vice Secretary of the Western Hemisphere, the U.S. National Secretary, and six (6) members-at-large.

There shall be four additional members, one shall advise on legal matters and have the title of Counselor, another is the Vice Chairman of the Rules Committee, the third is the Secretary for Eastern Europe, whose responsibilities shall be primarily promotion and communications, and the fourth is the IYRU Representative, charged with attending the IYRU meetings and representing the Snipe Class in all matters that arise with the IYRU. The term of office for the IYRU Representative shall coincide with the Olympic years. SCIRA shall fund the expenses of the IYRU Representative to the Annual IYRU Meetings, said funding not to exceed 1/2 of expenses with the total not to exceed \$500.00 U.S. None shall be entitled to a vote on the Board. No member of the Board of Governors shall be engaged in building Snipes or sails professionally.

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 prepare for distribution and forward to each member of the Board of Governors a ballot on matters before the Board, as necessary for a timely decision. The ballot shall make provision for a yes, a no, a table, and an amend position on each item on the agenda except as provided herein. The Executive Director shall count as officially cast all ballots signed by a Board member and received by him by the 15th of May, August, November or February for the March, June, September or December ballot, respectively. Agenda items shall be considered to have passed when the Executive Director has recorded a majority of yes votes on officially cast ballots except as provided herein. If any item is amended, it shall be carried forward to the next agenda along with the proposed amendments. The amendments shall be voted upon and the item as amended, carried forward to the following agenda for final vote. Additional amendments can be offered only once. Any item failing to pass after appearing with or without amendments on five (5) successive agendas shall be considered to have failed. No item substantially similar to an item which has failed to pass shall be added to the agenda within one year of the date of its failure to pass except at the request of an absolute majority of the Board of Governors. All proposals related to the Class Rules and Restrictions must first be referred to the International Rules Committee which shall report the proposal and its advice within six months of its referral, which proposal shall become an item of the agenda.

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 (5) fleet captains may, with a signed petition, have the right to place tentative items on the agenda. Tentative items shall be so designated on the accompanying ballot and provision made for a yes, a no, an amend, an include for the next agenda, or a drop from consideration position. Tentative items receiving unanimous yes or no votes with no amendments shall be considered enacted or defeated, respectively.

The Commodore, on the petition of 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 (3) months if petitioned, and the Executive Director shall give notice to all members of the Board of Governors at least thirty (30) days in advance. Every attempt should be made to schedule any such meeting in conjunction with a major championship to facilitate attendance. A quorum shall be an absolute majority of the Board of Governors. 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 in the SNIPE BULLETIN and shall report the status and disposition of all items. He shall report a summary of the Board's deliberations to the membership as accurately as possible.

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 Championship Regatta. The chairman of this meeting shall be the current Hemisphere

Secretary or if he is not present, the National Secretary of the country where the Championship is held. Secretaries not present may be represented by designated representatives from their countries who may vote for them, but otherwise, proxy voting shall not be allowed. Voting by mail 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.

Nomination of members for office may be made by a nominating committee appointed by the Commodore, no later than August first of each year, and these may be supplemented by any member of the Board of Governors. The Chairman of the Nominating Committee shall notify each voting member of the Board of Governors of said appointments and shall call for nominations to be received no later than October first. The Executive Director will mail ballots to each voting member and they shall be completed and returned to the Executive Director no later than the first day of December.

Officers shall be elected for one year, or until their successors are duly elected. The members-at-large shall be elected by the Board of Governors to serve three (3) year terms. Two members-at-large shall be elected each year. 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. 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.

Section 29. Rules and International Rules Committee. The Board of Governors shall appoint an International Rules Committee, the chairman and vice chairman of which are members of said Board, but the vice chairman shall not be entitled to a vote on the Board. This Committee shall maintain, study, and make recommendations on all class rules and restrictions. This Committee shall have power to re-word or clarify any rule or restriction whenever its meaning is deemed not clear or unfair. Proposed changes shall be circulated to all members of the International Rules Committee for comments and recommendations, and these shall be submitted to the Board of Governors for action. Rules changes may take effect only on January 1 of each leap year (1976, 1980, etc.) and then only if submitted to the Board as agenda items by June 1 of the preceding year. Each proposed rules change must appear on at least two agendas, with amendments offerable 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.

Whenever a "circular letter" from the International Rules Committee over the signature of the chairman appears in the SNIPE BULLETIN, the corrections, interpretations, or simplifications appearing therein shall become a part of the current OFFICIAL RULE BOOK.

Section 30. Amendments. Proposed amendments to Constitution or By-Laws, Rule Changes, etc. must be submitted to the Executive Director not later than June 1st of each year for consideration by the Board of Governors and Rules Committee.

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 office will begin January 1st of even-numbered years. The National Secretary for the United States shall be elected by those members of the Board of Governors from the United States. The National Secretary shall be the official representative of the Association in his country and will act as direct liaison between the General Secretary 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.

Section 33: Standing Committees: The Commodore shall appoint Board Members to serve as Chair of the following Standing Committees: Long Range Planning, Finance, and Promotion. Position on these committees is open to all Snipe class members, with appointments made by the Commodore.

BY-LAWS

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

Section 2. Racing 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 planked, 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 racing numbers, which must be burned, carved, or molded into the centerboard trunk in an unobscured position in figures of a minimum height of 1/2".

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 which 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. The original number shall remain with the boat. The Executive Director should be notified at once of a 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 applicable transfer fee shall be paid with all ownership changes.

Section 5. Measurement. Each boat, to be eligible to race, must hold a Certificate of Measurement recommended by the Measurer and approved by the Measurement 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 and send name to the National Secretary with the owner's current dues. The owner then becomes a member of the Association.

Section 6. Fleet Measurer's Duties. 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 which is found guilty of negligence or misrepresentation regarding measurement. 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 a minor importance to the boat's sailing qualities, the Measurer may give a Measurement Certificate good only for local races provided such discrepancies are clearly indicated on the Data Sheet. However, final decision shall rest with the Executive Director and Chairman of the International Rules Committee.

Section 7. Measurement Fees. 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 owner's dues for the ensuing year.

Section 8. Measuring Unattached Boats. Boats may be owned in localities where no divisional 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 and sails. Upon returning this to the national Secretary, together with Class dues, a Provisional Measurement Certificate will be issued provided the boat and sails are found to be within the limits of the Class. This Provisional Certificate shall be subject to ratification by an accredited

fleet measurer who shall remeasure the boat and who shall be empowered to recommend full Certificate of Measurement. Provisional Measurement Certificates will not permit a boat to take part in any important fleet races, such as the Internationals, North Atlantics, etc.

Section 8.1. Class Certificate. The International Rules Committee may approve individual measurers, e.g., a marine surveyor or a measurement committee at a national regatta, to recommend boats measured by them for Class Certificates. If accepted and issued by the Chairman of the International Rules Committee and the Executive Director, such Class Certificates shall obviate the need for a Fleet Measurement Certificate and shall permit the boat to race without re-measuring the hull at all national level regattas, and below, unless challenged before a given event by two or more competitors or during the event by the Race Committee, or until any alteration is made. The International Rules Committee shall advise the Board of Governors on the administration of Class Certificates

Section 9. Racing Rules. All races shall be run in accordance with the racing rules of the International Yacht Racing Union as adopted by the national authority.

Section 10. 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. In point-score races only the bona fide owner, its bona fide co-owner or the regularly recognized crew may be the skipper of the boat. In sanctioned events only a bona fide owner or co-owner may be the skipper. The same skipper must sail the boat throughout such a regatta. Co-owners may not sail borrowed boats where this would result in more than one boat having the same sail number.

Section 11. Certification by Fleet Captain. Each skipper participating in his National Championship or his Junior Championship must present credentials endorsed by his Fleet Captain certifying that his boat has properly participated in five official point-score races and/or sanctioned regattas of the current season.

Section 12. Crew Required. At least two persons must be aboard each Snipe in all races including the skipper.

Section 13. Point Score Races. Each Fleet Captain must give at least 3 days notice of the dates upon which Point Score Races are to be held. Results of Point Score Races should be sent to the Executive Director. Special forms may be had from the Executive Director for this purpose. Failure to report five Point Score Races for a season may mean the withdrawal of a fleet's charter and loss of standing by all members of such a fleet.

Section 14. Sanctioned Events. All fleets and clubs sponsoring regattas are encouraged to have these events sanctioned by the National Secretary. The National Secretary and the District Governor (if any) should be notified of the dates selected as far ahead as possible and a request for a sanction made on special Sanction Application Forms which will be furnished in triplicate by the National Secretary or District Governor (if any). These must be filled out in full and two copies returned to the National Secretary or District Governor (if any) for his final approval before submission to the Executive Director for official sanction and ratification of race dates. This is required to avoid conflict in racing dates and to insure compliance with the class "Rules for Conducting Sanctioned Regattas". If there is any question as to the suitability of the answers given in this application, it may be referred to the Board of Governors of this Association for final decision. The Executive Director shall sanction the regatta upon recommendations of the national Secretary or District Governor (if any), unless there is good cause not to do so.

Section 15. Professionals. No person shall be on board a Snipe during a race held under general or specific jurisdiction of the Association except those who participate in yacht racing as a pastime as distinguished from the means of obtaining a livelihood. No yachtsman shall lose amateur status by reason of the fact that his livelihood is derived from designing or constructing any boats or parts of boats or sails or from other professions associated with the sea and ships. Appeals or protests on this should be directed to the national authority.

Section 16. Sail Markings. No letters, numerals, or insignia other than the Snipe insignia, racing numbers, chevron awards, letters designating nationality, and a trademark approximately 4 inches in diameter, may be displayed on sails.

Section 17. Lost Measurement Certificate. If an owner shall lose the measurement certificate for his boat, application should be made to the Fleet Measurer for a new one.

Section 18. Racing Numbers. During all races, a skipper must use his own sails, and the number on the sails shall correspond to a measured hull on which dues for the current year have been paid and registered in the skipper's name. If he owns more than one boat, he may use numbers corresponding to either boat.

Section 19. Charter Fee. Each chartered fleet to be considered active 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 man, whose sole duty it shall be to see that the regatta is amply covered by the press. In sanctioned regattas, the publicity committee shall work to get complete press coverage not only locally, but also on the press associations; camera men, movie men, broadcasting and television.



MEASUREMENT CONVERSION TABLE

LINEAR MEASURE

1 inch = 2.54 centimeters
1 foot = 0.3048 meters
1 yard = 0.9144 meters
1 statute mile = 5280 feet = 1.6093 kilometers
1 nautical mile = 6076 feet = 1.852 kilometers

1 millimeter = 0.394 inches
1 centimeter = .3937 inches
1 meter = 39.37 inches
1 kilometer = .6214 miles
1 kilometer = .54 nautical miles

SQUARE MEASURE

1 square inch = 6.452 square centimeters
1 square foot = 929.03 square centimeters
1 square yard = 0.8361 square meters

1 square centimeter = .155 square inches
1 square meter = 10.764 square feet

CUBIC MEASURE

1 cubic inch = 16.387 cubic centimeters
1 cubic foot = 0.0283 cubic meters
1 cubic yard = 0.7646 cubic meters
1 cubic meter = 35.31 cubic feet

DRY MEASURE

1 pint = 33.60 cubic inches = 0.5506 liter

LIQUID MEASURE

1 pint = 28.875 cubic inches = 0.4732 liter
1 quart = 57.75 cubic inches = 0.9464 liter
1 gallon = 231 cubic inches = 3.7854 liters
1 liter = 1.06 quarts
1 liter = .26 gallons

WEIGHT MEASURE

1 ounce = 28.3495 grams
1 pound = 453.59 grams
1 kilogram = 2.2046 pounds

TEMPERATURE

To compute Centigrade: Subtract 32 from Fahrenheit and divide by 1.8

To compute Fahrenheit: Multiply Centigrade by 1.8 and add 32.

INSTRUCTIONS FOR FLEET MEASURERS

1. It is the responsibility of the Fleet Measurer to determine, accurately and carefully, that each Snipe he measures meets all the requirements in the Measurement Data Sheet. He should be particularly careful to note any attempt, either on the boat or sails, to gain a racing advantage for the boat, even though this advantage may not be specifically prohibited in the restrictions. The completed Measurement Data Sheet is sent to the SCIRA office by the Fleet Measurer.
2. A Measurement Certificate is completed at the same time as the Measurement Data Sheet. The Certificate is presented to the owner of the boat, who endorses it to a new owner, should he sell the boat. He is requested to inform the SCIRA office of the name and address of the new owner, in the event of sale of the boat.
3. The Measurer should inform the owner that changes in the boat will void the Certificate. Any changes must be remeasured, and the Certificate countersigned and dated by the Measurer to indicate that the boat has been re-examined, and the changes approved.
4. Measurers are elected or appointed by local fleets, and shall have the sole power to issue Measurement Certificates. Measurers shall use the Measurement Data Sheet as a guide to their duties. Upon request by an owner, a Measurer shall, at his earliest convenience, pass upon the boat by filling out this sheet. Measurers shall not approve boats which contain departures from the plans and restrictions, or infringe the letter and/or spirit of these rules.
5. In cases where a boat is found to be ineligible to receive a Measurement Certificate, the Measurer must notify the owner, the fleet captain, and the Executive Director. The identifying number shall be retained by the boat. The owner may appeal to the fleet captain, who shall make a full report to the Executive Director. The Executive Director shall make a full report to the Chairman of the Rules Committee. The decision of the Rules Committee shall be final. There can be no further appeal. Until such a decision is announced, the boat cannot receive a decal for participation in SCIRA events.

RESTRICTIONS AND MEASUREMENTS

Conforming to Measurement Sheet "F"

For all boats built after January 1, 1992, EXCEPT AS NOTED

1. Measurers must fill in every blank space provided on this sheet. Each dimension shown must be verified by the measurer and if the dimension is not either the maximum or minimum or between the two, the measurer may recommend certificate good for local races only on home built boats, if discrepancy is MINOR and clearly shown. No discrepancies permitted on professionally built boats.
2. This boat must have been assigned a racing number by the Association which must be carved, burned, or molded into the centerboard trunk in an unobscured position. Minimum height of these numbers must be 1/2" (13mm). Unless this is done, the boat cannot receive a Certificate of Measurement. In order to be eligible to race, every boat must have an official decal for the current year, permanently attached to the starboard side just forward of the transom. Decals will be issued by the appropriate secretary for each year that dues are paid.
3. Official Racing Number of boat on trunk.
4. Boat's Name.
5. Full name(s) and address(es) of owner(s).
6. Name and charter number of the fleet in which this boat is expected to compete.

GENERAL RESTRICTIONS

7. Boats to be eligible to race in this class must be built to conform in every way to this data sheet. A boat that does not meet all these requirements shall be ineligible to receive a Certificate of Measurement but it must retain its identifying number. Such boats cannot take part in any open or closed regattas whatsoever. Owners of such boats shall be ineligible to join SCIRA. The measurer must notify the Executive Director of any boats that cannot pass these requirements, giving the boat number, and name and address of both the builder and owner.

8. Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such. The purpose of the restrictions under which Snipe hulls and sails are approved is to insure that, to as great a 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 in 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 from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.

APPROVED OPTIONS NOT COVERED ELSEWHERE:

- 8.1. Self-bailing cockpit: No restriction on method of construction.
- 8.2. Hiking Straps: No restriction on number or location.
- 8.3. Tiller Extension: No restriction on cross section or length.
- 8.4. Boom Vang: No restriction on type. May be used at any time.
- 8.5. Cleats for Jib Sheets or Mainsail Sheets: No restriction on number, type or location.
- 8.6. Jib Fairleads: Any type or location permitted.
- 8.7. Mainsheet Bridle: Any type or location permitted. May be adjusted while racing.
- 8.8. Attachment of Jib Tack: The jib luff wire at the deck must be attached so it cannot be moved while racing. Tension on the cloth in the jib luff may be adjusted while racing. This restriction shall apply to all boats without regard to date of manufacturer.
- 8.9. Mainsail Clew Outhaul: Any type permitted. May be adjusted while racing.
- 8.10. Sliding Goosenecks: May be on track or in slot in mast. May be swiveling and may incorporate roller reefing gear. Must have some means to prevent downward movement beyond position giving maximum legal length of luff. The position of the gooseneck may be changed while racing. The tack of the sail shall be so located that the bolt ropes do not deviate appreciably from a straight line.
- 8.11. All metric measurements are taken to the nearest one-tenth of one millimeter. Questions must be resolved by using the customary system which is also shown, and which was used in designing the boat.
- 8.12. Movement of the mast, fore and aft or lateral, may be restrained by blocks at the deck level. Fore and aft guys may be used, with the guys attached to the mast no higher than the top band of the lower set of bands. Mast shall not be moved at the maststep while racing.
- 8.13. Floorboard are optional.
- 8.14. FOR ALL BOATS: The maximum overall length of the whiskerpole is 104" (2641.6 mm) 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 systems using shock cord are allowed.
- 8.15. FOR ALL BOATS: Aramid fiber lines may be used only in the running rigging, but carbon or aramid fibers or micro-grooved film are not be used elsewhere in the hull construction, or equipment.
- 8.16. No electronic devices other than timers shall be used on the boat.

9. Boats must be measured by officially appointed or elected Fleet Measurers or by Class Measurers approved by SCIRA. No certificate shall be acceptable unless recommended and signed by such a Measurer. Boats must be weighed at the start of each season. Sails are subject to remeasurement and to cancellation of approval at any time. They must be measured at the start of each season and so marked. On any measured item (mast, boom, rudder, or centerboard), only one can be measured and these items can be changed only on irreparable damage or loss.

HULL

10. Thickness of sides, transom, sides of centerboard trunk and bottom:

Fiberglass: 1/8" (3mm) min.

Fiberglass & Foam Sandwich or Fiberglass and Honeycomb Sandwich: 1/8" (3mm) Outerskin and 1/16" (1.5mm) Inner skin min.

Wood: Density of .0185 lbs per cubic inch (512 Kg per cu. meter) or greater - 1/2" (12.7mm) min.

Density of less than .0185 lbs per cubic inch (512 Kg per cubic m) - 3/4" (19.1mm) min.

Plywood: 3/8" (9.5mm) min.

Plywood and fiberglass: 3/8" (9.5mm) minimum plywood, plus fiberglass.

Thickness of plywood deck: 1/4" (6.4mm) minimum. Exterior grade may be used.

11. Keel width 4" (101.6mm)+ or -1/8" (3.2mm) on flat under surface from stern to station 2 and minimum 2" (50.8mm) wide at station 1.

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

13. Maximum chine radius is 3/4" (19.1mm) at station 1, tapering to 1/8" (3.2mm) at station 2, and is 1/8" (3.2mm) from there aft.

14. Maximum lack of flatness in any cross section is 1/8" (3.2mm) per foot (304.8mm) of distance over which the lack of flatness is being checked.

DECK

19. Forward deck. This must extend the full width of the boat to a point at least 72 1/2" (1841.5mm) aft of the stem. Maximum crown of deck 5" (127mm). The top of the sprayboards must be minimum 2" (50.8mm) vertically above deck for minimum 2' (609.6mm) of their respective lengths. Maximum projection of deck or sheer molding beyond sheer is 11/4" (31.8mm) in a horizontal plane, level with the sheer.

20. After deck minimum 18" (457.2mm) in length.

COCKPIT

22. Maximum width of cockpit 40" (1016mm). 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 2" (50.8mm) below the sheer. Cockpit corners may be square or rounded to any desired radius.

CENTERBOARD

25. Verify dimensions with drawing. No other shape permitted. Slot in centerboard trunk maximum 21-1/2" (546.1mm) long and no more than 1/2" (12.7mm) in width if in fiberglass nor 9/16" (14.3mm) if in wood or plywood. The aft edge of centerboard trunk shall be perpendicular to base line. Forward edge of centerboard trunk shall either be perpendicular or slope forward 1/4" (6.4mm) maximum at the top of trunk. Boards must be uniform thickness except within 1" (25.4mm) of edges which may be tapered off. Centerboard may be cut out for lightness. (See drawing.) The top of the front leg of a centerboard may be sloped back at an angle not greater than 45 degrees, starting at a point 12" (304.8mm) above the centerpunch mark 33-1/2" (850.9mm) from the bottom of the board. The handle of the centerboard shall be installed in such a manner that the aft edge of the centerboard is perpendicular to the base line when the centerboard is completely down.

26. FOR ALL BOATS: The centerboard must be restricted while racing, in such a manner that not less than 12 inches (304.8mm) extends below the keel when the board is at its maximum height. To permit checking the position of the centerboard while racing, a band 1" wide shall be painted on each side of the board, the top of the band being even with the surface of the deck at the centerline of the boat when the board is raised to this maximum height. A safety line must be used on the centerboard while racing.

27. The dimensions for centerboards as given on the drawing on the back of this sheet must be adhered to. There shall be no inserts or other means of changing the distribution of the weight. Centerboards shall be made of any hard aluminum alloy. 6061T6 or its equivalent is recommended. The thickness of the centerboard shall be 3/8" (10mm). If seals are used on the centerboard trunk, they shall be used at the top of the trunk only. Any type of seals may be used.

RUDDER

28. See that rudder is substantially made of wood, fiberglass or fiberglass and foam. See that tiller is strong and attached firmly to rudder head in such a manner that it cannot be slid fore and aft. There shall be a suitable means of preventing rudder from falling off with boat inverted.

29. The basic rudder thickness above and below the waterline shall be 3/4" (19.1mm) minimum and 1-1/2" (38.1mm) maximum.

31. The width of blade below waterline shall be 10-1/4" (260.4mm) maximum and 10" (254 mm) minimum. This measurement is taken across rudder at approximately right angles to its leading edge.

32. Metal rudder blades are prohibited. Where pivoting rudders are desirable because of purely local conditions, they may be used for local point score races only. They may not be used in any regattas or championships.

Tillers must be direct connected and all above the aft deck. Rudder must at all times be mounted essentially parallel to the transom. Vertical adjustments or changes in angle are not permitted. Rudder must be attached to the transom and as close to the transom as conveniently possible with 1-1/2" (38.1mm) maximum clearance. The minimum weight of the rudder including pintles shall be 6 pounds (2.72 kg) on all boats.

MAST, BOOM AND RIGGING

33. Only one mast may be used during a regatta unless irreparable damage has occurred. It shall be stepped on the keel, or no higher than 2" (50.8mm) above the top of flotation tank in bottom. The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable means.

34. The minimum allowable length from sheer molding shall be 20'1" (6121.4mm).

35. The center line of the mast shall be located 60 (1524mm) to 64 inches (1625.6mm) aft of the stem. This measurement shall be taken to the mast step. The hole in the deck where the mast goes through the deck shall have a maximum size of 3" (76.2mm) athwartship x 10" (254mm) fore and aft. A 60" (1524 mm) mark showing on either side of the mast step shall be molded in the hull.

36. Rotating masts are prohibited.

37. The mast must be minimum 1-1/4" (31.8mm) athwartships at the top band or at any point below. On all boats: Any taper in the mast above the stay intersection shall be essentially a uniform taper.

38. If mast is made of wood, it must be minimum 2" (50.8mm) athwartships and minimum 3" (76.2mm) fore and aft at deck. If mast is round (not streamlined), the dimension at deck shall be minimum 2-1/2" (63.5mm) in diameter.

39. Spreader length and rake limit shall not be adjustable while racing, on any boat.

41. Measure distance from sheer to the intersection of the jib stay with surface of the mast. See sketch on measurement drawing for method of determining the intersection. The shroud, jibstay, and jib halyard intersect with the surface of the mast shall be between 14'8" (4470mm) and 15'0" (4572mm) above the sheer. This shall apply to all boats built after January 1, 1992 and to replacement masts on older boats if so desired.

42. Halyards must be used, and they must lead down the mast toward the boat, alongside or inside the mast. The length of the luff of the mainsail shall be limited while racing by the following means:

Bands 1" (25.4mm) wide shall be painted around the mast in color to contrast with the color of the mast, the bands being located as follows:

1. The lower edge of the top band to be not more than 20'1/2" (6108.7mm) above the sheer.

2. An additional band, the upper edge of which shall be a maximum of 16'9-1/4" (5111.8mm) below the lower edge of the corresponding top band.

3. Two additional bands, the lower edge of each band being 6" (152.4mm) below the lower edge of the previously specified bands, may be installed. These additional bands are optional.

In racing, the sail must be set so that the edge of the sail is limited at the top by the lower edge of one of the bands, and at the bottom by the top edge of a corresponding band. Tape which is not readily removable

and which soon becomes as permanently attached as paint (such as one mil mylar) may be used for bands. Easily removable tape such as electricians or plastic decorative tape is not acceptable.

43. Length of boom shall be 8'8" (2641.6mm) maximum, 8'6" (2590.8mm) minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the boltrope). The foot of the mainsail shall not be stretched beyond the following limit while racing; the aftermost edge of the sail at the clew shall not be farther aft than the forward edge of a band 1" (25.4mm) wide, and forward side of which is 8'4-7/8" (2562.2mm) aft of the aft edge of sail slot in the mast.

44. The maximum depth of boom, no matter what type or material shall be 4" (101.6mm) at its widest point, minimum 3-1/2" (88.9mm) for a wood boom. Maximum width at any point 3" (76.2mm). Minimum thickness of plank boom 3/4" (19.1mm). If slotted boom is used, the maximum depth of 4" (101.6mm) includes the material forming the slot. Booms shall be essentially straight and shall not be tapered nor have lightening holes.

45. Aluminum extrusions may be used for masts and booms and masts may be tapered subject to Para. 37. Masts must be made of alloy 6061T6 or equivalent. Booms may be made of alloy 6063T6 or equivalent. Weight of such mast with winches, halyards, stays, gooseneck, spreaders and butt end must be at least 20 lbs (9.1kg), and nothing may be added to the basic mast except necessary fittings or reinforcements. Center of gravity in the condition when weighed, with the stays and halyards extended full length and temporarily taped to the mast, shall be at least 60 inches (1524mm) above the upper band of the lower set of bands. Masts having an athwartship dimension of 2-1/8" (54mm) or less must use spreaders. Any section which may be used for a mast may be used for a boom. For booms only, a basic section 2-1/2" (63.5mm) deep and at least 7/8" (22.2mm) wide at its widest point may be used. The height of the boom at either end may be reduced for access to the boltrope.

46. Boom and mast may be slotted to take sail bolt rope provided dimensions are met.

47. Deliberately left blank.

48. All boats must have a jib stay and two side shrouds. The jib stay must be all metal 3/32" (2.4mm) minimum diameter, either wire or rod and must be fastened to a tang or other deck fitting. The length of the jib stay shall be such that it does not allow the mast to touch the back of the partner when the mast is restrained only by the jib stay and shrouds and the mast push/puller is off. THIS APPLIES TO ALL BOATS. No backstay may be used. Shroud anchorages or through-the-deck fairleads must be not more than 4" (101.6mm) in from the sheer, and between 70" (1778mm) and 78" (1981.2mm) aft of stem. Anchorages of jib stay and shrouds may be under deck, but location and length of jib stay and shrouds must be incapable of change during a race. The use of elastic light line between the shrouds and the mast is permitted.

50. All other rigging optional. So-called streamlined rigging not permitted. Running rigging optional. If, in the opinion of the Measurer, the rig shall be considered unsound, weak or unseaworthy, the Measurer must not recommend a Measurement Certificate. Changes must not be made after the Certificate is issued, unless the owner has Measurer recheck the rig.

WEIGHT LIMIT

51. THE BOAT COMPLETE MUST BE WEIGHED. THIS WEIGHT DOES NOT INCLUDE PADDLE, LIFE PRESERVERS, BAILING EQUIPMENT (unless permanently attached), SAILS, OR ANY OTHER LOOSE GEAR. IT DOES INCLUDE MAST, BOOM, RIGGING, MAINSHEET, WHISKERPOLE OR WHISKERPOLE LAUNCHING SYSTEM, CENTERBOARD, RUDDER, AND TILLER. BOATS THAT DO NOT MEET THE WEIGHT LIMIT MUST HAVE WEIGHT PERMANENTLY ADDED BEFORE THEY CAN BE GIVEN MEASUREMENT CERTIFICATES.

52. The weight of this boat as outlined above is lbs.
Amount of ballast lbs.

BALLAST LOCATION MUST BE MARKED ON DIAGRAM ON PAGE FOUR OF MDS

53. All boats must be weighed before issuing a measurement certificate and must be re-weighed at the start of each season.

54. The Measurer shall either witness the weighing of the boat or require the owner to furnish a weight certificate signed by at least two witnesses and the owner as well as the owner of the scales, that the minimum weight of the boat complete complies with this paragraph. The minimum weight shall be 381 lbs (172.8 Kg). The bare hull including deck, centerboard trunk, floorboards, flotation, hull fittings, and sailaway equipment shall weigh 276 lbs (125.2 Kg) minimum. In addition ballast up to 33 lbs (15Kg) may be permanently added in any location, subject to the requirements for Moment of Inertia. All ballast must be installed where it may be seen and it shall be attached with peened over bolts or glass cloth. The bare hull including ballast as defined above shall be subjected to the moment of inertial test as contained in the Supplement to the Measurement Data Sheet for Moment of Inertia Test.

55. Weight certificates from builders will not be accepted.

56. 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 6" (152.4 mm) above the water when the boat is supporting 300 lbs (136.1 kg). This may be accomplished by means of tanks, flotation bags, self-bailing cockpits, increased low density flotation material, or other suitable means. Holes with maximum total area 100 square inches (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 45 square inches (290.3 sq.cm) total. In boats meeting the requirements of this rule, the centerboard trunk may have a minimum height of 9" (228.6 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 2" (50.8 mm) above the water level in the boat after capsizing and being righted.

MISCELLANEOUS

58. Measurer must notify the owner of the following essential requirements: Boat must carry wearable life preservers for all occupants at all times, and race committees may require wearing them when racing when they consider it necessary. Suitable paddle or oar must be carried. A towline of 33' (10 meters) minimum length, and 1/4" (6mm) minimum diameter must be carried. SCIRA makes no prescription on anchors but some local authorities may require them. This applies to all boats.

59. There shall be no advertising matter whatever on the outside or inside of any boat or on its sails, except as allowed by the SCIRA Event Sponsorship Policy (see page 3-14). Any boat infringing this ruling shall be subject to loss of measurement certificate. Measurers shall not issue a certificate to any such boat.

60. Give name and address of builder of boat. (Adequate space provided on MDS)

61. 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 8" (203.2 mm) of the top of the deck. It is permissible for the crew to hold on to the side stays.

SAIL MEASUREMENTS

62. A grommet may be installed in the mainsail to permit tightening the luff while racing. This grommet shall be located 6" (152.4 mm) maximum above the top of the boltrope on the foot of the sail, and 2" (50.8 mm) maximum aft of the aft side of the luff rope. A line may be rigged through this grommet in any manner desired in order to tighten the luff.

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

64. In all races, skippers must use their own sails. Borrowed sails may not be used. The number on the sails shall correspond to a measured hull on which dues for the current year have been paid and registered in the skipper's name. If he owns more than one boat, he may use numbers corresponding to either boat. Numbers must be 10" (254 mm) high.

65. Material: Any type of woven fabric may be used as long as it has a minimum weight of 3 ounces per square yard (101.7 gr. per sq. meter)(note: most weights for sail material are given in ounces per lineal yard and in

varying widths, which are generally around 28"). A transparent window of non-woven material may be used in the jib if desired. Maximum area, two square feet (185800 sq.mm). The use of Mylar (polyester film) is not permitted in the jib sail cloth material.

66. The dimensions for sails 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 remeasurement and cancellation of approval at any time. They must be measured at the start of each season and so marked. Disregard roaches; use straightline measurements, taken to the center of the mainsail headboard hole and in all other instances to the centers of the grommets normally located just inside the roping at the corner of the sails. The supplemental drawing on limiting sail dimensions shall be used when it appears that an effort has been made to make an over-sized sail. All measurements shall be taken to centers of grommets and no allowance shall be made for mislocated grommets resulting in the sail being smaller than the maximum size permissible. If a grommet is located farther from the edge of the sail than is permissible, the sail must not be accepted. The foot, and the head grommet to midpoint of the foot of the jib, and leeches shall be subjected to a direct line pull of 8 pounds (3.6 kg) when being measured. Mainsails should be measured with battens in place.

67. Mainsail Dimensions.

Maximum dimension of leech 17'6" (5334 mm)

Mainsail luff and foot need not be measured. The limiting dimensions are checked on the mast and boom when the boat is racing. The maximum dimension across the sail from the midpoint of the luff to the midpoint of the leech is 5'10-1/2" (1790.7 mm). Determine the midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack. Determine the center of the leech using the headboard grommet and the grommet at the clew. Spread the sail out flat, smoothing out the wrinkles and measure between the points. No tension need be applied unless necessary to remove wrinkles. The measurement for mid-point girth of mainsail does not include the boltrope. The measurement is from the inside of the boltrope to the leech.

68. Maximum lengths of mainsail battens:

(Pockets not over 1-1/2" (38.1 mm) longer than batten)

Top batten (18") (457.2 mm)

Center batten (27") (685.8 mm)

Lower batten (24") (609.6 mm)

69. The headboard in mainsail maximum 6" (152.4 mm) measured perpendicular to the luff.

70. Placing of racing numbers, letters and emblems shall comply with IYRU, and USSA Rule 25, and additional detail requirements of this class rule.

Racing numbers shall be located at different heights on the two sides of the sail, the median distance down from the top of the sail being between one third and one half the distance from the top of the sail to the boom.

The use of letters to designate the country in which the boat is registered is required and the letters shall be at different heights on the two sides of the sail (except A, I, M, and U) and shall be above the numbers on both sides.

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. Honor Award Chevrons may be displayed immediately below the top batten.

The insignia, chevron, national designation, and racing number shall be centered between the leech and luff. The numbers and national designation letters shall be 10" (254mm) in height and 6" (152.4 mm) in width (except 1 and I).

71. Jib Dimensions

Foot 6'5" max. (1955.8 mm)

Head grommet to midpoint of foot. 12'2" max. (3708.4 mm)

Luff 12'3" max. (3733.8 mm)

Leech 11'6" max. (3505.2 mm)

72. FOR ALL BOATS: The use of jib hanks is optional. If used there shall be a minimum of 5 and a maximum of 10 hanks, one at each end of the luff and the others evenly spaced between them. Jibs may be sheeted inside or outside shrouds. No battens whatever allowed in jib. No headboard permitted in jib. If glove fasteners are used a maximum of 10 inches (254 mm) of the forestay may be covered. All jibs must be capable of being attached without disconnecting the forestay. The jibs must have a wire permanently attached in the luff, with a washer or other positive stop, to prevent pulling of the jib beyond the dimensions given in Paragraph 71 above, and the luff shall be measured with sufficient tension to straighten the wire. Other measurements shall be made with a pull of 8 lbs (3.6 kg). The roach on the leech and foot shall form a uniform curve with constant radius, tangent to a 3/4" (19.1 mm) radius centered at the grommet in the head, and a 1" (25.4 mm) radius centered at the grommets in the tack and clew. The maximum girth measurement for new sails shall be 4-1/4" (108 mm) at the head.

73. Loose-footing any mainsail prohibited. Spinnakers not permitted.

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

75. A SCIRA sail royalty label must be permanently sewn on every mainsail and every jib in countries where required. It is the obligation of the sailmaker to buy these labels from the Association office. No new sail can be accepted by a member for racing purposes without a label; it is not a Snipe sail unless the royalty label appears thereon. Insignia denoting honor awards shall consist of a chevron as shown below, which may be used in five colors as designated. No sail will display more than one chevron, it being the one corresponding to the highest Championship won. Honors won and displayed on sails are awarded on a permanent basis, to the skipper, and not to the boat. The chevron will be placed immediately under the Snipe insignia and different colors will be used as follows:

Gold - World Championship

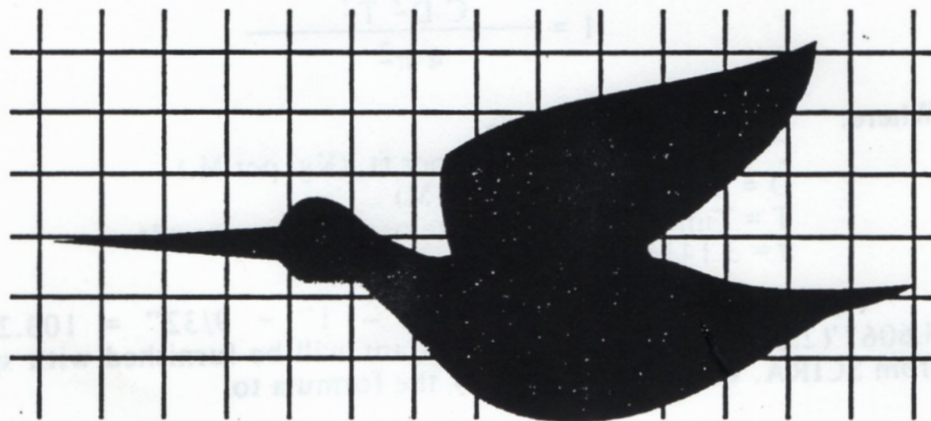
Silver - European or Western Hemisphere Championship

Red - National Championship

Blue - Junior National Championship

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

Black - Fleet Championship



CONSTRUCTION OF FIBERGLASS HULLS

76. Only professional boat builders can make fiberglass Snipe hulls. Effective January 1, 1965, the construction of fiberglass hulls has been allowed under the same tolerances as approved by IYRU 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 the hull.

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.

FLOTATION: 6-1/2 cubic feet (.184 cu.m) of Styrofoam, Urethane foam, or equivalent, having a density of 2-1/2 kg per cubic foot (40 kg cu.m) maximum must be built into the hull. Balsa wood enclosed in resin-impregnated fiberglass cloth is considered equivalent. Supposedly airtight compartments are not considered adequate.

TOLERANCE: All fiberglass boats are to be measured to standard tolerances. The thickness of the hull must be uniform except where reinforced locally such as at the 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, floorboards may be bonded directly to the bottom of the boat, omitting supports. A fiberglass and foam sandwich floor structure may be used. Wood and plywood are acceptable local reinforcements.

DECKS: the deck may be plywood as specified in the measurement data sheet, or it may be fiberglass. In general, a fiberglass deck will require some type of double surface and core construction to secure adequate stiffness. Each builder's method of construction must be approved by the Rules Committee.

CONSTRUCTION OF PLYWOOD HULLS

77. **BOTTOM AND SIDES:** The weight of the plywood used must be at least one pound, two and one-half ounces per square foot (5.65 kg. Per square meter). If 3/8 inch (9.5 mm) material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

FLOTATION: Three cubic feet (.085 cu.m) of Styrofoam must be installed in the hull.

MOMENT OF INERTIA TEST

78. All bare hulls, as defined in paragraph 54 must be subjected to the moment of inertia test. (For a full description of the method, see SUPPLEMENT TO THE MEASUREMENT DATA SHEET FOR MOMENT OF INERTIA TEST. ENCLOSED AS PART OF OFFICER'S EDITION OF THIS 1992-1995 RULEBOOK.)

The moment of inertia of the hull is calculated from the following formula:

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

Where: I = Moment of inertia
C = Spring constant, lb. per ft. (Kg. per M.)
D = Distance to axis, Ft (M)
T = Time of one complete oscillation, seconds
 $\pi = 3.1416$

For our purpose, $D = 104'' - 1'' + 9/32'' = 103.281 = 8.6067' (2.6233M.)$ The spring constant will be furnished with springs from SCIRA. We can now simplify the formula to:

$$\text{(English)} \quad I = \frac{8.6067 \text{ ft}^2 C T^2}{4 \times 3.1416^2} = 1.8763 (C T^2) \text{ slug ft.}^2$$

$$\text{(Metric)} \quad I = \frac{2.6233 \text{ m}^2 C T^2}{4 \times 3.1416^2} = .1743 C T^2$$

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

English - 200 (slug foot squared)

Metric - 27.6 (metric slug meters squared)

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

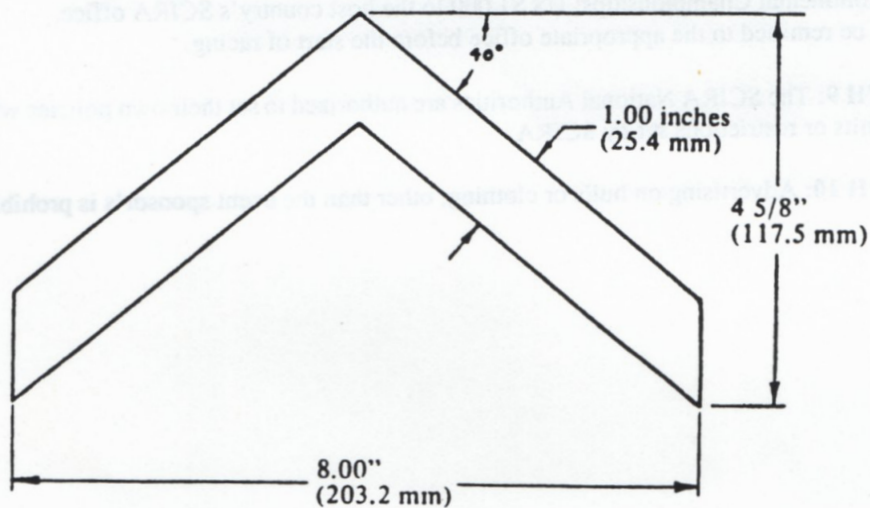
The Moment of Inertia for this boat is (Adequate space provided on MDS Sheet F.)

Amount of weight and location (Adequate space provided on MDS Sheet F.)

NOTE: The location of, and complete description of weight/ballast added to bring boat into conformity with MOI requirements must be marked on the boat diagram on Page 4 of the MDS Sheet F.)

EXCEPTION TO APPLICABILITY OF PRIOR RULES

The new centerboard shape and thickness must be used after January 1, 1976 on all boats in the World Championship, Western Hemisphere Championship and European Championship. Those existing boats which cannot use a 3/8" (10mm) thick board because of trunk slot width shall use a 5/16" (8mm) thick board of the new shape. The length of the trunk slot shall be 21-1/2 inches (546.1mm) maximum.



SCIRA EVENT SPONSORSHIP POLICY

PARAGRAPH 1: There shall be no advertising matter whatsoever in or on any boat, its sails or competitors clothing except as provided in Paragraph 2.

PARAGRAPH 2: The organizers of events listed in Paragraph 3 may request that competitors display advertising material under the restrictions outlined in paragraphs 4 through 7.

PARAGRAPH 3: The following events are eligible for advertising on boats or clothing: Worlds, European, Western Hemisphere, and Continental (North and South American, Southern Europeans, etc) and National Championships at all levels, i.e. Master, Senior and Junior. The advertising policy for an event shall be stated in the Notice of Regatta.

PARAGRAPH 4: Under no circumstance will advertising be mandatory. The final decision on whether to display advertising shall remain with the skipper. There shall be no penalty or inducement of any type for a skipper who chooses not to display advertising, and he shall be entitled to all benefits both on and off the race course.

PARAGRAPH 5: The entry fee and any other fees associated with the event shall be uniform for all skippers, whether or not they display advertising. This shall include fees associated with social events.

PARAGRAPH 6: Advertising on the boat shall be restricted to the hull of the boat and shall not exceed 25 cm x 60 cm (10" high by 24" long) per each side of the boat. All advertising material shall be displayed aft of the shrouds and shall be no closer than 10 cm (4") to the current SCIRA dues decal.

PARAGRAPH 7: Only one advertisement or logo shall be visible on a competitors clothing at one time.

PARAGRAPH 8: For those Event Organizers that do choose to allow advertising, the following fee schedule shall apply:

- A. World Championships: US \$5,000 to the SCIRA Office.
- B. European and Western Hemispheres: US \$2,500 to the SCIRA office.
- C. World Masters and Juniors: US \$1,000 to the SCIRA office.
- D. Continental Championships: US \$1,000 to the host country's SCIRA office.

All fees shall be remitted to the appropriate office before the start of racing.

PARAGRAPH 9: The SCIRA National Authorities are authorized to set their own policies which shall not exceed the limits or restrictions set by SCIRA.

PARAGRAPH 10: Advertising on hulls or clothing, other than the event sponsor's is prohibited.

RULES FOR CONDUCTING SANCTIONED REGATTAS

All sanctioned regattas shall be conducted in accordance with the following rules:

1. SANCTION

1.1 A Sanctioned regatta is one which has been certified by the District Governor or a National Secretary upon proper written application by the hosting fleet and the organizing authority.

1.2 Sanctioned events shall be submitted in written application to the SCIRA office in sufficient time to be published in the SANCTIONS listing in the issue of the SNIPE BULLETIN prior to the regatta.

1.3 All fleet race regattas conducted in accordance with a published Deed of Gift, not governed by the Rules for Conducting National and International Championship Regattas shall be conducted in accordance with these rules.

2. AUTHORITIES

2.1 These rules are written for the purpose of conducting a regatta to select the best skipper and crew. All other considerations, such as the convenience of the Race Committee, spectators, and all non-participants shall be considered only if there is no sacrifice in the conduct necessary to provide optimum sailing competition.

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

2.3 An official SCIRA Representative should be assigned by the host fleet, with approval of the National Secretary, to insure that the regatta is conducted in full accordance with the Deed of Gift (if any), Rules of Conduct, and the SCIRA Sailing Instructions. Among the SCIRA Representative's duties and responsibilities are:

A. Prior to the regatta, confer and advise the Race Committee of Class requirements, including measurement and racing parameters.

B. Advise the Race Committee on drafting of the Sailing Instructions.

C. Advise the Race Committee on Class scoring.

D. Advise the Race Committee and Protest Committee on Class rules and procedures.

2.4 The current racing rules of the IYRU with prescriptions of the hosting National Authority or Federation shall apply, except where they have been modified by these Rules, the SCIRA Constitution and By-Laws, and the SCIRA Sailing Instructions as published in the current SCIRA Rule Book and their subsequent published amendments. In all cases of conflict SCIRA Rules shall govern.

3. ENTRY, ELIGIBILITY AND MEASUREMENT

3.1 Any SCIRA Owner or Co-owner in good standing (dues current) sailing a Class legal Snipe affixed with the current SCIRA sticker shall be eligible to enter the regatta, unless his or her entry is specifically denied by the provisions of the Deed of Gift (if any).

3.2 All boats and equipment are subject to Class inspection and may be required to be weighed and measured.

4. RACE SCHEDULE

Unless specified in a Deed of Gift, one race shall constitute a regatta.

5. RACE COURSES

5.1 Use of the SCIRA Course Selection Diagram is strongly encouraged. An additional Variant Course may also be used to accommodate local conditions, in which case the first leg of the Variant Course shall be to windward and every effort shall be made to make this first leg a minimum of 1/2 nautical mile.

5.2 All marks shall be left to port, unless specifically approved by the SCIRA Representative for this event. Any course incorporating a normal windward-leeward leg must be conducted with marks to be left to port.

5.3 Any event where the use of the Variant Course is planned shall indicate that intent on the Sanctioned Regatta Form submitted to the SCIRA office so that notice may be made in the "Sanctions" listing in the SNIPE BULLETIN. (See 1.2)

5.4 Courses may be shortened. However, a course may not be shortened to less than three full legs, and only if the resulting shortened course represents a fair race.

5.5 Downwind runs should be avoided in high winds and/or seas. See the SCIRA Course Selection Diagram and Rule 9.5.

5.6 Course length may vary, but courses shall be designed to allow for sufficient race time to conduct a fair test of skill. There is no specific limit on the number of mark roundings in the course, but the courses and their accompanying signal designations shall be clearly defined in the Sailing Instructions.

6. MARKS

6.1 Temporary inflatable marks shall normally be used. The use of fixed or government marks is strongly discouraged and may only be used with the prior consent of the SCIRA Representative.

6.2 There is no specific limit on the variety of marks used, but every attempt should be made to use uniform marks for the entire course and all marks shall be clearly identified and described in the Sailing Instructions and, if possible, displayed at the competitors meeting.

7. STARTING LINES

7.1 Fixed starting lines may not be used. All starts must be made between the course side of a buoy or mark to be left to port (marks to port), which defines one end of the starting line and a buoy or committee boat with its line flag placed well aft, representing the other end of the starting line.

7.2 The line shall be set so that the buoy opposite the committee boat is passed on the same side as Mark #1 (the Windward mark).

7.3 An ideal starting line is one that results in competitors spreading out along its entirety without sensing a prejudiced end. This should occur when the line is set perpendicular (90 degrees) to the average wind. In the event of a substantial line end favor that would result in a disorderly start, the start should be postponed and the line reset.

7.4 The length of the starting line should be equal to the number of competing boats multiplied by 15 to 20 feet (5 to 6 meters).

7.5 The use of IYRR 51.1 (c), "Round the Ends Rule", is generally discouraged until after a general recall has occurred in that start.

8. STARTING PROCEDURES

8.1 Unless otherwise specifically and clearly detailed in the Sailing Instructions, the starting procedure shall be as specified by IYRR 4.4 (a), System 1 or 2.

8.2 The Course Signals shall be displayed at least one minute prior to the first Warning Signal for that race and shall remain displayed until ten minutes after the last start in that race.

8.3 Extreme care shall be used in timing all starting signals. Any error in a visual signal made prior to the start shall result in that start being postponed, or, if made at the start, that start being recalled.

8.4 Any boat not starting within 10 minutes after her starting signal shall not be considered as a starter and shall be scored DNC. The starting line shall be maintained for the required 10 minutes following the last start.

8.5 In any event where more than one division is to be started, the interval between starts shall be at least 10 minutes, to allow all competitors clean air and to allow the Race Committee sufficient time to adjust the starting line, if necessary.

9. WEATHER LIMITATIONS

9.1 A race shall not be started unless the Race Committee is confident that a fair race can be completed.

9.2 Races should not be started in winds of less than 4 knots (2 meters per second) or more than 25 knots (13 meters per second) on sheltered water experiencing little wave action. (See SCIRA Course Selection Diagram.)

9.3 On unsheltered or exposed water, races should not be started in winds of less than 4 knots (2 meters per second) or more than 22 knots (12 meters per second). (See SCIRA Course Selection Diagram.)

9.4 In areas where severe weather may be encountered, a race shall not be started with a serious storm threatening and if severe weather arrives before the completion of a race, that race shall be abandoned or canceled.

9.5 If, during a race in progress, the wind or wave action increases to the point where a course incorporating a leeward leg becomes inadvisable (see SCIRA Course Selection Diagram), the Race Committee shall specify a Triangular lap by hoisting Code Flag "T" at the windward mark, as prescribed in the SCIRA Sailing Instruction 12.4.

9.6 Where there is the possibility of high wind or storms, an adequate number of appropriate support boats must be employed by the Race Committee and handled by experienced and adequate personnel. (Staffed by at least two people per boat.)

10. FINISH LINE

10.1 The finish line should be set at right angles to the wind direction if the finish is on a beat or at right angles to the course from the last mark if the course from the last mark is off the wind.

10.2. The length of the finish line shall not be less than 100 feet (30 meters), nor more than 150 feet (45 meters).

11. EQUIPMENT CHECK

Any number of boats may be checked for required equipment after their finish in each race. It is not necessary to check more than five boats, and, while the top competitors should be the focus, it is not necessary to inspect any competitor more than once per day, unless that competitor has returned to shore between races.

12. TIME LIMIT

The Race Committee shall record the elapsed time for the lead boat of each fleet to complete the first lap, and to finish, in order to insure compliance with the SCIRA Sailing Instruction 14 (Time Limit).

13. PROTESTS

13.1 Protests must be filed with the Race Committee in writing within a period of time not to be less than one hour of the return of the Race Committee to shore, as established by the Race Committee in the SCIRA Sailing Instruction 16.

13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as the award of prizes is concerned. Appeals from events not using an International jury and unrelated to SCIRA Rules may be made through the normal appellate procedure as prescribed by the appropriate National Authority. Appeals related to SCIRA Rules may be made to the SCIRA Appeals Committee. The SCIRA Appeals Committee may decline to hear the appeal and forward it on to the appropriate adjudicate of the hosting National Authority or Federation.

14. TEAM RACING

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 resailed, excluding the participation of the offending boat(s). The details of incident shall be reported to the SCIRA office.

15. SCORING

The SCIRA Official Scoring system (Option 1 or 2) shall be used. (Option 2, Low Point is generally used)

16. COMPLIANCE

Non-compliance with these Rules shall be acceptable grounds for a protest or a Request for Redress (IYRR 69) by a competitor or the SCIRA Representative for that event.

RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS

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

1. REGATTA AWARD

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

2. AUTHORITIES

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

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

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

2.4 An official SCIRA Representative shall be assigned by SCIRA for each regatta to see that the regatta is conducted in full accordance with the appropriate Deed of Gift, Rules of Conduct, and the SCIRA Sailing Instructions. While normally an advisor, the SCIRA Representative shall have full power to assume the duties of Race Committee Chairman or other official if he is convinced that the conduct of the regatta is not in compliance with these rules. He shall assist all committees in an advisory capacity and shall be consulted in any disputes concerning SCIRA rules, but should, generally, not be a formal member of any committee. He shall be available for all measurement, registration times and the competitor's meeting, and shall have the option to be present on the main Race Committee boat. The designation of the SCIRA Representative is as follows, unless specified differently by the Commodore and Chairman of the Rules Committee:

1. World Championship - Commodore
2. European Championship - General Secretary for Europe
3. Western Hemisphere - General Secretary for Western Hemisphere
4. National Championship and Sanctioned Event - Host National Secretary or his alternative appointee whose name shall be posted.

2.5 Where the Deed of Gift covering the Trophy that is being competed for has been published in the SCIRA Rule Book, any additional interpretations, requirements or modifications to these Rules are subject to approval by the Board and must be published by Circular letter in the SNIPER BULLETIN in order to apply.

2.6 The current racing rules of the IYRU with prescriptions by the hosting National Authority or Federation shall apply, except where they have been modified by these Rules, the SCIRA Constitution & By-Laws, and/or SCIRA Sailing Instructions as published in the current SCIRA Rule Book and their subsequent published amendments. In any and all cases of conflict the SCIRA Rules shall govern.

3. ENTRY, ELIGIBILITY, AND MEASUREMENT RESTRICTIONS

3.1 In 1996 and thereafter, no boat shall be eligible to enter any Championship race unless she has a Measurement Data Sheet (MDS) on file at the SCIRA office. Additionally, no boat shall be eligible to enter the 1993 or 1995 Worlds or the 1994 and 1996 European and Western Hemisphere Championships 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 SCIRA Representative in writing and all replacements shall be made to pass measurement.

3.3 No more than two suits of sails per boat may be measured for any contestant. A measured replacement may be authorized by the SCIRA Representative if a sail is found to be irreparably damaged.

3.4 World and National Championship events shall, at minimum, be required to weigh all boats, measure and

stamp sails, check mast and boom stripes, check blades, poles, paddles and tow lines, and life preservers. Other Championships shall, at minimum, weigh all boats, measure and stamp sails, and check for paddles, tow lines and life preservers.

3.5 Advertising in all SCIRA events shall be restricted to the limitations of the SCIRA Event Sponsorship Policy.

4. RACE SCHEDULE

4.1 All races shall be conducted on a rigid time schedule. Only the most unusual of circumstances that would effect the fairness of the competition should allow the start of a race to be delayed. Such circumstances may include severe weather, hoist breakdown, and in the case of a borrowed boat rotation event, an unforeseen breakdown prior to the start of the race.

4.2 Unless specifically stated in the event Deed of Gift, three races shall constitute a regatta.

5. RACE COURSES (See Course Selection Diagram)

5.1 All courses shall be of an "Olympic" type comprised of a triangle, followed by a windward, leeward and windward leg; or the "Triangle" a 2 1/3 laps triangle; or the "Windward-Leeward", a 2 1/2 laps windward leeward; all as illustrated in the Course Selection Diagram.

5.2 Course length shall be five nautical miles minimum and a maximum length of seven nautical miles.

5.3 Whether the Mark 2 (Wing mark) of course "T" (Triangular) is set to make the course a right triangle (90 degrees inside angle) or an equilateral triangle (60 degrees inside angle) is determined by wind and wave conditions as detailed in the Course Selection Diagram. If conditions are moderate the equilateral should be used.

5.4 Course marks shall be left to port.

5.5 Courses shall not be shortened.

5.6 The weather mark (Mark 1) shall be placed upwind on the average sailing wind bearing from the midpoint of the starting line and that mark bearing shall be posted at the Race Committee boat prior to the Preparatory (5 minute) signal. A sustained wind variation of 20 degrees or more from that posted bearing during the first leg of a race shall cause that race to be abandoned and resailed or cancelled.

5.7 A sustained variation of 40 degrees or more off the posted bearing during the first lap shall result in that race being abandoned and resailed or cancelled.

6. MARKS

6.1 Courses shall be established using only temporary inflatable marks. Fixed or government marks shall not be used.

6.2 Marks shall be of a high visibility color and of sufficient size, height, and configuration to be easily identified by the competitors.

6.3 The Race Committee is advised to record the order of competitor rounding at each primary course mark.

7. STARTING LINES

7.1 Fixed starting lines shall not be used. All starts must be made between the course side of a buoy to be left to port, which defines one end of the starting line, and buoy or committee boat with its line flag placed well aft representing the starboard line end, which shall be left to starboard.

7.2 No Race Committee boat shall be larger than approximately 40 feet (12 meters) overall so that its size cannot be a consideration in a competitors starting strategy.

7.3 It is recommended that a starting line independent of the course and the primary course marks be established below the leeward mark, such that the middle point of the starting line is in line with the windward mark (Mark 1) and the leeward mark (Mark 3). See the Course Diagram. The line marks should be removed after the legal starting times have elapsed (See 8.4).

7.4 The length of the starting line should be equal to the number of competing boats multiplied by 15 or 20 feet (5 to 6 meters).

7.5 The optimal starting line shall be set square to the average sailing wind (90 degrees off that bearing). An acceptable and fair starting line is one that results in competitors spreading out along its entirety without sensing a prejudiced end.

7.6 The use of IYRR 51.1 (c) (Round the Ends Rule), is generally discouraged and shall not be used in any race unless and until a general recall has been signalled for that race.

7.7 The Race Committee shall post official boats at each end of the starting line to determine and attempt to hail boats that are premature starters.

8. STARTING PROCEDURES

8.1 The starting procedure shall be that as specified in IYRU Rule 4.4 (System 1 or 2) as prescribed and published by the National Authority or Federation of which the regatta is held, unless modified by SCIRA in these Rules or the Class Sailing Instructions.

8.2 If a Postponement is signaled after the Preparatory signal (5 minute), the next Preparatory signal shall be made 1 minute after the lowering of the Postponement signal (modification of IYRR 4.1(a)), unless that postponement was necessitated by a course selection change per 8.3.

8.3 The Course Signals (Code Flags "O", "T", or "W") shall be hoisted at least one minute prior to the first Warning signal for that race and shall remain displayed until lowered ten minutes after the last start of that race. In the event that a race is postponed subsequent to the Preparatory signal (per 8.2), due to a change in the course selection, the old Course Signal (code flag) shall be lowered and the new Course Signal (code flag) shall be hoisted with a sound signal prior to the next Warning signal.

8.4 Any boat not starting within 10 minutes after her starting signal shall not be considered a starter. The starting line shall be maintained for the required 10 minutes following the last start.

8.5 In any event where more than one division is to be started, the interval between starts shall be at least 10 minutes, to allow all competitors clean air and to allow the Race Committee sufficient time to adjust the starting line, if necessary. (See Sailing Instruction 9.1)

9. WEATHER LIMITATIONS (Course and Starting)

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

9.2 Races should not be started in winds of less than 4 knots or more than 25 knots on sheltered water experiencing little wave action. (See Course Selection Diagram)

9.3 On unsheltered or exposed water races should not be started in winds of less than 4 knots or more than 22 knots. (See Course Selection Diagram)

9.4 In areas where severe weather may be encountered, a race shall not be started with a serious storm threatening and if severe weather arrives before the completion of a race, that race shall be abandoned or cancelled.

9.5 If during a race the wind and or wave action increases to the point where a windward-leeward course would be inadvisable (See Course Selection Diagram), the Race Committee shall specify a Triangular lap by hoisting Code Flag "T" at the windward mark (per the Sailing Instruction 12.4).

9.6 Where there is a possibility of high wind or storms, an adequate number of appropriate support boats must be employed by the Race Committee and handled by experienced and adequate personnel (at least two people per boat).

10. FINISH LINE

10.1 The finish line shall be set at right angles to the wind, and the finishing line bounded by a finishing mark and a staff displaying an orange flag on a Race committee boat.

10.2 If the wind has shifted to a degree that the last leg is not a fair beat and the Race Committee cannot change the mark, the finish line should be set square to the course.

10.3 The length of the finish line shall not be less than 100 feet (31 meters) nor more than 150 feet (46 meters).

11. EQUIPMENT CHECK

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.

12. TIME LIMIT

The time limit for the first boat to finish should be 2 1/2 hours from the start and the time for completion of the first lap should be 1 1/4 hours. Any boat not finishing within either the time limit or within 1/2 hour of the first boat, whichever is later, shall be scored DNF. The Race Committee's attention is directed to the fairness provision of IYRR 5.4 (c).

13. PROTESTS

13.1 An international jury per IYRR Appendix 8, (excepting the requirement of 2.3) should be used in all major International Championships (World, Hemisphere, and European Championship). Familiarity and experience with SNIPE sailing is a critical criteria for the selection of jury members. The SCIRA

Representative shall be satisfied of compliance with this restriction *in advance of the event*.

13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as award of all trophies and the determination of winners are concerned. Appeals related to SCIRA Rules may be made to the SCIRA Appeals Committee. The SCIRA Appeals Committee may decline to hear the appeal and forward it on to the appropriate adjudicator of the hosting National Authority or Federation.

13.3 Protests must be filed with the Race Committee in writing within a period of time not to be less than one hour of the return of the Race Committee to shore, as established by the Race Committee in the SCIRA Sailing Instruction 16. However, in cases where the fleet is unable to return to shore within one hour, this time period may be extended by a Notice to Competitors.

14. SCORING

14.1 The SCIRA Official Scoring system (Option 1 or 2) shall be used. Option 2 is generally used.

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

15. SUPPORT CRAFT

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.

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 infringing people.

16. TEAM RACING

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 resailed, excluding the participation of the offending boat(s). The details of the incident shall be reported to the SCIRA office.

17. RULE COMPLIANCE

Non-compliance with these rules shall be acceptable grounds for a protest or a request for redress (IYRR 69) by a competitor, and also the SCIRA Representative, or the official measurer at that event.

SAILING INSTRUCTIONS

Event Organizers will use these Sailing Instructions, filling in the blanks (as indicated by bold type) and choosing options (as indicated by italics).

1. MANAGEMENT AND RULES

All races are under the jurisdiction of the Snipe Class International Racing Association (SCIRA) and under the management of the Race Committee of the (insert name of host club) and will be conducted in accordance with the following rules:

1.1(a) The regatta as classified as a Category "A" event as per IYRR Appendix 14, Section 2. SCIRA approval is not granted for the allowance of Section 1.1.9.

1.1(b) (*For National and Specific International Championships ONLY.*) Advertising and Sponsorship is permitted subject to the restrictions of the SCIRA Event Sponsorship Policy as specified in the Class Rules.

1.2 (a) The current IYRR and the prescriptions of (**For Sanctioned Regattas: insert name of appropriate national authority**) shall govern except as specifically modified by the SCIRA Constitution, By-laws, and Rules for Conducting Sanctioned Regattas as published in the current Rule Book and identified in these Sailing Instructions.

(b) The current IYRR and the prescriptions of (**For National and International Championships, insert name of appropriate national authority**) shall govern except as specifically modified by the SCIRA Constitution, By-laws and Rules for Conducting National and International Championship Regattas.

2. ENTRY AND ELIGIBILITY

2.1 Eligible boats and class member skippers may enter by completing registration with the organizing authority.

2.2 The same crew shall race in all races, except for reasons satisfactory to the Race Committee. Requests must be submitted in writing to the Chairman.

2.3 Once a crew has been excused, they may not return for the balance of the series.

2.4 (*Optional for Sanctioned Regattas, ONLY*). Co-skippers will be allowed subject to the restrictions of 2.2

2.5 (*For championship regattas, ONLY*) All entries must have been approved by the (Insert name of appropriate National Secretary) National Secretary.

3. NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official regatta notice board located (insert location).

3.2 Race Committee notices will be posted no later than (insert time) before the departure of the main Race Committee boat, except that any change in the schedule of races will be posted by (insert time) hours on the day before it will take effect.

3.3 All changes must be approved by the SCIRA Representative.

4. COMPETITOR'S MEETING

There will be a competitors' meeting before each series held at: (insert time and location), announced by two (insert type of signal) signals.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be posted at (insert location) and announced. (Per IYRR 4.)

5.2 Code Flag "AP" (Answering Pennant) with two (insert sound type) signals (one signal when lowered) means the race is postponed. The next Warning (10 minute) signal will be made (insert time) minutes or hour(s) after "AP" is lowered.

6. SCHEDULE OF RACES

(insert race schedule here)

RACE

DAY AND DATE

TIME OF WARNING SIGNAL

6.1 The Race Committee will attempt to complete (insert number) races.

6.2 No races will be started after (insert time) hours on (insert date).

7. COURSES

7.1 The approximate compass bearing to Mark 1 will be displayed on the main Race Committee boat before the preparatory signal.

7.2 The racing area will be shown on the attached chart.

7.3 (a) An Olympic Course, signaled by Code Flag "O" (red and yellow), consisting of a triangle followed by windward, leeward, and windward legs.

(b) A Triangular Course signaled by Code Flag "T" (red, white, and blue vertical stripes), consisting of TWO triangles followed by a windward leg.

(c) A Windward/Leward Course signaled by Code Flag "W" (concentric blue, white, and red squares), consisting of a windward and leeward twice around and followed by a windward leg.

(d) *(Optional for Sanctioned Regattas ONLY)* Variant Course - 1st leg must be to windward. (See Rules for Sanctioned Regattas 5.3)

Insert Course Diagrams Here

7.4 (a) The course diagram shall indicate the order in which marks are to be passed or rounded and the side on which each mark is to be left.

(b) Course marks shall be left or passed to port. *(Required for Championship Regattas)*

7.5 The Course Signal Flag ("O", "T", or "W") shall be hoisted no later than one minute before the Warning Signal and accompanied by one (Insert sound type) signal. It shall remain hoisted until all divisions have started.

8. MARKS

8.1 Primary marks 1, 2, and 3 will be (insert mark description).

8.2 New marks when used in accordance with instruction 12 will be (insert mark description).

8.3 The starting mark will be (insert mark description).

8.4 *Optional: See addendum* Offset marks will be (insert mark description)

9. THE START

9.1 Races will be started in accordance with IYRR 4.4 (a) System (Insert 1 or 2. 2 is preferable), with divisions starting at a (insert number of minutes) minute interval. For Championship events this interval shall be a minimum of ten minutes.

9.2 The starting line will be between a staff displaying an orange flag or shape on the Race Committee boat at the starboard end and the course side of the port end starting mark.

9.3 A boat shall not start more than ten minutes after her starting signal.

9.4 If a postponement is signaled after the Preparatory signal (5 minute), the next Preparatory signal shall be made one minute after the lowering of the Postponement signal (modification of IYRR 4.1 (a)), unless a course selection change is signaled (7.5).

9.5 *(Optional)* If the starting line is to be set to leeward (below) Mark 3, then Mark 3 shall not be considered a mark of the course on the first leg of the race.

9.6 *(Multi-fleet series, only.)* After the first division's Preparatory Signal (5 minute), all other Snipes must keep clear of the starting line until their division Warning Signal.

10. REPORTING AT STARTS

10.1 (a) Before starting EACH RACE each boat is required to sail past the stern of the designated Race Committee boat and verbally check-in. The check-in boat will display a red flag while on station prior to the warning signal. If no separate check-in boat is on station, competitors shall check-in with the main Race Committee boat.

(b) *(Optional)* Any Snipe failing to check-in in accordance with the provisions of 10.1(a) shall receive a scoring penalty equal to 20% of the number of starters in that race.

10.2 When the race committee verbally acknowledges a boat's (insert sail or bow) number, the entry has been officially noted.

11. RECALLS

11.1 Individual recalls will be signaled in accordance with IYRR 8.1 indicated with the hoisting of Code Flag "X" (blue cross on a white field), and accompanied with one (insert sound type) signal. Premature starters will be hailed, but failure to be hailed or to hear a hail is insufficient cause for redress under IYRR 69.

11.2 A General recall is signaled with the hoisting of Code Flag "First Substitute" (yellow triangle within blue triangle) and two (insert sound type) signals. A new Preparatory signal (5 minute) will be made one minute after the lowering of the Code Flag "First Substitute" which will be accompanied by one (insert sound type) signal.

11.3 Any division that receives a General Recall shall return behind the starting area and restart last.

12. CHANGE OF COURSE AFTER THE START

12.1 A change of course will be signaled near the mark beginning the leg being changed by a Race Committee boat displaying Code Flag "C" (blue, white, and red horizontal stripes), and displaying the approximate compass bearing to the new mark, and sounding a (insert sound type) periodically before the leading boat has begun the leg so changed.

12.2 When changing the course after the start, the Race Committee will set a new mark, remove the original, and adjust the remaining marks as soon as practical.

12.3 When, in a subsequent change of course, a new mark is replaced, it will be with an original mark.

12.4 A Triangular lap shall replace the leeward and windward lap if signaled at Mark 1 with Code Flag "T" (red, white, and blue vertical stripes), and the sounding of a periodic (insert sound type) signal adjacent to the mark. The lead boats should be hailed.

13. THE FINISH

13.1 The finishing line will be between a staff displaying an orange flag or shape on a Race Committee boat and the course side of the finishing mark.

13.2 The Race Committee may hail a boat for inspection of required equipment at a Race Committee boat beyond the finish line.

14. TIME LIMIT

The time limit is (insert time) hours for the first boat to finish. Any boat finishing more than (insert time) after the first boat or after the time limit, *whichever is later*, will be scored DNF. Should the first boat fail to complete the first lap within (insert time) hour(s), the Race Committee shall abandon the race.

15. WITHDRAWING FROM THE RACE

A boat which exits the course shall notify the Race Committee at the first opportunity.

16. PROTESTS

16.1 A competitor's intent to protest shall be reported to the Race Committee immediately upon finishing that race.

16.2 Protests shall be in writing on forms available at (insert location) and filed with the Race Committee Chairman within one hour of the posted time of the Race Committee returning ashore.

16.3 Protest notices and hearing schedules specifying the protestor and protestee shall be posted no later than one-half hour after the expiration of the protest filing time limit.

17. TEAM RACING

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 resailed, excluding the participation of the offending boat(s). The details of the incident shall be reported to the SCIRA office.

18. SCORING

18.1 The regatta will be scored using (Insert option 1 (Olympic) or option 2 (low point) (*option 2 is preferred*), of the International Snipe Class Scoring System.

18.2 (Optional) A drop race will be permitted upon completion of (insert number) races. A penalty resulting from a protested infraction that is eligible for an alternative penalty resolution may not be dropped in races utilizing an alternative penalty.

19. ALTERNATIVE PENALTIES (optional)

19.1 The 720o turns penalty, Appendix 3.1 of the IYRU Racing Rules will be used.

19.2 Any boat accepting an alternative penalty shall report the incident to the Race Committee immediately upon finishing that race.

20. SUPPORT CRAFT (*For championships*)

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 infringing people.

21. DISPOSAL OF REFUSE AND TRASH

The discharge of trash into the water is prohibited during the entirety of the event. Any boat observed in violation is subject to disqualification from all races sailed on the day of the infraction.

22. PRIZES

22.1(a) Prizes will be awarded to skipper and crew for the top (insert number) places.

(b) Prizes will be awarded to skipper and crew for the top (insert number) places in the Silver Fleet division. (*Optional*)

(c) Prizes will be awarded to skipper and crew for the top (insert number) places in the Masters division. (*Optional*)

(d) Prizes will be awarded to skipper and crew for the top (insert number) places in the Juniors division. (*Optional*)

SIGNATURES:

To be signed by the Race Committee Chairman and (for Championships) the SCIRA Representative.

OPTIONAL APPROVED SAILING INSTRUCTION ADDENDUM

These options are for use with large fleets (40 boats or more)

7. COURSES

7.5 Offset marks will be set adjacent to Mark 1 (Windward) and Mark 3 (Leeward) for the Olympic Course (7.3(a)) (Code Flag "O") beginning the fifth and sixth legs and for the Windward/Leeward Course (7.3(c)) (Code Flag "W").

7.6 The use of offset marks shall be indicated by the display of Code Flag "F" which shall be done prior to the Warning signal and shall remain displayed until all divisions have started.

9. THE START (Mid-line Boat)

9.2 (a) The starting line will be between an orange flag or shape on the starboard line end Committee boat and passing through an orange flag or shape on the midline boat and ending at the course side of the port end starting mark. The midline boat is a starting mark surrounded by navigable water. Should the midline boat be removed, the line will be defined by the previously described line ends.

(b) For the purpose of IYRR 51.1(b) and 51.1(c), the extensions of the starting line are the extensions outside the port and starboard line ends.

(c) IYRR 52.2(a) is amended such that when a boat touches the midline boat and infringes IYRR 51.1(c), she shall exonerate herself by completing one rounding of either line end.

9.7 The Race Committee may set a guidance marker on or below the starting line. If set, such a mark is neither a part of the starting line nor a mark of the course.

11. RECALLS ("Z" Flag)

11.4 (a) On any restart following a General recall, the Race Committee may display Code Flag "Z" (black, yellow, blue, and red triangles) with one long sound signal before the Preparatory signal (5 minute). Code Flag "Z" will be lowered at one minute before the starting signal with one long sound signal to indicate that the one minute infraction period has begun. Any boat identified as being within the triangle formed by the two ends of the starting line and Mark 1 (Windward) (*if the starting line is below leeward mark (Mark 3) use the triangle formed to Mark 3*) during the one minute period before the start shall receive a penalty equal to 20% of the number of competitors registered for the series, if she properly restarts that race. On subsequent infringements on restarts of a race, a boat's penalty shall be cumulative at 20% per infringement. A boat infringing Rule 11.4(a) may be hailed immediately.

11.4(b) A boat identified as premature on a start subject to Code Flag "Z", and that start having been recalled, abandoned, or postponed, IYRR 12.c is modified so as to penalize that boat on subsequent restarts of that race.

18. SCORING.

18.3 IYRR 69 and 70.1 are modified so that a violation of rule 51.1 (PMS) may not be dropped if unsuccessfully contested by the infringing competitor.

Explanation and Guide for the Sailing Instruction Addendum

The procedures allowed by this Addendum are for the purpose of enhancing safety and fairness in the conduct of large fleet regattas (40 or more boats.).

7. COURSES:

The use of offset marks at the weather mark (Mark 1) and leeward mark (Mark 3) on Windward and leeward legs is to help to reduce traffic damage and protests. If used, their placement is critical. The weather mark offset should be placed approximately 60 feet (20 meters) (4 boat lengths) to the port side of Mark 1 and not low enough to allow a pole to be set until after rounding the offset mark. The leeward mark offset should be set 60 feet (4 boat lengths) to starboard of the leeward mark (Mark 3) and just upwind enough so that it cannot be fetched on port tack by a boat rounding the leeward mark. If, for example, the wind was from a bearing of 180 degrees, the leeward mark offset would be set on a bearing of 215 degrees (35 degrees added to the weather mark bearing) from the leeward mark.

9.2 MID LINE BOAT

A mid-line boat is intended to give the Race Committee a platform in the center of the long starting line which is necessitated by a large fleet (40 or more boats), and at the same time give the competitors an accurate line fix. Its use should reduce line bulge and sag, line end-crowding, and multiple general recalls. Often the mid-line boat will need two anchors (one at the bow, one at the stern) both having sufficient scope to allow for pre-Preparatory signal adjustments to insure proper alignment.

9.6 Guide marks also give a good line fix on a long line by placing a small buoy on or slightly below the center on the starting line. This also helps to spread the fleet without the use of extra Race Committee personnel.

11.5 RECALLS

(a) The SCIRA "Z" Flag rule is intended to supply sufficient incentive in a large fleet (40 or more boats) to restrain the starting conduct of an aggressive fleet on the starting line, but without the usual attendant DSQ to PMS boats under the "Black Flag" rule used by some other classes. The premise is that the proper role of the Race Committee is not to DSQ competitors. In allowing its use only after a general recall in the race in question we require the Race Committee to attempt a normal start first.

17.3 SCORING

Because a boat that is PMS is also scored with the same number of points as a DSQ, it is not unusual to see a number of requests for redress by PMS boats who feel that they have nothing to lose and much to gain in seeking redress, regardless of the merits of their case. In an event allowing a drop race, this rule allows an unsuccessful petitioner to seek redress, but gives him incentives not to abuse the process.

SCIRA SCORING DEMYSTIFIED

by Phil Richmond

Sailboat racing is not a static sport. Every four years the IYRU reviews their rules and administrations to make changes that attempt to respond to the demands of the sailors. The inherent problem in attempting to devise a set of meaningful administrations applicable to such a large body, is that the promotion of any system that attempts to address the diversity of demands within the sport may result in the adoption of overly simplistic generic procedures that are so diluted of value that they fail to satisfy our needs. The IYRU Low Point Scoring System (Appendix 5.2) is one of those failures. Its sole merit is its simplicity and that is also its biggest weakness. In IYRU Low Point Scoring virtually all penalties (alphabetic designations) are the same number of points. This is easy to administer, but is about the equivalent in judicial involvement as the Biblical Eye for an eye, tooth for a tooth codification now long abandoned for the benefits of the insurance industry and the accompanying litigation. Of course, without lawyers, civilization as we know it, would cease to exist. Also, the proliferation of small computers at more clubs now affords us the means to use more sensitive and competitor-friendly scoring systems.

Unlike IYRU Low Point Scoring, the SCIRA Low Point Scoring has long recognized that not all penalties, or even DSQs are the same. Therefore they should not be scored the same. In SCIRA Low Point Scoring DSQ points are awarded on the basis of boats actually competed against in each race. Thus, in a five race series with fifty registered boats in which only thirty boats compete in a specific race, a DSQ is but 33 points in that race. (DSQ equals the number of boats starting plus 10%). If another race started 38 boats a DSQ in that race would be 42 points. IYRU on the other hand would score all DSQs and other alphabetic designations at 51 points, regardless of how many boats actually competed. One of the reasons our sailing instructions require a pre-start check-in is to help verify the number of starters in that race. Without that knowledge a DSQ cannot be properly calculated.

Another more subtle benefit to SCIRA'S penalty point distinction has been to reduce the number of protests that are filed. At anytime prior to the acceptance of a valid protest against her, a boat may choose to withdraw (retire) from a race by making such a request to the Race Committee. Such a withdrawal would not only save her the additional 10% penalty awarded to a DSQ, but also maintain the eligibility of that race as a drop race in many regattas. That alone is fair amount of incentive to stay out of the room.

Speaking of drop races, in both IYRU Olympic and Low Point Scoring a drop race is required. However, unless SCIRA mandates a drop race by a specific Deed of Gift governing the awards in a particular regatta, there is no specific requirement that an event permit a drop race. The argument that in allowing a drop race we encourage rule pushing and employ a system that fails to reward consistency has at least now been accepted to the point where we encourage the use of rules that reward certain behaviors in exchange for the privilege of a drop race. For example we do not allow a race to be dropped if that race is penalized (via protest) for a competitor in spite of the availability of an alternative penalty solution. Also, in Large Fleets (40 or more boats) an unsuccessful request for redress on the issue of being judged PMS may not be dropped. These types of DSQs become DNDs (Disqualification not Discardable) along with the provisions of IYRR 74.5 (c) that relate to Fair Sailing, Accepting Penalties, and Kinetics (not in the U.S.A.).

Implicit in adopting certain percentage penalties is SCIRA's position that while certain administrations are important to the conduct of the event, it is however, only the competitors who should be disqualifying competitors. Chaperoning the behavior of the racers is not the first priority of the Race Managers. Therefore, we now assess a 20% penalty of the number of starters by boats that fail to properly check in (CNF) rather than DSQ, as it used to be. Also, in Large Fleets after a general recall in a race, the Race Committee may display code flag Z and penalize subsequent PMS boats that properly restart by 20% of the registered boats in the series. This is considered to be more desirable than the summary execution levied against competitors by some Classes with a Black Flag rule DSQ which we don't allow. The scoring program available from the SCIRA office also has the built in fail-safe which guarantees that a boat awarded a percentage penalty will not receive more points in a race than would have been acquired with a DSQ.

SCIRA has now formalized direction with regard to the scoring of a boat materially prejudiced (YMP) and the points awarded for a breakdown in borrowed boat regattas. The normal award of YMP and breakdown points is equal to the average of points earned to the nearest tenth of a point (round .05 upward) of that boat's points in the series excluding the race in question and her drop race (if any). While the scoring system does allow other points to be awarded from the Jury and to be manually entered, only the most extraordinary of circumstances should allow for an alternative award. This is very similar to one specific IYRR YMP alternative.

SCIRAs criteria for tie-breaking also parallels the IYRR. First we add back any dropped race for those boats that are tied, and if a tie still remains, then we select on the basis of which boat (skipper) beat the other the most times. If a tie still exists (very rare) then the tie is declared and we invoke a Solomon-like wisdom in allowing the award (trophy) to be broken into pieces and evenly distributed among the regatta equals. There is no sin in being equal in excellence, but there is unfairness in searching for arbitrary and meaningless distinctions.

The handy reference below may make our Low Point Scoring easier to understand.

So, what about Olympic scoring you might ask? Simple - do not use it. It is too unfriendly to be useful in the vast majority of the racing that our Class does. It was not even used in this year's World Championships. If we forget about it, perhaps like the slide rule, buggy whip and Nehru jackets it will just wither and die.

Remember: SCIRA scoring is required for all Sanctioned and Championship events!

SCIRA LOW POINT SCORING AND DESIGNATIONS

(Program diskette available from the SCIRA office)

All unpenalized boats score final position except first which scores .75 points.

- DNF-- (Did Not Finish) = Points equal to the number of boats starting the race.
- RET— (Boat withdrawn after finishing) = Points equal to the number of boats starting the race.
- **DSQ-- (Disqualified) = Points equal to the number of boats starting that race plus 10%
- PMS— (Premature Starter) = Points equal to the number of boats starting that race plus 10%
- **DND— (Disqualification Not Discardable) = Awarded points of a DSQ
(*Not eligible to be discarded in a drop race regatta*)
- A. Penalty resulting from the protest of an infraction that was eligible for an alternative penalty solution.
B. In Large Fleets an unsuccessful PMS request for redress. (See Sailing Instruction Addendum.)
C. IYRR 74.5(c) (Points and Places)
- DNC— (Did Not Compete) = Points equal to the number of registered boats.
- **YMP-(Yacht Materially Prejudiced) or Breakdown Points = Points equal to the average earned in the series excluding a drop race (if any) and the race in question.

****The scorer must enter these designations from specific information supplied by the Protest Committee.
Be sure that everyone knows their obligations!**

PERCENTAGE PENALTIES

(Points not to exceed a DSQ)

Percentage penalties are applied AFTER the application of other penalties.

CNF (Check In Failure) Points added to the finishing position equal to 20% of the starters in that race. Finish position does not change.

20% Penalty— ("Z" Flag Infraction) Points added to the finishing position equal to 20% of the boats registered in that series. Finish position does not change.

WORKING WITH FRACTIONS

1. First place scores .75 points.
2. YMP and/or Breakdown Points:
Round up to nearest tenth when equal to or greater than .05. Example: 25.06 = 25.10
Round down to nearest tenth when equal to or less than .04. Example: 25.04 = 25.00
3. In all other cases round up to the next whole number.

TIE BREAKING SEQUENCE

1. Add back drop races, if any.
2. Boat (skipper) beating other the most times.
3. The tie stands

REMEMBER: SCIRA SCORING IS REQUIRED FOR ALL SANCTIONED AND CHAMPIONSHIP EVENTS