

# **Snipe Class International Racing Association**

**2001-2004  
Official Rulebook**

# 1999 Snipe World Champions

Octavio Lorenzo and Nelido Manzo of Cuba crowned the 1999 Snipe World Champions. Santiago de la Ribera, Spain, 1999.

**Cover:** A wood engraving created by Snipe sailor Giancarlo De Carolis of Rimini, Italy. Dr. De Carolis has been creating these engravings for the Notice of Race for the Coppa Tamburini regatta in Rimini for many years. He also created a poster for all competitors in the 1995 World Championship, which also graced the cover of the August 1995 *Snipe Bulletin*.

Editor: Jerelyn Biehl

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# **Snipe Class International Racing Association**

**2001-2004**

**Official Rule Book**

**William F. Crosby**  
1891-1953  
Designer of Snipe, 1931  
Founded in 1932  
Snipe Class International Racing Association

# Snipe Class International Racing Association

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# Snipe Class History

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

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

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

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

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



senting Switzerland, was so impressed with the Championship at Chautauqua that he became the instigator for the first World Championship to be held outside of the USA. It was held in Geneva, Switzerland in 1947, with Ted Wells of the USA winning over champions from 13 countries. In 1949, the decision was made to hold Hemisphere Championships and World Championships in alternate years.

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

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

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

**photos: page 4: Adelaide, Snipe #1 sails in Shreveport, Louisiana, USA. This page: 30,000 owned by Jeff & Gary Beck of Lake Lanier, Georgia, USA.**



# Past Commodores

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



1980 Gonzalo E. Diaz, Sr., Florida, USA  
 1981 Paul F. Festeren, Nebraska, USA\*  
 1982 Arturo Delgado, Spain  
 1983 Douglas DeSouza, California, USA  
 1984 Eugene T. Tragus, Texas, USA  
 1985 Roberto J. Salvat, Argentina\*  
 1986-87 Wayne Soares, Bermuda  
 1988 Jerry Thompson, California, USA  
 1989 Per Ole Holm, Finland  
 1990 Peter Fenner, Texas, USA  
 1991 R. Means Davis, Georgia, USA  
 1992 Fujiya Matsumoto, Japan  
 1993 Terry Timm, Michigan, USA  
 1994 Horacio Garcia Pastori, Uruguay  
 1995 Jimmie Lowe, Bahamas  
 1996 Giorgio Brezich, Italy  
 1997 Gonzalo Diaz, Jr., Florida, USA  
 1998 Akibumi Shinoda, Japan  
 1999 Lee Griffith, Pennsylvania, USA  
 2000 Id Crook, Canada  
 2001 Bertel Bojlesen, Brazil

\*Deceased

## Honorary Vice-Commodores

Fred Rochat, Geneva, Switzerland  
 Per Skjonberg, Oslo, Norway  
 Dr. Antonio de Meneses, Lisbon, Portugal  
 Dr. Antonio Ruiz Martinez, Spain  
 Jose Maria Lasaosa-Dilla, Spain  
 Jayme Teixeira Leite, Brazil  
 Natalie Galeppini, Italy  
 Dr. Michael LePivert, France  
 Leopoldo Geyer, Brazil  
 Fernando de Avellar, Brazil

Reginald Tucker, Bermuda  
 Count of Caria, Portugal  
 Stephen W. Taylor, Oklahoma, USA\*  
 Arch Higman, California\*  
 Francis Seavy, Florida  
 Katsumi Hirata, Japan  
 Carlos Bosch, Bermuda  
 Erling Olsen, Denmark  
 Charles "Chuck" Loomis, Massachusetts\*  
 Hisanao Kato, Japan\*



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2001

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# Board of Governors

## 2001

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Rear Commodore	Brainard Cooper, USA
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Member at Large 2000-2002	Francisco Jose Agusti, Argentina Lincoln 47 5152 Villa Carlos Paz, Cordoba, Argentina
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# Fleets of SCIRA

## ARGENTINA

274	Club Nautico San Isidro	629	Club de Velas Rosario
374	Yacht Club Olivos	721	Yacht Club Argentino
451	Lago San Roque	831	Tucuman Yacht Club
593	Club Nautico San Nicolas	845	Club Nautico del Estero
		848	Yacht Club del Faro
		853	Salta

## BAHAMAS

391 Nassau

## BELGIUM

423 Antwerp

## BERMUDA

361 Spanish Point Boat Club

## BRAZIL

		477	Saco de Sao Francisco
159	Rio de Janeiro	480	Paranagua
235	Espirito Santo Vitoria	484	Barra Dos Coqueiros
311	Saõ Paulo	487	Salgadingo
375	Do Rio Grando Do Norte	510	Lagoa
414	Aracaju	516	Brasilia
426	Rio Grande do Sul	555	Florinapolis
427	Cristal	662	Bahia
434	Santo Amaro	727	Campestre Iate Clube
438	Colegio Naval	800	Emanoel Mesquita Barreto
448	Guarapiranga	852	Distrito Federal

## CANADA

095 Armdale Yacht Club  
321 Oakville Yacht Squadron

## CHILE

644 Santiago  
645 Algarrobo  
664 Concepcion

## **COLOMBIA**

670 Club Nautico del Muna

## **CUBA**

022 Havana

## **DENMARK**

302	Espergærde	589	Skanderborg
587	Kolding	650	Horsens

## **FINLAND**

481	Helsinki	550	Tampere
509	Turku	570	Kokkola
523	Pori	592	Mikkeli

## **FRANCE**

221	Paris	348	Lorient
293	Claouquey	778	Cercle VoiledeCazaux-Lac
294	Audierne	846	Choisy Le Roi
313	Le Havre		

## **GERMANY**

849 Wörthsee Sailing Club

## **INDIA**

738 Bangalore Sailing Club

## **ITALY**

048	Rimini	614	Orta 2
238	Flotta del Verbano	615	Orta Drakes
264	Monfalcone	833	Orbetello
335	Grignano	834	Centro Italia
344	Riviera dei Fiori	835	Roma
395	Caldaro	837	Anzio
399	El Gato	838	Ledro
400	Alto Verbano Luino	842	Flotta del Lario
401	Rosignano	847	Laguna
415	Punta Indiani	850	Est-Nord-Est
606	Trieste	851	Puccini
609	Cremona	856	Garda
613	Orta 1		

## **JAPAN**

428	Kanto	820	Hokkaido
519	Chubu	822	Hokuriku
561	Biwako	823	Shikoku
692	Chugoku	839	Enoshima Snipe Kenkyukai

## **NORWAY**

195	Oslo	816	Asgårdstrand
207	Trim Bærum	829	Stavanger
675	Bergen	830	Lille Herbern
676	Fana	854	Tønsberg
815	Asker		

## **PARAGUAY**

749	Yacht Club Ypacarai
-----	---------------------

## **POLAND**

855	Slonka
-----	--------

## **PORTUGAL**

331	Sport Club do Porto	789	Neptuno V. Franca Xira
358	Frota Snipe de Faro	791	Club Nautico O.C.A.
369	Vela Atlantico	792	D. Pedro V.
420	Sport Alges e Dafundo	796	Int. da Marina de Vilamoura
566	Nossa Senhora da Conceição	826	Club Naval de Leca
754	Paco de Arcos	827	Clube Nautico de Almada
755	Vela de Tavira	857	Póvoa de Varzim

## **RUSSIA**

832	Moscow
-----	--------

## **SPAIN**

136	Real Club Náutico de Vigo	168	R C Nautico de la Coruña
146	R C Mediterráneo de Malaga	172	C N Regatas de Cartagena
147	R C de Regatas de Cartagena	181	Club Marítimo de Melilla
148	RC Regatas de Santiago de la Rivera	184	Real Club Náutico de Cádiz
150	R C Marítimo de Santander	187	Club Marítimo de Mahón
151	R C Marítimo del Abra - RSC	214	RCR Galicia de VillaGarcia
152	Real Club Astur de Regatas de Gijón	248	RCN de Palma de Mallorca
153	C N Escuela Naval Militar de Marín	249	Club Náutico de Ibiza
154	Real Club Náutico de Valencia	252	Club Náutico de Ciudadela
155	Real Club de Regatas de Alicante	253	C N A General del Aire
160	Club de Vela Blanes	278	Club de Mar de Almería

279	C N de Regatas de Ferrol	556	C N de Regatas de Cádiz
281	Club de Mar de VillaGarcia	623	C C Náutico de Arrecife
285	C N de Regatas de Las Palmas	673	CM San Antonio de la Playa
286	SD Club Náutico de Santa Pola	678	R C Náutico de Torrevieja
287	Real Club Náutico de Gran Canaria	686	R C Náutico de los Nietos
529	Real Club Náutico de Madrid	803	C Náutico de Gaudalix

## **SWEDEN**

324	Skånes	329	Stockholm
325	Landskrona	512	Stavsnäs
327	Göteborg	825	Lake Wettern

## **SWITZERLAND**

079	Geneva
-----	--------

## **UNITED KINGDOM**

217	Budworth Sailing Club	388	Broadstairs Yacht Club
362	Maldon Yacht Club	545	Blue Circle Sailing Club
372	Stone Sailing Club		

## **UNITED STATES**

1	Dallas	141	Wolf Lake
5	Detroit River	142	Privateer
07	Miami	145	Eagle Lake
10	Lake Mohawk	190	Gull Lake
12	San Francisco Bay	210	Rocky Mountain
14	Oklahoma City	218	Alamitos Bay
17	Narragansett Bay	231	Quassapaug
18	Onondaga	244	Cottage Park
43	Lake Washington	256	Barnegat Bay
49	Lake Lotawana	301	Bantam Lake
52	Charleston	309	Iowa/Nebraska
68	Sequoyah	330	Atlanta
77	Winchester	409	Indianapolis
91	Island Bay	412	Galway Lake
93	Wichita	433	Cowan Lake
94	Newport Harbor	442	Cuba Lake
103	Newport Yacht Club	443	Seattle
110	Portage Lakes	495	Mission Bay
116	New Orleans	515	Acton Lake
124	Chautauqua	520	Barton Boat Club
129	Green Lake	532	Annapolis
137	Grand Rapids	533	Willamette

567	Lincoln	747	Cleveland
604	Magnolia	760	Hoover
621	Chippewa	777	Medford
640	Bow Mar	781	Lake Lanier
654	Redwood Empire	800	St. Petersburg
705	Carlyle Lake	828	Birmingham

## **URUGUAY**

506	Yacht Club Uruguayo
725	Yacht Club Punta del Este



**63 boats on the line for the 2000 World Masters regatta in Horsens, Denmark.**

# Constitution

## **Section 1. *Name***

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

## **Section 2. *Insignia and Emblem***

The insignia of the International Snipe Class shall be a silhouette of a flying Snipe as illustrated on page 37 of this Rule Book, and the crest of the Class, both which are trademarks of the Association that are registered in the U.S. Patent and Trademark Office.

## **Section 3. *Object***

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

## **Section 4. *Jurisdiction***

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

## **Section 5. *Eligibility***

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

## **Section 6. *Organization***

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

## **Section 7. *Charters***

A new Fleet may be granted a charter and Fleet number from the Association upon application to the Executive Director through the National

Secretary. Such application can only be made after the Fleet has been provisionally organized and the necessary Fleet officers and measurer elected to office in accordance with the SCIRA Rule Book. A charter may be refused by the Association.

### **Section 8. *Charter Renewal***

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

### **Section 9. *Fleet Formation***

Whenever there are five or more boats of the Class, all built to conform to the rules, a Fleet may be formed. Such fleets shall be headed by a Fleet Captain, elected by the members. There shall be a Measurer or Measurement Committee for each Fleet, also elected by the members. Meetings may be called by the Fleet Captain either at regular intervals or at the request of three or more members of such Fleets. A quorum shall consist of at least three members of the fleet. 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 1<sup>st</sup> 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 officer and hold its own meetings and point-score races exactly like any other Fleet but shall not be recognized



as a Fleet by the Association. Junior Fleets shall be fully amenable to the Class rules, restriction etc. Some Fleets may find it wise to divide the Senior Fleet into Class A and Class B skippers for the sake of more interesting competition.

### **Section 12. *Fleet Reports***

Each Fleet Captain should be responsible for the filing with the National Secretary of complete results of at least five Point Scoring Races (see page 94) each year upon the form approved by the Association.

### **Section 13. *Revocation of Charter***

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

### **Section 14. *Suspended Fleets***

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

### **Section 15. *Classes of Membership and Ownership***

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

- Senior Member:** Members who will be at least 20 years old in the membership year and who are authorized by the Association to skipper (or crew) registered Snipe Class sailboats;
- Junior Member:** Members who will not be at least 20 years old in the membership year and who are authorized by the Association to skipper (or crew) registered Snipe Class sailboats;
- Crew Member:** Members who are not authorized by the

- Association to skipper registered Snipe Class sailboats, but who are authorized by the Association to crew in national level and above Snipe Class regattas that are sanctioned by the Association;
- Owner:** Members who own registered Snipe Class sailboats that conform to the restrictions of the Class.
- Non-Owner:** Members who do not own registered Snipe Class sailboats that conform to the restrictions of the Class.
- Entity Owner:** Entities that own registered Snipe Class sailboats that conform to the restrictions of the Class and that Members of the Association may sail.

### **Section 16. *Obligations of Membership***

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

### **Section 17. *Privileges of Membership***

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

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

Individual Owners and Entity Owners of registered Snipe Class sailboats that conform to the requirements of the Snipe Class and who are

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

**Section 18. [Reserved]**

**Section 19. Dues**

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

**Section 20. Non-payment of Dues**

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

**Section 21. Reinstatement**

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

**Section 22. Officers**

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

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

**22.2 Vice Commodore:** The Vice Commodore shall be the chairman of

the Promotion Committee and shall take over the duties of Commodore if the Commodore becomes incapacitated.

**22.3 Rear Commodore:** The Rear Commodore shall be the chairman of the Finance Committee.

#### **22.4 Executive Director**

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

### **Section 23. Board of Governors**

**23.1 Voting Members:** The Association shall be governed in all matters except as provided herein by a Board of Governors comprised of the Commodore, Vice Commodore, Rear Commodore, the Immediate Past Commodore, the Chairman of the International Rules Committee, the General Secretaries for European and the Western Hemisphere & Orient, the US National Secretary and six (6) members-at-large. All shall be voting members of the Association's Board of Governors and all elected officers of the Association shall be Senior Members of the Class.

**23.2 Non-Voting Members:** There shall be eight (8) additional members comprised of Legal Counsel, Vice Chairman of the Rules Committee, ISAF Representative, Chief Measurer, Secretary for Eastern Europe, Treasurer and Chief Information Officer and Executive Director.

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

ally.

**22.2b Legal Counsel:** He shall advise on legal matters as pertains to the Association.

**22.2c ISAF Representative:** The ISAF Representative is charged with attending the ISAF meetings and representing the Snipe Class in all matters that arise with ISAF and providing an annual report to the Board of Governors. The term of office for the ISAF Representative shall begin January 1, 2001 for 4 years to end in Olympic years. SCIRA shall fund the expenses of the ISAF Representative to the Annual ISAF meetings; said funding not to exceed ½ of expenses with the total not to exceed \$500.00 US.

**23.2d Secretary for Eastern Europe:** His main responsibilities shall be primarily promotion, growth and communication with Eastern European countries and providing an annual report to the Board of Governors.

**23.2e Treasurer:** The Treasurer is responsible for the financial affairs of the Association. The Treasurer shall oversee the Executive Director's maintenance of the Association's books, financial records, securities and shall place funds in a depository approved by the Board of Directors. He shall also review financial statements for presentation to the Board of Governors and thereafter prepare a summary of these statements for publication in the Snipe Bulletin for the information of members.

**23.2f Chief Information Officers:** The Chief Information Officer shall be a non-voting member of the Board of Governors and of the Rules Committee. Duties include maintaining web site, Internet requirements and e-mail requirements of the Association. Review of all technology used or to be used by the Association, including but not limited to telephone, computer, hardware, software, measurement and rules. He supports the Rules Committee on technical issues by doing research on new technology for old methods. He supports the Association's Board of Governors on technical issues by explaining details on complex technology issues.

**Section 23.3 Board Meetings:** Bi-annual meetings shall be held in conjunction with the absolute World Championship to facilitate attendance. A quorum shall be an absolute majority of the voting Board of Governors in attendance. The Commodore, when petitioned by an absolute majority of the members of the Board of Governors, shall call an official meeting of the Board of Governors. The Commodore shall choose a time and

place for the meeting, which shall be held within three months if petitioned, and the Executive Director shall give notice to all members of the Board of Governors at least thirty days in advance. For all meetings, the Executive Director shall present the current agenda for consideration at the meeting. Except as provided herein, items may be added and voted upon provided each receives an absolute majority of votes of the entire Board of Governors. Items already on the agenda may be amended and voted upon by a majority of those present. Any item as amended by the meeting, which fails to receive a majority vote of those present but mathematically could receive a majority of the whole Board of Governors must be retained on the agenda at the request of any member present at the meeting. The Executive Director shall publish an accurate and fair summary of the agenda of the Board of Governors in the *Snipe Bulletin* and shall report the status and disposition of all items. The Executive Director shall report a summary of the Board of Governors deliberations to the membership as accurately as possible.

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

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

**Section 23.5 Ballots:** The Executive Director shall prepare for distri-

bution and forward to each member of the Board of Governors a ballot on matters before the Board of Governors as necessary for a timely decision, either for the bi-annual meeting or for ballots to be done via mail, fax or e-mail. The Ballot shall make provision for a “yes”, a “no” and a “table” vote. The Executive Director shall count as officially cast all ballots signed by a Board of Governors member and received by the Executive Director by mail, fax or e-mail within 30 days after the date of the ballot. Agenda items shall be considered passed when the Executive Director has received “yes” votes on officially cast ballots from an absolute majority of the Board of Governors. Tentative items (proposed by National Secretaries or five fleet captains), shall be so designated on the accompanying ballot and provision made for a “yes”, a “no”, and an “amend” and include for the next agenda, or a drop from consideration position. Tentative items receiving unanimous “yes” or “no” votes without any amendments shall be considered enacted or defeated, respectively.

#### **Section 24. *General Secretaries***

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

#### **Section 25. *Election of Officers***

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

By August first of each year, the Commodore shall appoint a Nominating Committee for the nomination of members for office. The Chairman of the Nominating Committee, or the Executive Director, shall promptly notify each voting member of the Board of Governors of sail appointments and shall call for nominations to be received by October first.

Nominations of the Nominating Committee may be supplemented by nominations by any member of the Board of Governors. If more than one name is placed in nomination for a given position, all names shall be shown on the ballot. The Executive Director shall mail, fax or e-mail ballots to each voting member by November first. They shall be completed and returned to the Executive Director by December first.

Officers shall be elected 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-year terms. Two Members-at-Large shall be elected each year. Generally, they will assume office as of January 1<sup>st</sup> 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 28. *Rules and International Rules Committee***

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 Rulebook. Such corrections, interpretations or simplifications will also be posted on the Snipe web site, Rules section.

### **Section 29. *Chief Measurer***

The Board of Governors shall appoint a Chief Measurer. He shall serve a four year term with re-election possible after the first term. He shall be responsible for managing the Class Measurers worldwide. He shall be a member of the Rules Committee and shall advise that Committee on Measuring Rules problems.

### **Section 30. *Amendments***

Proposed amendments to Constitution or By-Laws, Rule Changes, etc. must be submitted to the Executive Director not later than June 1<sup>st</sup> 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 officers will begin January 1<sup>st</sup> of even numbered years. The National Secretary shall be the official representative of the Association in his country and will act as direct liaison between the General Secretary of the pertinent hemisphere, the Board of Governors, Executive Director and the fleets of his country. All correspondence, dues, race results and other Association matters are to be handled through the National Secretary. The National Secretary shall not have powers to interpret the restrictions of the Class, such work to be entirely done by the International Rules Committee, but it shall be the duty of the National secretary to submit such problems to the Rules Committee for settlement. However, the National Secretary does have authority to approve or disapprove the appointment of measurers in his country. National Secretaries, being direct representatives of the Association, shall promote more Snipe racing, aid the growth of new fleets, promote inter-fleet and inter-country racing and shall in general have full charge of Snipe activities in the countries that they represent. They shall, in cooperation with the General Secretary, approve or disapprove of applications for fleet charters and regatta sanctions.

A National Secretary may establish procedural rules for the administration of the Class within his country. Such procedures may be reviewed by the Board of Governors and modified by the Board if deemed appropriate.

### **Section 33. *Standing Committees***

The Commodore shall appoint Board of Governors members to serve on the following standing committees: Long Range Planning, Finance, and Promotion. Additional positions on these committees are open to all Snipe Class members, with appointments to be made by the Commodore.

# By-Laws

## **Section 1. *Racing Season***

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

## **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 constructed, by application to the National Secretary, and paying the fee applicable to the country. The owner's full name and correct address must be supplied. Upon registration, the Executive Director shall assign racing numbers, which must be burned, carved, or molded into the centerboard trunk in an unobscured position in figures of a minimum height of 13 mm. No number shall ever be withdrawn; even though a boat is built outside the rules and restrictions, it must retain its registration number for identification. No number will be reassigned except to an old hull that has lost its original identification. Then an old, inactive number from the same period as the age of the boat may be assigned at the discretion of the Executive Director.

## **Section 3. *Change of Address***

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

## **Section 4. *Reregistration***

Boats that change hands through sale or other means, shall be reregistered at the earliest possible moment by the new owner who shall notify the National Secretary of such change of ownership with full information as to the new owner's name, address and where the boat will be located. If the boat's name is changed, such information should be included. The 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 Rules Commit-

tee of the Association. To obtain such a Certificate the boat must be examined by the Measurer who shall report his findings on a Snipe Class Measurement Data Sheet currently approved by the Rules Committee. If the boat complies in all respects the Measurer shall fill out a Measurement Data Sheet (MDS) and send the 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 that 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 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 Fee***

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

### **Section 8. *Measuring Unattached Boats***

Boats may be owned in localities where no fleet is in existence. The owners of such boats may, upon application to the National Secretary, receive a Measurement Data Sheet to be filled in relative to the boat 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 Measurement Certificate shall be subject to ratification by an ac-

credited Fleet Measurer who shall re-measure the boat and who shall be empowered to recommend a full Certificate of Measurement. Provision Measurement Certificates will not permit a boat to take part in any important fleet races, such as the Worlds, European or Western Hemisphere & Orient or National Championships, 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 sailing of the International Sailing Federation (ISAF) 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 Senior or Junior Members of the Association or their regularly recognized crew may be the skipper of the boat. In sanctioned events only Senior or Junior Members of the Association may be a skipper. The same skipper must sail the boat throughout such regattas.

### **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 he/she has properly participated in five official point score races and/or sanctioned regattas of the current season.

### **Section 12. *Crew Required***

At least 2 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 held. Results of Point Score Races should be sent to the Executive Director. Special forms may be obtained 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 sanction made on special Sanction Application Forms, which will be furnished 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 ensure compliance with the Class "Rules of Conduct". 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 the 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 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 or boats or sails or from other professions associated with the sea and ships. Appeals or protests on this issue 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 sailmaker mark 150x 150mm, may be displayed on sails.

### **Section 17. *Lost Measurement Certificate***

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

### **Section 18. *Racing Numbers***

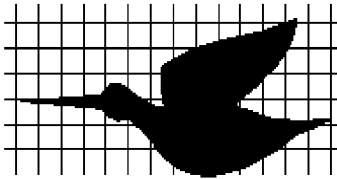
During all races, a skipper owner must use his own sails, and the number on the sails shall correspond to a measured hull on which dues for the current year have been paid. If an owner owns more than one boat, he may use numbers corresponding to either boat. In no event may two or more boats in any sanctioned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

### **Section 19. *Charter Fee***

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

### **Section 20. *Publicity Committee***

Each Fleet holding sanctioned regattas must have a publicity committee, usually comprising one person, whose sole duty it shall be to see that the regatta is amply covered by the press. In sanctioned regattas, the publicity committee shall work to get complete press coverage not only locally, but also to the press associations, camera men, movie men, broadcasting and television.



As designed by William F. Crosby in 1931

Sheet H

For all boats built after January 1, 2001

## **GENERAL RESTRICTIONS & MEASUREMENTS**

- 1. The purpose of the restrictions under which Snipe hulls and sails are approved is to ensure that, to as great degree as possible, all hulls and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions, which at some future date, someone cannot find what appears to be a legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question. Improvements and changes will be made only when these changes do not obsolete older boats and sails from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.***
- 2. Boats must be measured by officially appointed or elected Fleet Measurers or by Class Measurers approved by SCIRA. No certificate shall be acceptable unless recommended and signed by such a Measurer. (See also *Certified Builder Rule on page 54*)**
- 3. Boats, to be eligible to race in this Class, must be built to conform in every way to these measurement rules. A boat that does not meet all these requirements shall be ineligible to receive a Certificate of Measurement, but it retains its identifying number. Such boats cannot take part in any open or closed regattas whatsoever. The measurer**

must notify the Executive Director of any boats that cannot pass these requirements, giving the boat number, and the name and address of both the builder and owner.

- Nothing is optional in these plans, specifications or restrictions unless definitely stated as such.

## Hull

- Thickness of sides, transom, sides of centerboard trunk and bottom:  
**Fiberglass:** 3mm (1/8") minimum  
**Fiberglass and foam sandwich or fiberglass and honeycomb sandwich:** 3mm (1/8") outer skin and 1.5mm (1/16") inner skin minimum.  
**Wood:** density of 512 kg per cubic meter (.0185 lbs. per cubic inch) or greater, 13mm (1/2") minimum. Density of less than 512 kg per cubic meter (.0185 lbs. per cubic inch), 19mm (3/4") minimum.  
**Plywood:** 10mm (3/8") minimum.  
**Plywood and fiberglass:** 10mm (3/8") minimum plus fiberglass.
- Keel width 102mm (4") plus or minus 3mm (1/8") on flat under surface from stern to station 2 and minimum 51mm (2") wide at station 1.
- Stem must be a smooth curve and it must follow the table of stem offsets shown on drawing.
- Maximum chine radius is 19mm (3/4") at station 1, tapering to 3mm (1/8") at station 2, and is 3mm (1/8") from there aft.
- Maximum lack of flatness aft of station 1 in any cross section is 3mm (1/8") per each 305mm (foot) of distance over which the lack of flatness is being checked (i.e. distance 305 mm = 3mm, distance 456 mm = 4.5 mm, distance 610 mm = 6 mm of lack of flatness).

## Deck

- Thickness: Plywood: 6mm (1/4") minimum. Exterior grade maybe used.  
Fiberglass: 1.5mm (1/16"), Fiberglass and foam or honeycomb: 1.5mm (1/16") outer skin minimum.
- Forward deck must extend the full width of the boat to a point at least 1842mm (72 1/2") aft of the stem.
- 11.1 -Afterdeck minimum 457 mm (18") in length.



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

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

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

**11.5** - The hole in the deck where the mast goes through the deck (partners) shall have a maximum size of 76mm (3") athwartship by 254mm (10") fore and aft. The front side of the hole shall not be more than 1499mm (59") aft of the stem\*.

### **Cockpit**

**12.** Maximum width: 1016 mm (40"). If the deck alongside the cockpit curves down on a radius, the maximum width shall be checked at the intersection of the deck with a plane 51 mm (2") below the sheer. Cockpit corners may be square or rounded to any desired radius.

### **Construction of Fiberglass Boats**

**13.** Only professional boat builders certified by SCIRA can make fiberglass Snipe hulls (*See Certified Builder Rule, page 54*) Effective January 1, 1965, the construction of fiberglass hulls has been allowed under the same tolerances as approved by ISAF and now in effect for wood hulls. The loft lines do not show any sheer molding. Part or all of a sheer molding may be molded with hull. ***Each builder's method of construction of fiberglass boats must be approved by the Rules Committee.*** The thickness of the hull must be uniform except where reinforced locally such as at keel, the chine, the stem, the mast step, and where the stay anchorages and rudder gudgeons are attached. Increased thickness due to incorporation of flotation material in either the sides or bottom of the hull is not a violation of this requirement. If desired, the floorboards may be bonded directly to the bottom on the boat, omitting supports. A fiberglass and foam sandwich floor structure may be used. Wood and plywood are acceptable local reinforcements.

**13.1.** All professionally built boats must be measured before leaving the factory by a measurer satisfactory to the builder and the national secretary. Boats not so measured are prohibited from competition at regattas above the local level until measurement is complete. Com-

plete measurement includes a Moment of Inertia test.

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

**Deck:** The deck may be plywood or it may be fiberglass. In general, a fiberglass deck will require some type of double surface and core construction for adequate stiffness.

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

## Construction of Plywood Hulls

**14. Bottom and Sides:** The weight of the plywood used must be at least 5.65 kg per square meter (18 1/2 ounces per square foot). If 10mm (3/8") material is used throughout, fiberglass or other covering material may be used to bring the hull up to a minimum weight.

**Flotation:** .085 cu.m. (3 cubic feet) of foam must be installed in the hull.

**15.** All boats shall comply with the following flotation requirement: when the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 152mm (6") above the water when the boat is supporting 136 kgs (300 lbs). This may be accomplished by means of tank, flotation bags, self-bailing cockpits, increased low density flotation material, or other suitable means. Holes with maximum 645.2 sq.cm. (100 square inches) may be made in the transom to facilitate drainage. Where transom drains are used to comply with this rule they should have a minimum of 290.3 sq.cm. (45 square inches) total. **For boats built before Jan. 1, 2001 meeting the requirements of this rule, the centerboard trunk may have a minimum height of 9" (229mm) 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 51mm (2") above the water level in the boat after capsizing and being righted.**

## Moment of Inertia Test

16. All bare hulls, as defined in paragraph 38, must be subject to the moment of inertia test (for a full description of method, see Supplement to Measurement Data Sheet for Moment of Inertia Test). The moment of inertia of the hull is calculated from the following formula:

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

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

$$p = 3.1416$$

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

English: 
$$I = \frac{8.6067 \text{ ft}^2 CT^2}{4 \times 3.1416^2} = 1.8763(CT^2) \text{ slugft.}^2$$

Metric: 
$$I = \frac{2.6233 \text{ m}^2 CT^2}{4 \times 3.1416^2} = .1743CT^2$$

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

Metric: 27.6 (metric slug meters squared)

English: 200 (slug foot squared)

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

### Centerboard

17. **Board:** Verify dimensions with drawing, no other shape permitted. Maximum radius of bottom corners 13mm (1/2")\*. Centerboard shall be made of any hard aluminum alloy. 6061T6 or its equivalent is recommended. The thickness of centerboard shall be 10mm (3/8"). There shall be no inserts or other means of changing the distribution

of the weight. Boards must be uniform thickness except within 25mm (1") of edges, which may be tapered off. Centerboards may be cut out for lightness (see drawing). 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, and the centerboard shall not extend more than 851mm (33 1/2") below the keel. The 851mm (33 1/2") point shall be marked at aft edge on starboard side by a center punch.

**17.1 Effective Jan. 1, 2001**, centerboards complying with the measurement restrictions set out in Rule 17.1 (above) made of sheet molding compound (SMC) manufactured by Inapal Plasticos of Portugal may be used in any Snipe regatta up to, but not including, national championships and major international championships. In addition however, the national secretary of any SCIRA country may approve the use of the SMC centerboard in the national championship of that country. Boats sailing with the SMC centerboard must add weight where it may be easily seen if necessary to comply with minimum weight restrictions of the Class. Such weight shall be permanently attached with peened over bolts, glass cloth, or permanent mastic. Only one centerboard may be measured and used at a regatta.

**17.2 Trunk:** Slot in centerboard trunk maximum 546mm (21 1/2") long and no more than 13mm (1/2") in width if in fiberglass or 14mm (9/16") if in wood or plywood. The aft edge of the centerboard trunk shall be perpendicular to base line. Forward edge of centerboard trunk shall either be perpendicular or slope forward 6mm (1/4") maximum at the top of trunk. 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.

**For all boats built after Jan. 1, 2001:** the aft end of the centerboard trunk must be 310mm,  $-0 + 3\text{mm}$  (12 1/4",  $-0" + 1/8"$ ) from the outside of the hull to the top of the trunk. **The top of centerboard trunk shall be parallel to baseline\*.**

**18.** The centerboard must be restricted while racing in such a manner that no point of the bottom edge extends less than 305mm (12") below the keel. To permit checking the position of the centerboard while racing a band 25mm (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 while the board is raised on this maximum height. A safety line must be used on centerboard while racing. The safety line shall not be adjustable and shall be fastened to the boat and to the centerboard by a shackle or snap of suitable dimension.\* Any type of retaining system may be used, provided such system allows the crew to extend the board completely when capsized without swimming under the boat. Only one centerboard may be used during a regatta unless irreparable damage has occurred.

### **Exception to Applicability of Prior Rules (#17 & #18)**

The new centerboard shape and thickness must be used after January 1, 1976 on all boats in the World Championships, Western Hemisphere Championships and European Championships. Those existing boats which cannot use a 10mm (3/8") thick board because of trunk slot width shall use a 8mm (5/16") thick board of the new shape. The length of the trunk slot shall be 546mm (21 1/2") maximum.

## **Rudder**

19. The rudder shall be made of wood, wood & fiberglass, fiberglass or fiberglass & foam. Metal rudder blades are prohibited. Only one rudder may be used during a regatta unless irreparable damage has occurred.
20. The rudder thickness above and below the water line shall be 19mm (3/4") minimum and 38mm (1 1/2") maximum.
21. The width of the blade below the water line shall be 260mm (10 1/4") maximum and 254mm (10") minimum. This measurement is taken across the rudder approximately at right angles to its leading edge.
22. The minimum weight of the rudder including pintles shall be 2.72 kgs (6 pounds). Weight of no more than 450g. (1 lb.) may be permanently attached to a rudder to reach the minimum weight.
23. Where pivoting rudders are desirable because of purely local conditions, they may be used for local races only. They may not be used in any regattas or championships.
24. The tiller shall be strong and attached firmly to the rudder head in such a manner it cannot be slid fore and aft and does not extend far enough aft to artificially lengthen the boat. Tiller must be directly

connected and completely above the aft deck.

**25.** The rudder must at all times be mounted parallel to the transom. It must be attached to the transom and as close to the transom as conveniently possible with 38 mm (1 1/2") maximum clearance. Vertical adjustments or changes in angle are not permitted. There shall be a suitable means of preventing the rudder from falling off with the boat inverted.

**26.** The gudgeons & pintles shall be 8mm (5/16") diameter. \*

**26.1.** The lower gudgeon shall be mounted on the transom 155mm (6 1/8") above the intersection of the transom and the keel. The upper gudgeon shall be 410mm (16 1/8") above the intersection of the transom and keel.

## **Mast - Boom - Rigging**

**27.** Only one mast may be used during a regatta unless irreparable damage has occurred. The mast must be minimum 32mm (1 1/4") athwartships at the top band or at any point below. The mast may be tapered above the stay intersection. Any taper in the mast above the stay intersection shall be essentially a uniform taper. Aluminum extrusions may be used and must be made of alloy 6061T6 or equivalent. Masts having an athwartship dimension of 54mm (2 1/8") or less must use spreaders. Spreader length and rake limit shall not be adjustable while racing. Rotating masts are prohibited.

**27.1** When stepped, the centerline of the mast shall be located between 1524mm (60") and 1626mm (64") aft of the stem. (For measurement purposes the front side of the mast should be between 1499mm (59") and 1600mm (63") from the stem with the mast in vertical position)\*

**27.2 For all boats built after Jan. 1, 2001:** The floor of the mast step fitting must be no more than 400 mm (15 3/4") and no less than 390mm (15 3/8") below the sheer line. **For older boats:** The mast shall be stepped on the keel, or no higher than 51mm (2") above the flotation tank in the bottom.

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

**28.1**The shroud, jib stay, and jib halyard intersections with the surface of the mast shall be between 4470mm (14'8") and 4572mm (15'0") above

the sheer. See drawing for method of determining the intersection. This limitation shall apply to all masts built after Jan. 1, 1992 and before Jan. 1, 2001.

**For all boats built after Jan. 1, 2001:** The shroud, jib stay, and jib halyard intersections with the surface of the mast shall be between 4860mm (15' 11 3/8") and 4962mm (16' 3 3/8") above the butt of the mast.

29. Two bands of 25mm (1") width shall be painted around the mast in a color to contrast with color of the mast. Tape which is not readily removable and which soon becomes as permanently attached as paint (such as one mil Mylar) may be used. Easily removable tape such as electricians or plastic decorative tape is not acceptable.

The bands shall be located as follows:

The lower edge of the top band to be not more than 6109mm (20' 1/2") above the sheer (Need not be measured on boats built after Jan. 1, 2001).

**For all boats built after Jan. 1, 2001:** The lower edge of the top band to be not more than 6499mm (21' 3 7/8") above the butt of the mast.

The upper edge of lower band shall be at maximum 5112mm (16' 9 1/4") below the lower edge of top band.

While racing the main sail must be set so that its edges are within the inside edges of the bands.

30. The mast with halyards, stays, gooseneck, stay adjusters, spreaders and butt fitting must weigh 9.1 kg (20 lbs) minimum and nothing may be added to the basic mast except necessary fittings or reinforcements. The center of gravity in the conditions when weighed with the stays and halyards full length and temporarily taped to the mast, shall be at least 1524mm (60") above the lower band. If the mast complies with this rule it will remain legal if a blade or other reinforcement is added\*.

31. All boats must have a jib stay and two side shrouds. No backstay may be used. The jib stay must be all metal 2.5mm (3/32") 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 with shrouds and the mast push/puller off. The length of jib stay and shrouds must be incapable of being changed during a race.

- 31.1** Anchorages of shrouds may be under deck. Shroud anchorages or through-the-deck fairleads must be not more than 102mm (4") inside the sheer line and between 1778mm (70") and 1981mm (78") aft of the stem.
- 31.2** The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable means. Movement of the mast, fore and aft, or lateral, may be restrained by blocks at deck level. Fore and aft guys may be used, with the guys attached to the mast no higher than the lower band. Mast shall not be moved at step while racing.
- 31.3** The use of light elastic line (shock cord) to remove slack in the jib stay and between the shrouds and the mast is permitted.
- 31.4** All other rigging optional. Running rigging optional. So-called streamlined rigging not permitted.
- 32.** The boom length shall be 2642mm (8' 8") maximum, measured from the aft side of the mast.
- 33.** The maximum depth of boom, including slot, shall be 102mm (4") and minimum 89mm (3 1/2") for a wood boom. Maximum width 76mm (3"). Minimum thickness of plank boom 19mm (3/4"). A section of 63mm (2 1/2") deep and at least 22mm (7/8") wide may be used. Any section that may be used for a mast may be used for a boom.
- 34.** Aluminum booms must be made of alloy 6063T6 or equivalent.
- 35.** A band 25mm (1") with the forward side located at 2559mm (8' 4 3/4") aft of the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the boltrope), will limit the length of mainsail foot. A screw or other stopper shall limit the mainsail foot so that the aftermost edge of the sail at the clew shall not be stretched beyond the foremost edge of the band.
- 36.** Boom shall be essentially straight and shall not be tapered nor have lightening holes. The depth of the boom at either end may be reduced for access to blocks or boltrope. Only one boom may be used during a regatta unless irreparable damage has occurred.



## Weight Limit

**37.** The minimum weight, including mast, boom, rigging, mainsheet, one whisker pole or whisker pole launching system, centerboard, rudder and tiller shall be 172.8 kgs (381 lbs).

The bare hull including deck, centerboard trunk, floorboards, flotation, hull fittings and sail away equipment shall weigh 125.2kgs (276 lbs) minimum.

In addition ballast up to 15 kg (33 lbs) may be permanently added in any location, subject to the requirements for Moment of Inertia and where it may be seen and it shall be attached with peened over bolts or glass cloth (See Supplement to Measurement Data Sheet for Moment of Inertia Test). Boats that do not meet the weight limit must have ballast permanently added before they can be given Measurement Certificate. Boats must be re-weighed at start of each season.

**37.1** Extra weight added to compensate for the difference in weight of an aluminum centerboard and one made of SMC (see Rule 17.2) is exempted from the 15kg limitation in Rule 38.1.

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

## Sails

**39.** In all races, skippers must use their own sails. The number on the main 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:** Placing of racing numbers, letter and emblems shall comply with ISAF rules and additional detail requirements of these Class rules. 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 on third and one half the distance from the top of the sail to the boom.

**Letters:** 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 and shall be above the numbers on both sides.

**Insignia:** The Class insignia shall be located immediately above the top batten, and shall be an accurate reproduction of the official insignia, which may be obtained from Executive Director. Honor award chevron may be displayed immediately below the top batten. The insignia, chevrons, national designation and racing numbers shall be centered between the leech and luff. The numbers and national designation letters shall be minimum 305mm (12") in height and 152mm (6") to 203mm (8") in width (except "1" and "I").

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.

**Gold – World Champion**

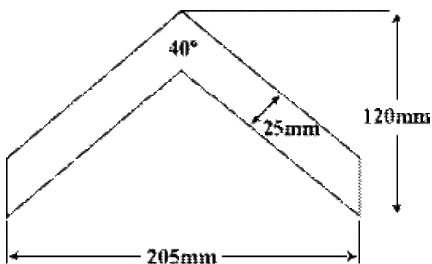
**Silver – European or Western Hemisphere & Orient Champion**

**Red – National Champion**

**Blue – Junior National Champion**

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

**Black – Fleet Champion**



**40. Materials:** Any type of woven polyester fabric or polyester film/scrim three-ply laminate material may be used as long as it has a minimum weight of 111.4 grams per true square meter (2.6 oz. per sailmaker yard). Laminate material approval is limited to commercially manufactured, readily available materials which are cost-competitive with woven materials and which have been specifically approved by the Rules Committee on a case-by-case basis.

One transparent window of non-woven material may be used in each sail, if desired, with a maximum area of 1858 sq.cm. (2 square feet) per window.

41. **Construction:** Leeches must be folded or capped with at least one additional layer of material of at least the same weight as the body of the sail or its equivalent. Sails may be seamed or glued.
42. No extra battens or other means of artificially stiffening the leech of either sail shall be used.
43. The dimensions as given are for maximum measurements. Sails over dimensions on any side are not allowable. A new sail must not be approved which, in the Measurer's opinion, will not be within the specified limits after "breaking in". Sails are subject to re-measurement and cancellation of approval at anytime. They must be measured at the start of each season and so marked.

All measurements shall be taken disregarding roaches, straight-line, to centers of grommets and no allowance shall be made for miss-located grommets resulting in the sail being smaller than maximum size permissible.

If a grommet is located farther from edge of the sail than is permissible, the sail must not be accepted.

See supplemental drawing on limiting sail dimensions page 60-61.

All jib dimensions and main leeches shall be subjected to a direct pull of 3.6 kg (8 lbs) when being measured.

Mainsail shall be measured with battens in place.

Spinnakers are not permitted.

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

44. **Royalties:** a SCIRA sail royalty label must be permanently attached on every mainsail and jib. No new sail can be accepted nor measured by a member for racing purposes without a label; it is not a Snipe sail unless the royalty label appears thereon. It is the obligation of the sailmaker to buy these labels from the SCIRA Office.
45. **Mainsail:** Mainsail luff and foot need not be measured. The limiting dimensions are checked on the mast and boom when the boat is racing. Loose-footed mainsails are prohibited. Maximum dimension of leech 5334mm (17'6").

**45.1. For sails built after Jan. 1, 2000:** To measure quarter girth and batten position proceed as follows: to determine the mid-point of the leech fold the sail until the center of the grommet in the headboard coincides with the center of the grommet at the clew. Remove any wrinkles in the leech and mark this point on the leech with pencil or permanent mark. Then refold the sail so that the centers of the grommets in the headboard and clew coincide with the midpoint. Remove any wrinkles in the leech and mark these two new points on the leech. Measure from each of these points to the nearest point on the luff including the boltrope. Use only enough tension on the sail to remove wrinkles.\* The maximum dimensions across the sail are:

**upper quarter girth:** 1067mm (3' 6") \*

**mid-girth:** 1755mm (5' 9 1/8")\*

**lower quarter girth:** 2238mm (7' 4 1/8")\*

Batten position is measured to the center of the batten pocket.

**For older sails:** The maximum dimension across the sail from the mid point of the luff to the mid point of the leech is 1791mm (5' 10 1/2"). Determine the mid point of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack. Determine the mid point of the leech using the headboard grommet and the grommet at the clew. The measurements are from the inside of the boltrope to the leech and shall be checked with only enough tension to remove wrinkles.

- 46.** Bolt ropes may be cut back at the tack no more then 254mm (10").
- 47.** A grommet may be installed in the mainsail to permit tightening the luff while racing. Refer to drawing for the location. A line may be rigged through this grommet in any manner desired in order to tighten the luff.
- 48.** Maximum length of mainsail battens:  
(Pockets not over 38mm (1 1/2") longer than batten)

**Top batten** ————— 457mm (18")

**Center batten** ————— 686mm (27")

**Lower batten** ————— 610mm (24")

**49.** The headboard of the mainsail is a maximum 152mm (6") measured perpendicular to the luff. Projection of the mainsail leech beyond the headboard shall not exceed 5mm (3/16").

**49.1** The mainsail leech between the headboard and the upper batten shall be straight or nearly straight like the other leech sections (between battens and lower batten to clew).

**50.** Jib dimensions:

<b>Foot</b>	1956mm (6'5") maximum
<b>Head grommet to midpoint of foot</b>	3708mm (12'2") maximum
<b>Luff</b>	3734mm (12'3") maximum
<b>Leech</b>	3505mm (11'6") maximum

**51.** The use of jib hanks is optional. If used, there shall be a minimum of 5 and maximum 10 hanks, one at each end of the luff and the others evenly spaced between them. If glove fasteners are used a maximum of 254mm (10") of the forestay may be covered. Jib may be sheeted inside or outside shrouds. No battens whatsoever allowed in the jib. All jibs must be capable of being attached without disconnecting the forestay. The jib must have a wire attached to the luff while racing. The jib luff wire must be attached to deck and it cannot be moved while racing.

**51.1** No headboard and leech line permitted in the jib.

**51.2** The roach on leech and foot shall form a uniform curve.

**3.3** Head girth measurement. See supplemental drawing page 60.

## **Approved Options Not Covered Elsewhere**

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

**52.1** Hiking straps: no restriction on number or location.

**52.2** Tiller extension: no restriction.

**52.3** Boom vang: no restriction.

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

**52.5** Jib fairleads: no restriction on type and location.

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

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

- 52.8** Sliding gooseneck: may be on track or in slot in mast. Must have some means to prevent downward movement beyond position giving maximum legal length of luff. The position of gooseneck may be changed while racing.
- 52.9** Floorboards are optional.
- 52.10** All metric measurements are taken to the nearest millimeter\*. Questions must be resolved by using the customary system which is also shown, and which was used in designing the boat.
- 52.11** The maximum overall length of the whisker pole is 2642mm (104") and it may not extend in front of the bow of the boat or aft of the boom when not deployed. Pole launcher and retractor system using shock cord are allowed. The mast fitting from which a retractable whisker pole is launched shall not project further than the forward face of the mast.
- 52.12** Carbon, aramid fibers or micro-grooved film shall not be used in hull construction or major equipment. Exotic materials may be used in running rigging fittings only if commercially manufactured and readily available on the open market at prices competitive with similar fittings and equipment of non-exotic material.
- 52.13.** No electronic devices other than timers shall be used on the boat.

## **Miscellaneous**

- 52.14** Boats 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.
- 52.15** Suitable paddle or oar must be carried.
- 52.16** A towline of 10 meters (33') minimum length, and 6mm (1/4") minimum diameter must be carried. SCIRA makes no prescription on anchor but some local authorities may require it.
- 52.17** 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. Any boat infringing this ruling shall not be issued or shall be subject to loss of measurement certificate.
- 52.18** Sliding seats, hiking boards, trapeze rigs and other artificial methods of supporting the skipper's or crew's weight to balance the boat are prohibited. This does not prevent the use of hiking straps or any

kind of line or cord attached to the boat within 203 mm (8") of the top of the deck. It is permissible for the crew to hold on to the side stays.

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



**Incoming Rules Chairman Giorgio Brezich and then current Rules Chairman Brainard Cooper discuss 1999 rules changes at the World Board of Governors meeting in Santiago de la Ribera, Spain. Dedication of volunteers is what has made the Snipe Class strong for 70+ years!**

# Certified Builders

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

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

1. Certification by SCIRA will be required before hull numbers are sold to any new or established builders.
2. Certification will be renewable every two (2) years for new builders during the first four (4) years of certification, and every five (5) years thereafter. Certification of established builders will be renewable every five (5) years.
3. An International Snipe Class Measurer, or the measurer's designee, shall measure all new boat molds of new builders and the first five (5) boats manufactured by new builders, at the builder's expense. There will be an International Snipe Class Measurers selected for Japan (1), for Europe (1), for South America (1), and for North America (1).
4. An International Snipe Class Measurer shall measure all new molds of established builders and the first boats manufactured from all new molds of established builders, at the builder's expense.
5. Every certified Class Builder shall select a Builder's Measurer, who shall be satisfactory to the builder's national Snipe Class Measurer.
6. The Builder's Measurer shall completely measure all new boats manufactured by the builder, to include weighing and the Moment of Inertia (MOI) test, at the purchaser's expense. A Measurement Data Sheet (MDS) shall be completed in full by the Builder's Measurer for every new boat manufactured by the builder. The MDS shall then be mailed to the Executive Director of SCIRA, and a Measurement Certificate shall be given to the first purchaser. In the event that an MDS cannot be completed, for whatever reason, the MDS shall be mailed to the Executive Director of SCIRA with an explanation of the reasons why the MDS could not be completed. A copy of the MDS and the expla-



nation shall also be mailed to the builder's national International Snipe Class Measurer. The purchaser shall only be charged a prorated measurement fee corresponding to the percentage of the MDS that was completed.

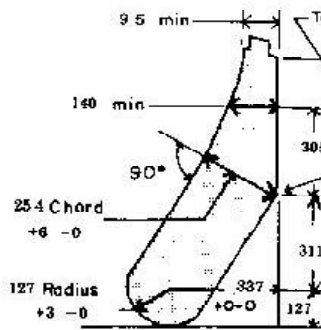
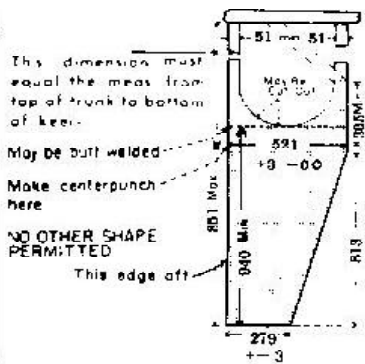
7. Every certified Class Builder shall correct manufacturing defects in the boats the builder manufactured, whenever they are found.
8. Any certified Class Builder who repeatedly fails to comply with any of the foregoing requirements, or who breaches the requirements in a material way, shall forfeit certification as a Class Builder, after due notice, and may not be re-certified for a period of at least one (1) year
9. All builders who are actively manufacturing boats as of December 31, 1999 shall be certified by SCIRA as established Class Builders under the foregoing requirements.



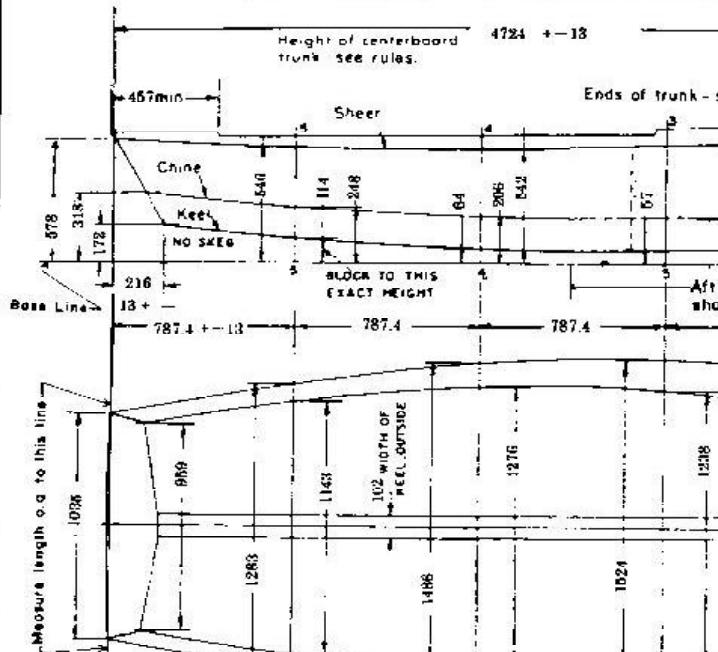
# Instructions for Measurers

1. It is the responsibility of the measurer to determine, accurately and carefully, that each Snipe he measures meets all requirements in the Measurement Data Sheet. He should be particularly careful to note any attempt, either on 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 SCIRA office by the 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 SCIRA office the name and address of the new owner in the event of sale of the boat.
3. The Measurer shall inform the owner that changes in the boat will void the certificate. Any changes must be re-measured and the certificate countersigned and dated by the Measurer to indicate that the boat has been re-examined, and the changes approved. In addition, if a boat has been re-constructed and has had structural changes such a new deck, it must be subject to a moment of inertia test. If more radical changes have been made to the hull, the whole boat must be re-measured to a current measurement data sheet (sheet G).
4. The Chief Measurer appoints Class Measurers and Fleet Measurers are elected or appointed by local fleets. They have the sole power to issue Measure Certificates. Measurers shall use the Measurement Data Sheet as 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. A measurer shall not approve boats which contain departures from the plans and restrictions, or infringe the letter and/or spirit of these rules.

5. Measurers must fill in every blank space provided on the Measurement Data Sheet, including:
- Official Racing Number.
  - Boat's name.
  - Full name(s) and address(es) of owner(s).
  - Builder name and address.
  - Name and charter number of the fleet in which this boat is expected to compete.
- 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.
6. In cases where a boat is found to be ineligible to receive a Measurement Certificate, the Measurer must notify the owner and the Executive Director, who will notify the Fleet Captain. The boat shall retain the identifying number. The owner may appeal to the Fleet Captain, who shall make a full report to the Executive Director. The Executive Director shall make a report to the Chairman of the Rules Committee. The decision of the Rules Committee shall be final. There cannot be further appeal. Until such a decision is announced, the boat cannot receive a decal for participation in SCIRA events.
7. Each boat must have been assigned a racing number by the Association. This number must be carved, burned, or molded into the center-board trunk in an unobscured position. Minimum height of these numbers must be 13mm (1/2"). Unless this is done, a boat cannot receive a Certificate of Measurement.
8. 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 National Secretary for each year that dues are paid.



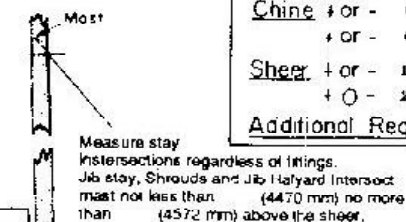
Boom 2591 to 2642 to aft side of m



SHEET G  
 Revised January 1996  
 Designed by William F. Crisby, 1931

...om  
should clear deck by  
at 3/4" at transom

point projected along the  
of the bottom of the  
2 1/4" vertical



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

- Keel + or - 6 on vertical measurements  
+ or - 3 on width, sta. 2 to stern
- Chine + or - 6 on height  
+ or - 6 on width
- Sheer + or - 12 on width  
+ 0 - 25 on height (including stern head)

Additional Requirements - refer to Rules

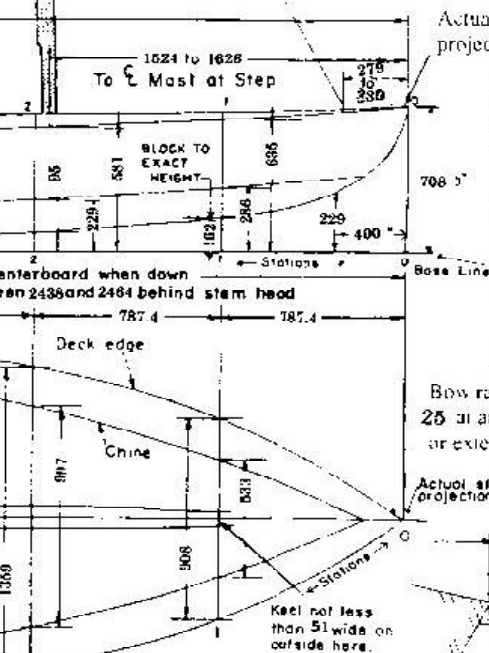
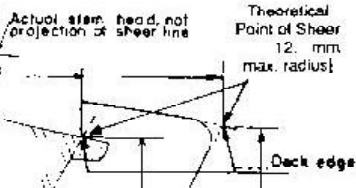


TABLE OF STEM OFFSETS

Up From Base Line	Back From Stem Head
No.	Tol.
227	± or - 6
278	278
305	200
337	159
361	114
457	60
527	32
311 to 387	Intersection Of Chine Extension

Bow radius shall not exceed 25 at any point above the actual or extended chine intersection

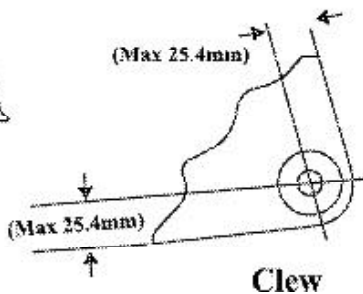
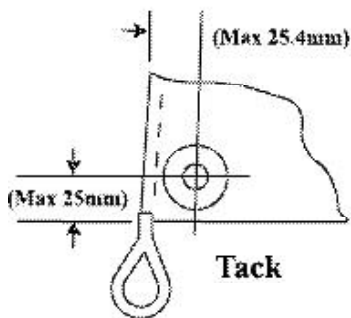
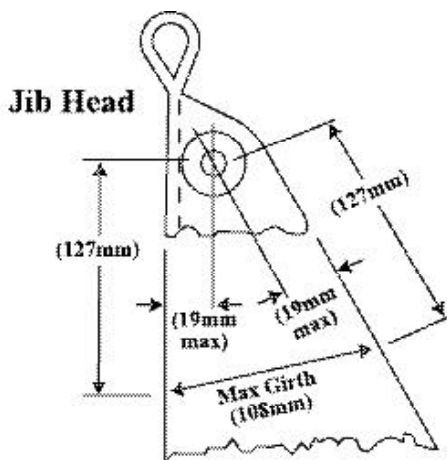


Beam measurements to inside of sheer molding, or to such theoretical point if no sheer molding is used. See sketch.

# SNIPE SAILS

## Additional Limiting Dimensions

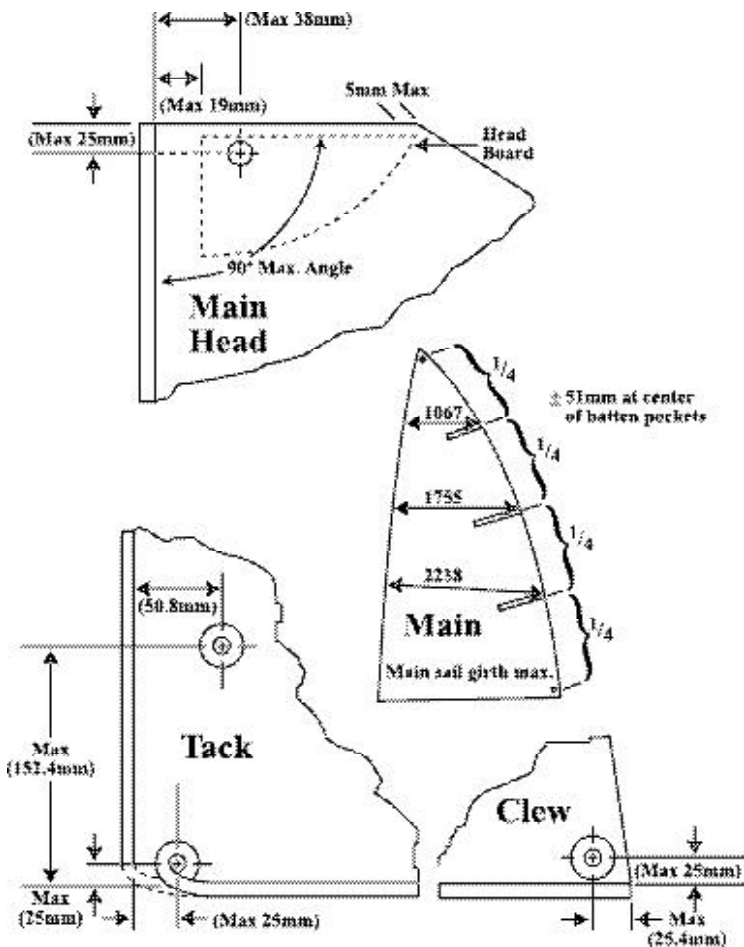
Dimensions are maximum unless noted.



# SNIPE SAILS

## Additional Limiting Dimensions

Dimensions are maximum unless noted.



# SCIRA Event Advertising Prescription

1. All Snipe regattas are Category A except as allowed in paragraph 3.
2. The following regattas are approved as Category A regattas only: World Championships, European Championships, Western Hemisphere & Orient Championships.
3. A national secretary may, with the approval of the SCIRA members in his country, allow any or all regattas sailed in his country to be Category C as defined by ISAF including national championships, continental, and international championships not mentioned in paragraph 2.
4. The organizers of events may request that competitors display advertising material of an event sponsor under the restrictions outlined in paragraphs 5 through 7.
5. Under no circumstances will the display of advertising of an event sponsor be mandatory. The final decision on whether to display such advertising shall remain with the skipper. There shall be no penalty or inducement of any type for any skipper who chooses not to display the advertising of an event sponsor.
6. The entry fee and any other fees associated with the event shall be uniform for all skippers whether or not they display advertising associated with the event sponsor. This shall include fees associated with social events.
7. For those event organizers who choose to allow event sponsorship advertising, the following fee schedule shall apply:
  - A. World Championships: \$1500 (US\$) to the SCIRA office
  - B. European and Western Hemisphere & Orient: \$750 (US\$) to the SCIRA office
  - C. World Masters, Juniors and Women's: \$350 (US\$) to the SCIRA office
  - D. Continental, International, and National Championships: \$350 (US\$) to host country's SCIRA office



# **Rules of Conduct**

## **For**

### **Conducting National and International Championship Regattas**

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

#### **Regatta Award**

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

#### **Authorities**

2. These rules are written for the purpose of conducting a championship regatta to select a champion skipper and crew. All other considerations, such as the convenience of the Race Committee, spectators, and other non-participants shall be considered only if no sacrifice is made in conducting the best racing.
  - 2.1 The intent of these rules shall be considered rather than any semantic or technical misconstruction that may be derived from the wording.
  - 2.2 The official language for all International Championships shall be English.
  - 2.3 An official SCIRA Representative shall be assigned by SCIRA for each regatta to assure the regatta is conducted in full accordance with the applicable Deed of Gift, these Rules of Conduct, and the SCIRA Sailing Instructions, all of which rank as rules. While normally an advisor, the SCIRA Representative shall have full power to file a strong protest against the Race Committee Chairman or other official and withhold the SCIRA trophy if he/she is convinced that the con-

duct of the regatta is not in compliance with these rules. He/she shall assist all committees in an advisory capacity and shall be consulted in any dispute concerning SCIRA rules. He/she should, generally, not be a formal member of any committee. He/she shall be available for all measurement, registration times and the competitor's meeting, and shall be present on the main Race Committee boat during all races.

The designation of the SCIRA Representative is as follows, unless the Commodore and Chairman of the Rules Committee authorize a change:

(See note below)

**World Championship** - Commodore

**European Championship** - General Secretary for Europe

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

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

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

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

**Note: If the SCIRA Representative designated by this rule is not completely familiar with current race management rules and practice, he/she shall designate a "representative of the SCIRA**

**Representative" who is completely familiar with race management to advise the race committee during the event.**

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

2.5 The current Racing Rules of Sailing as published by the ISAF with prescriptions of the hosting National Authority or Federation (if any) shall apply, except where they have been properly modified by: these Rules, the SCIRA Constitution & By-laws, or SCIRA Sailing Instructions as published in the current SCIRA Rulebook or changed

by published amendments, if any. In all cases of conflict the SCIRA rules shall govern, except as prohibited by RRS 86.1(c).

## **Entry, Eligibility, and Measurement Restrictions**

3. No boat shall be eligible to enter any Class championship race unless she has a Measurement Data Sheet (MDS) on file at the SCIRA office.

Additionally, no boat shall be eligible to enter Worlds, European or Western Hemisphere and Orient Championship without a Moment of Inertia measurement certificate on file at the SCIRA office.

- 3.1 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. **Coordinate with what measurement has done**
- 3.2 No more than two suits of sails per boat may be measured for any competitor. The SCIRA Representative may authorize a measured replacement if a sail is found to be irreparably damaged.
- 3.3 Continental, Hemisphere and National Championship events shall be required to weigh the boat, measure and stamp sails. At the discretion of the measurement committee for the event, a check of the mast and boom stripes, the centerboard and rudder, poles paddles and tow lines, and life preservers may be made for any boat competing. For World Championships all of the above measurements checks shall be made on all boats competing. Other championships shall, at a minimum, weigh the boat, measure and stamp sails, and check for paddles, tow lines and life preservers for each boat competing.
- 3.4 Advertising in all SCIRA events shall comply with the SCIRA Advertising Prescription.
- 3.5 A country must be current for all monies owed to SCIRA or its competitors shall not compete in Continental, Hemisphere, or World Championships.

## **Race Schedule**

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

## **Race Courses and Requirements**

### **(see Course Selection Diagram**

5. Any course used for a World, European or Western Hemisphere & Orient Championship shall be one of those shown in the Course Selection Diagram in the SCIRA Official Rulebook (for National Championships, use of SCIRA course Selection Diagram is strongly encouraged, though an additional variant course to accommodate local conditions may also be used subject to the approval of the National Secretary of the country. The first leg of the variant course shall be made to make the first leg a minimum of ½ nautical mile.)
- 5.1 Course length shall be determined by the wind and water conditions from 5 to 7 nautical miles.
- 5.2 Course marks shall be left to port.
- 5.3 Courses shall not be shortened in number of legs but the length of legs may be modified per RRS 33. Shortening or lengthening shall not be by more than 30% of original leg length
- 5.4 A sustained wind variation of 20 degrees or more from the posted bearing during the first leg of a race shall cause that race to be abandoned and re-sailed, or abandoned.
- 5.5 A sustained variation of 40 degrees or more off the posted bearing during the first lap shall result in that race being abandoned and re-sailed. .

## **Marks**

6. Courses shall be established using only temporary inflatable marks. Fixed or government marks shall not be used.
- 6.1 The Race Committee is requested to record the order of competitors' passing at each primary course mark.

## **Starting Lines**

7. Fixed starting lines shall not be used.
- 7.1 A Race Committee boat should not be larger than 15 meters (50 feet) overall so that its size should not be a consideration in a competitor's starting strategy.
- 7.2 The use of RRS 30.1 (I Flag Rule) is generally discouraged and will not be used in any race unless and until a general recall has been

signaled for that race.

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

## **Starting Systems and Procedures**

8. Races shall be started in accordance with RRS 26. Divisions shall start at (insert time) minute intervals in the order of (insert order).  
[\*Delete divisions if not a multi-fleet regatta\*]
- 8.1 If a Postponement or a general recall is signaled the next Warning signal shall be made 1 minute after the lowering of the postponement or general recall signal unless a type-of-course selection change occurred. This changes RRS Race Signals.

Any boat not starting within 9 minutes after her starting signal shall not be considered a starter. In any event where more than one division is to be started, the interval between starts shall not be less than 10 minutes. [\*Vary time limit for starting to coincide with the starting system (timing being used).\*

- 8.2 The course signal (code O,T,W) shall be hoisted at least one minute prior the warning signal

## **Weather Limitations (Course and Starting)**

9. A race shall not be started unless the Race Committee and SCIRA Representative are confident that a fair race can be completed.
- 9.1 Races should not be started in winds of less than 4 knots or more than 25 knots.
- 9.2 If during a race the wind and or wave action increases to the point where a windward-leeward course or leg of a course would be inadvisable (See Course Selection Diagram), the Race Committee shall display Flag “T” at the windward mark (per Sailing Instruction 12.4) indicating two triangular laps when displayed at the end of the first windward leg or one triangular lap if displayed at the end of the second windward leg.

## **Finish Line**

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

## **Equipment Check**

11. Any five boats should be checked for required equipment and rule

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

## **Time Limit**

12. The time limit for the first boat to finish shall be 2 hours from the start and the time for completion of the first lap shall be 1 hour.
- 12.1 Any boat not finishing within either the time limit or within 20 minutes of the first boat, whichever is later, shall be scored DNF.

## **Protests**

13. An international jury per RRS Appendix M should be used in all major International Championships (World, Hemisphere, North American, South American, and European Championship). Familiarity and experience with SNIPE sailing is a critical criterion for the selection of jury members. The SCIRA Representative shall be satisfied that there is compliance with this requirement in advance of the event.
- 13.1 The provisions of rule M2.2 are reserved to SCIRA officials.
- 13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as award of all trophies. Appeals related to SCIRA Rules may be made to the SCIRA Chairman of Rules Committee. The SCIRA Rules Committee may decline to hear the appeal and forward it on to the appropriate appeals committee of the hosting National authority or Federation.

## **Breakdowns**

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

## **Scoring**

15. The SCIRA Low Point or the Olympic or ISAF Scoring system may be used. The SCIRA Representative shall approve the scoring system to be used.
- 15.1 In events requiring the use of borrowed boats or any event where RDG points may be awarded by the jury, SCIRA prefers that any break-

down points or RDG Points equal the average earned to the nearest tenth of a point (round .05 and greater upward) of the competitor's points in the series except the drop race (if any) and the race in question.

## **Support Craft**

16. All Race Committees are required to be diligent in their strict supervision of all support boat activity. Under no circumstances should the use of support boats influence the outcome of a race.
- 16.1 Team leaders, coaches, and other support personnel shall not go afloat in the racing area during the racing except on Race Committee designated spectator boats. Failure to comply with this requirement may result in the penalization of any boat(s) associated with the boat infringing with this rule.

## **Team Racing**

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

## **Rule Compliance**

18. Non-compliance with these rules shall be acceptable grounds for a request for redress by a competitor, and shall be acceptable grounds for a protest or request for redress or SCIRA trophy withhold by the SCIRA Representative or the official measurer at that event. (This changes RRS 62)

# Notice of Race

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

(name of the regatta)

(name of deed of gift)

(date)

**ORGANIZING AUTHORITY:** Snipe Class International Racing Association

**HOSTING CLUB:**(insert name of the affiliated club)

**RULES:** The current Racing Rules of Sailing (RRS) and the prescriptions of (insert the National Authority), the SCIRA Rules of Conduct for Conducting National and International Championship Regattas or Sanctioned Regattas, the Deed of Gift and the Sailing Instructions shall be in effect.

**ADVERTISING:** This regatta is classified as Category (insert A or C) in accordance with the SCIRA Advertising Prescription.

**ENTRY AND ELIGIBILITY:** This regatta is open to SCIRA registered boats and skippers in good standing for the current year (insert co-skipper if permitted and crew for championship and sanctioned regattas) subject to any Deed of Gift trophy restrictions.

**REGISTRATION:** (insert pre-registration information)

**SCHEDULE:** (1) registration: (insert date, time and location)

(2) racing: (insert date and time)

**MEASUREMENT:** (1) all boats are subject to measurement at any time at the reasonable discretion of the Class or Race Committee. (2) all boats are required to have a current Class decal properly displayed. (3) Insert additional requirements, if any.



**SAILING INSTRUCTIONS:** the regatta Sailing Instructions will be available (insert time and location)

**COURSES:** the courses to be sailed are the Class approved courses for (insert Championship or Sanctioned) regattas as published in the current SCIRA Official Rulebook.

**BLACK FLAG:** RRS Rule 30.3 shall not be used in this regatta (use of this rule is discouraged and it's use must have the prior approval by the Class)

**SCORING:** the SCIRA Low Point (preferred) or Olympic or ISAF scoring system will be used (insert type), (insert drop race restrictions if they apply)

**PRIZES:** (insert prize detail including Deed of Gift, if any)

**QUALIFICATIONS FOR SUBSEQUENT EVENT:** (insert detail for advancement criteria)

**SOCIAL:** (insert details, if any)

**SCIRA REPRESENTATIVE:** (insert name and contact information)

**REGATTA CONTACT:** (insert name and contact information)

# Sailing Instructions

*In accordance with ISAF Part. 7, 87.1 (d) the organizing authority for all Class Championships and Sanctioned Regattas is the Snipe Class International Racing Association. Event Hosts (affiliated clubs or organizations) shall use these Sailing Instructions for all Championship and Sanctioned regattas. The Principal Race Officer (PRO) for the regatta shall fill in the appropriate information where requested as indicated by parenthesis and underline (\_\_\_) or delete sections not relevant. Specific advice and directives are bracketed [\*—\*]. No additions or deletions to these instructions shall be permitted to alter the intent of the Class rules. No additions or changes shall be made without the prior approval of the regatta SCIRA Representative.*

## SAILING INSTRUCTIONS

### SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

(Name of the Regatta)

(Name of Deed of Gift Trophy)

(Date)

(Name of Yacht Club)

(Location)

### Management and Rules:

- 1.1 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 the host club) and shall be conducted in accordance with the following rules:
- 1.2 **(For Sanctioned Regattas only)**

The current Racing Rules of Sailing (RRS) (If applicable, insert the phrase, “and the prescriptions of...”) (insert the name of the governing national authority) shall govern except as specifically modified by the SCIRA Constitution, By-laws, the Rules of Conduct for Conducting Sanctioned Regattas as published in the current Class Rulebook (including subsequent amendments published in the *Snipe Bulletin* and/or on the official Web site of SCIRA), the Notice of

Race, these Sailing Instructions, and the trophy restrictions of the (fill-in or delete) Deed of Gift. Any conflict arising between the Deed of Gift and the SCIRA Rules of Conduct shall be resolved by the application of the Rules of Conduct.

(Or)

### 1.2 (For National and International Championships)

The current Racing Rules of Sailing (RRS) (If applicable, insert the phrase: “and the prescriptions of...” (insert the name of the governing national authority) [\*The use of national authority prescriptions is not recommended for use in international Class championship regattas (Worlds, etc.)\*]) shall govern except as specifically modified by the SCIRA Constitution, By-laws, Rules of Conduct for Conducting National and International Regattas as published in the current Class Rulebook (including subsequent amendments published in the *Snipe Bulletin* and/or on the official Web site of SCIRA), the Notice of Race, these Sailing Instructions, and the trophy restrictions of the (fill-in) Deed of Gift. Any conflict arising between the Deed of Gift and the SCIRA Rules of Conduct shall be resolved by the application of the Rules of Conduct.

### 1.3 Advertising

This regatta is classified as Category (Insert “A” or “C”) in accordance with the SCIRA Advertising Prescription.

### 1.4 International Jury (For regattas employing an international jury)

An International Jury is constituted and is approved by SCIRA and shall have authority per RRS Appendix M Per rule M2.2, SCIRA reserves for itself the right and responsibility to decide issues of eligibility, measurement and equipment. SCIRA may refer any issue to the International Jury for advice.

### Entry and Eligibility:

2.1 Eligible boats and Class member skippers (and crew for championships and sanctioned regattas) may enter by completing registration with (insert host club or SCIRA [as appropriate]).

2.2 The penalty breaking rule 75.2 with reference to Appendix 2 Regulation 21.1 (b) shall be a warning

### 2.3 (For Championship Regattas requiring qualification ONLY)

All entrants shall be approved by the (insert the country of the appropriate National Secretary) National Secretary.

(Or)

**2.3 (For major International Championship Regattas that require qualification ONLY)**

Competitors shall establish with SCIRA their entry approval through their own National Secretary.

2.4 The same skipper shall sail all races and can be replaced after the first race only, and then only if he/she is obviously incapacitated. If a skipper is replaced the first race shall be the race dropped, or scored DNC.

2.5 The same crew shall race in all races, except for reasons satisfactory to the Race Committee. Requests for a change of crew shall be submitted in writing to the Chairman.

2.6 Once a crew has been excused, he/she may not return for the balance of the series.

**2.7 (Optional for Sanctioned Regattas)**

Co-skippers shall be allowed subject to the restrictions of 2.3, but shall not be permitted to use this regatta to qualify for further representation.

2.8 The Race Committee (if appropriate insert 'and Jury') may inspect competitors or boats not racing at that time.

**2.9 (Suggested if bow numbers are used)**

Bow numbers are assigned at registration and it shall be each competitor's sole responsibility to properly affix them in conformance with the instructions and to properly maintain them. Any boat that is determined by the race committee to have violated this rule shall be assessed a 10% penalty for the first race competed in by the infringing boat on the day of infraction. Replacement numbers shall be available from the Race Committee. [\*The use of bow numbers is not required, but if they are used, this instruction should be used\*]

**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 or changes to the Sailing Instructions shall

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

*(Or)*

- 3.2 Race Committee notices or changes to the Sailing Instructions shall be posted and signaled no later than (insert number) minutes before the next warning signal, 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 Any change or amendment to the Sailing Instructions shall have the prior approval of the SCIRA Representative.

### **Competitor's Meeting:**

4. There shall be a competitors meeting at (before each series, insert time and location) and announced by two (insert type of sound signals).

### **Signals Made Ashore:**

- 5.1 Signals made ashore shall be displayed at (insert location) and announced by (insert type of sound signal) per RRS Racing Signals.
- 5.2 Code Flag "AP" with two (insert type of sound) signals (one signal when lowered) means the race is postponed. The next warning signal shall be made not less than (insert number) minutes (or hours) after the "AP" is lowered.

### **Schedule of Races:**

(insert race schedule here)

<u>Race</u>	<u>Day and Date</u>	<u>Time of Warning Signal</u>
-------------	---------------------	-------------------------------

- 6.1 The Race Committee shall attempt to complete (insert number) races. (insert number)[\*per SCIRA Rules, Deed of Gift, etc.\*] race(s) shall constitute a Regatta.
- 6.2 No races shall be started after (insert time) hours on (insert date).

### **Racing Area:**

7. The Racing Area location is as indicated by the attached chart.

*(Or)*

The Racing Area location chart is posted on the Official Notice board.

*(Or)*

The Racing Area location is (describe location).

## **Courses:**

8.1 Courses used shall be one or more of those shown in the Course Diagram in the SCIRA Official Rulebook and shall be described in detail as in the following examples:

An ‘Olympic Course’, signaled by Flag “O” consisting of a triangle followed by windward, leeward and windward legs and finishing at Mark 1.

A Triangular Course, signaled by Flag “T” consisting of TWO triangles followed by a windward leg and finishing at Mark 1.

A Windward and Leeward Course, signaled by Flag “W” consisting of windward and leeward legs, twice around, followed by a windward leg and finishing at Mark 1.

### **(Optional for Sanctioned Regattas)**

A Variant Course not conforming to a course shown in the Course Diagram in the SCIRA Official Rulebook [describe in detail]. [\*The first leg must be to windward. Please see Rules for Sanctioned Regattas 5.3\*]

8.2 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.

8.3 The approximate compass bearing to Mark 1 shall be displayed by numerical posting on a board on the Race Committee signal boat before the preparatory signal.

(Insert course diagrams here or in an addendum)

### **8.4 (Optional)**

Numeral Pennant “9” (white, red, black and yellow quadrants) shall be displayed with the Course Signal “O” or “T” to indicate that the interior angle of mark 2 (jibe mark) is approximately 90 degree (right triangle). [\*The Class standard of a 60 degree interior angle (equilateral triangle) at mark 2 need not be so displayed\*]

### **8.5 (For regattas with divisional starts)**

The course signal flag (“O”, “T” or “W”) shall be hoisted one minute before the warning signal of the first division to start and accompanied by one (insert sound). For subsequent divisions the course signal flag shall be displayed no later than with the (insert warning or preparatory signal).

(Or)

#### 8.5 (For regattas without divisional starts)

The course signal flag (“O”, “T” or “W”) shall be hoisted one minute before the warning signal and accompanied by one (insert sound). It shall remain displayed for ten minutes after the start.

#### 8.6 (Required for all Championship Regattas)

Course marks shall be left or passed to port.

#### 8.7 (For National and International Championship Regattas ONLY)

Courses will not be shortened in number of legs, but the length of the course may be modified per RRS 33. This changes RRS 32.

[\*The SCIRA Representative should be consulted on any change of course which affects its length.\*]

#### Marks:

9.1 Primary marks 1, 2 and 3 shall be (insert description).

9.2 New marks used in accordance with Change of Course after the Start shall be (insert description).

9.3 The starting mark shall be (insert description).

#### 9.4 (Optional, for use with Large Fleets)

Offset marks shall be (insert description).

9.5 If Gates are to be used, describe where and when they will be used.

#### The Start:

10.1 Races shall be started in accordance with RRS 26 Divisions shall start at (insert time) minute intervals in the order of (insert order).[\*Delete divisions if not a multi-fleet regatta\*]

10.2 The starting line shall be between an orange flag or shape on the Race Committee boat at the starboard end and the course side of the port end starting mark.

10.3 The official Class Flag shall be the Snipe Class flag, a red Snipe on a white background.

#### 10.4 (Optional and not for use in multi-fleet regattas)

If a postponement or a general recall is signaled the next

warning signal shall be made one minute after the lowering of the postponement or general recall signal, unless a course selection change is signaled.

10.5 A boat shall not start more than (insert number of minutes) minutes after her starting signal.

#### 10.6(Optional)

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

#### 10.7(Multi-fleet racing only)

After a Division's preparatory signal, all boats not in that Division shall keep clear of the starting line until their Division's warning [\*or preparatory if using a 5 minute sequence\*] signal.

#### Reporting at Starts:

11.1 Before starting EACH RACE each boat is required to sail past the stern of the (insert description) Race Committee boat on starboard tack and verbally check in. The check-in boat shall display a (insert flag description) while on station prior to the first warning signal. If no separate check-in boat is on station competitors shall check in with the main Race Committee boat.

11.2 When the Race Committee verbally acknowledges a boat's (insert sail or bow) number, the check-in has been officially noted.

11.3 Any boat failing to check in accordance with instructions 11.1 and 11.2 shall receive a scoring penalty equal to 10% of the starters in that race in conformance with the SCIRA Scoring Table.

#### Recalls:

12.1 Individual recalls shall be signaled in accordance with RRS 29.2 and indicated by the hoisting of Code Flag "X", and accompanied with one (insert sound).

12.2 A general recall shall be signaled in accordance with RRS 29.3 and indicated by the hoisting of Code Flag "First Substitute", and accompanied with two (insert sounds). A new warning signal shall be made one minute after the lowering of the Code Flag "First Substitute" which shall be accompanied by one long (insert sound).

#### 12.3 "Z" Flag Rule

RRS 30.2 is modified such that on any restart following a general



recall, the Race Committee may display Code Flag “Z” with one long sound before or with the preparatory signal. Code Flag “Z” shall be lowered one minute before the starting signal and accompanied by one sound to indicate that the one minute infraction period has begun. Any part of a boat or crew identified as being within the triangle formed by the two ends of the starting line and (insert mark 1 or 3)[\*use mark 3 if the starting line is below the course\*] during the one minute before the start shall receive a scoring penalty equal to 20% of the number of registered boats per the SCIRA Scoring Table, if she properly starts that race. RRS 36 is modified so as to penalize a boat by making her scoring penalty cumulative at 20% per infraction on subsequent restarts of a race, if that race is postponed or recalled. Code Flag “Z” may also be displayed over Code Flag “I” to indicate that an infringing boat must return to the pre-start side of the line around either end before starting. A boat infringing this rule may be hailed immediately.

#### 12.4(Required for all Championships that are qualifying regattas and recommended for all regattas)

RRS 30.3(‘Black Flag Rule’) shall not be used.

**[\* The use of RRS 30.3 (“Black Flag Rule”) is strongly discouraged and shall not be used in any SCIRA Championship that requires participation for further qualification. Prior written approval of the SCIRA Representative is required for any use and such use shall have been published in the Notice of Race prior to the event. Unauthorized or improperly authorized use is grounds to de-sanction the regatta by the Class and/or the loss of any status by the regatta as a qualifier. \*]**

#### Change of Course After the Start:

13.1 A change of course shall be signaled near the mark beginning the leg so changed by a Race Committee boat displaying Code Flag “C”, displaying the approximate numerical compass bearing to the new mark on a board and sounding a (insert sound) periodically before the leading boat has begun the leg so changed. The new mark may not be in position at that time.

13.2 Any mark to be rounded after rounding the new (changed) mark may be relocated to maintain the correct course configuration. When in a

subsequent change of course a new mark is replaced, it will be replaced with a primary type of mark.

13.3 A triangular lap shall replace a leeward and windward lap if signaled close aboard mark 1 with Code Flag “T”, accompanied with a periodic (insert sound) and displaying the approximate numerical compass bearing to the next mark on a board.

**13.4 (Required for Championships and recommended for Sanctioned Regattas)**

RRS 33 (Changing the Course After the Start) is modified so that any leg shortening or lengthening shall not be by more than 30% of the original leg length.

**The Finish:**

14.1 The finish line shall be between orange flag or shape on a Race Committee boat and the course side of the finishing mark.

**14.2 (Optional)**

Code Flag (fill-in) displayed by a Race Committee boat at the finish means that the Race Committee shall attempt to have another race immediately after that last boat is recorded in the present race.

**Time Limit:**

15. The time limit is 2 (two) hours for the first boat to finish. Any boat finishing more than 20 minutes after the first boat or after the time limit, whichever is later, shall be scored Did Not Finish (DNF). Should the first boat fail to complete the first lap within 1 (one) hour, the Race Committee shall abandon the race. For the purpose of this Rule a lap shall mean the passing of Mark 3 for the second time.

**Withdrawing From the Race:**

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

**Protests:**

17.1 A competitor’s intent to protest shall be reported to the Race Committee promptly upon finishing that race. This modifies RRS 61.1(a).

17.2 Protests shall be made in writing on forms available at (insert location) within (insert time) of the commencement of the protest filing time which shall be posted on the official regatta notice board prior to the commencement of the protest filing time.

17.3 Protest notices and hearing schedules specifying the protester and

protestee shall be posted no later than one-half hour after the expiration of the protest filing time limit.

- 17.4RRS 66 is changed by adding this sentence: ‘On the last day of racing, a party to a hearing may ask for a reopening only if the request is received within one hour of receiving the protest decision.’

### **Scoring:**

18.1 The regatta shall be scored using SCIRA (insert Olympic or Low Point) [\*Low point is preferred\*] of the SCIRA Official Scoring as published in the Class Rulebook or ISAF scoring.

### **18.2 (Optional - for use in drop race regattas)**

A drop race shall be permitted upon completion of (insert number) races subject to the Disqualification Not Excludable (DNE) options of SCIRA Scoring. In case of tie scores, the score of the drop race shall first be included to break the tie. If the tie persists, the boat that beat the other more times shall win the tie. If the tie still persists, the boat that beat the other in the last race shall win the tie. [\*use this if all the DNE restrictions of the Official Rule Book apply\*].

*(Or)*

### **Penalties:**

19.1 Any competitor using a 720-degree turns penalty shall report that use to the Race Committee promptly upon finishing that race.

### **Team Racing:**

20. The use of team racing tactics shall not be tolerated. If the Race Committee (acting under RRS 32(e)) or Protest Committee determine that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and, if possible, re-sailed excluding the participation of the infringing boat(s). This modifies RRS 36. If the race is not re-sailed the infringing boat(s) shall be subject to protest and disqualification.

### **Support Boats: (Championships only)**

21. Team leaders, coaches and other support personnel shall not go afloat in the racing area during the racing except upon Race Committee designated spectator boats. The Race Committee may initiate additional restrictions by posting them on the Official Notice Board. Any competitor associated with personnel determined to have violated this rule shall be subject to protest and

assessed a 10% penalty equal to a Check in Failure (CNF) for the race in which the violation occurred.

- 21.1 Coaches may not communicate with competitors after the warning signal for any race until after the finish of the race. At the warning signal, coaches must be positioned at least 50 meters below the starting line. After the starting signal coaches may follow the fleet, but only on the port side of the course and must stay 50 meters from any mark. Failure to comply with these stipulations, at the discretion of the Race Committee, will result in denial in access of the coach boats.

**Disposal of Refuse:**

22. The discharge of refuse into the water is prohibited during the entirety of this event. Any boat observed to be in violation is subject to protest and shall be assessed the same 10% percentage penalty as a Check-In Failure (CNF) would receive for the first race competed in by the infringing boat on the day of the infraction.

**Prizes:**

- 23.1 Prizes shall be awarded to the skipper and crew for the top (insert number) places.

23.2 (Optional)

The (insert Deed of Gift trophy) shall be awarded to (insert award criteria).

23.3 (Optional)

Prizes shall be awarded to the skipper and crew for the top (insert number) places in the Silver Fleet.

23.4 (Optional)

A prize shall be awarded to the top Master skipper.

23.5 (Optional)

A prize shall be awarded to the top Woman skipper.

23.6 (Optional)

A prize shall be awarded to the top Junior skipper.

**Signatures: [\* The Sailing Instruction must be signed by the Race Committee Chairman or Principal Race Officer and also the SCIRA Representative\*]**

(insert name)- Race Committee Chairman

(insert name)- SCIRA Representative

## **Optional Addendum (Large Fleets)**

[\*any or all of these options may be used\*]

### **The Course:**

8.8a In case of Windward-Leeward course (code flag W) offset mark(s) shall be set adjacent to Mark 1 (windward) and/or Mark 3 (leeward). The race committee may remove without signal any offset mark prior to the lead boat rounding the adjacent primary or new mark.

8.8b The use of offset mark(s) shall be indicated by the display of Code Flag "F" displayed under the Course code flag "W" before the warning signal.

### **The Start:**

#### **10.7 Mid-line boat**

10.7a The starting line shall be between an orange flag or shape on the Race Committee boat on the starboard line end and passing through an orange flag or shape on the mid-line boat and ending at the line flag or the course side of the port end starting mark. The mid-line boat is a starting mark surrounded by navigable water. Should the mid-line boat be removed, the line shall be defined by the previously described line ends.

10.7b For the purpose of RRS 28.1 and 30.1, the extensions of the starting line are beyond the port and starboard line ends.

10.7c RRS 31.2 is modified such that when a boat touches the mid-line boat and infringes RRS 30.1, she shall exonerate herself by completing one rounding of either line end and restarting.

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

### **Scoring:**

#### **18.3 (Optional for drop race regattas)**

RRS 62 is modified such that a violation of RRS 29.1 (OCS) may not be dropped if unsuccessfully contested by the infringing competitor and shall be scored DNE.



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# SCIRA Low Point Scoring Table

<b>DNF</b> (did not finish)	Points equal to one more than the last boat finishing.
<b>DNF</b> (out of time limit)	Points equal to one more than the last boat finishing.
<b>RAF</b> (retire after finishing)	Points equal to the number of boats starting the race.
<b>DSQ</b> (disqualified)	Points equal to the number of boats starting the race + 10%
<b>OCS</b> (premature starter)	Points equal to the number of boats starting the race + 10%
<b>DNE</b> (disqualification not excusable)	Awarded points of DSQ
<p>(Not eligible to be discarded in a regatta allowing a drop race)</p> <p>1. ISAF 42 © Points and Places</p>	

# SCIRA Low Point Scoring Table

<b>DNC</b> (did not compete)	Points equal to the number of registered boats
<b>RDG</b> (redress given)	Points equal to the average earned in the series, excluding a drop race, if any, and the race in question
<b>CNF</b> (check in failure)	Points are added to the finishing position equal to 10% of the starters in that race. Finish position does not change
<b>ZPF</b> (20% Penalty under Rule 30.2)	Points are added to the finishing position equal to 20% of the boats registered in that series. Finish position does not change.
<b>Tie Breaking</b>	<p>a) In case of tie scores, the score of the drop race shall first be included to break the tie.</p> <p>b) If the tie persists, the boat that beat the other more times shall win the tie.</p> <p>c) If the tie still persists, the boat that beat the other in the last race shall win the tie</p>
<b>Definition:</b>	
<b>Check-in:</b>	A boat that checks in for a race is automatically ranked as a starter for that race.



# SCIRA

## Course Selection Guide

### Instructions to Race Committee:

1. Determine wind velocity
2. Select appropriate course
3. Determine general weather conditions
4. Set appropriate course length
5. Determine inside angle at Mark #2

**WIND SPEED: Less than 5 knots/3 meters per second**

**COURSE: Postpone**  
Do Not Race in these Light Winds

**WIND SPEED: 5-9 knots/3-4 meters per second**

**COURSE: Olympic or Windward/Leeward**

### Course Length in Nautical Miles

Optimum  
Conditions

**5**

Extreme Heat  
Humidity

**5**

Extreme  
Cold

**5**

Extreme  
Seas

**5**

**WIND SPEED: 10-19 knots/5-10 meters per second**

**COURSE: Olympic**

**Course Length in Nautical Miles**

Optimum Conditions

**5-7**

Extreme Heat Humidity

**5-7**

Extreme Cold

**5**

Extreme Seas

**5**

**WIND SPEED: 20-25 knots/11-13 meters per second**

**COURSE: Triangular**

**Course Length in Nautical Miles**

Optimum Conditions

**5**

Extreme Heat Humidity

**\*5**

Extreme Cold

On unsheltered water and/or extreme seas and/or extreme conditions, no race shall be started in more than 22 knots (12 mps) of wind velocity

Extreme Seas

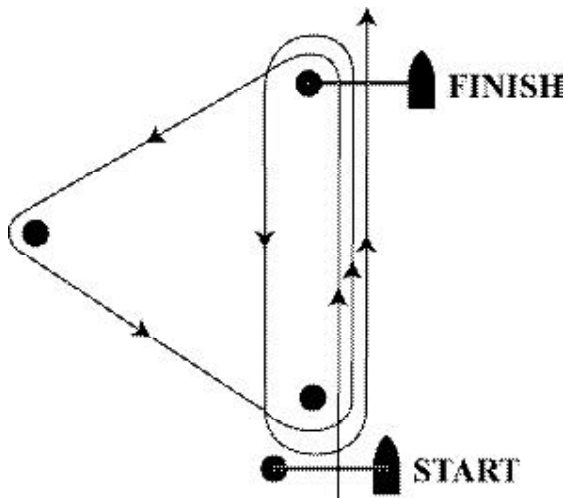
**WIND SPEED: More than 25 knots/13 meters per second**

**COURSE: Postpone**  
**Do Not Race in these High Winds**

# OLYMPIC

code flag "O"

Mark Sequence: 1-2-3-1-3-1

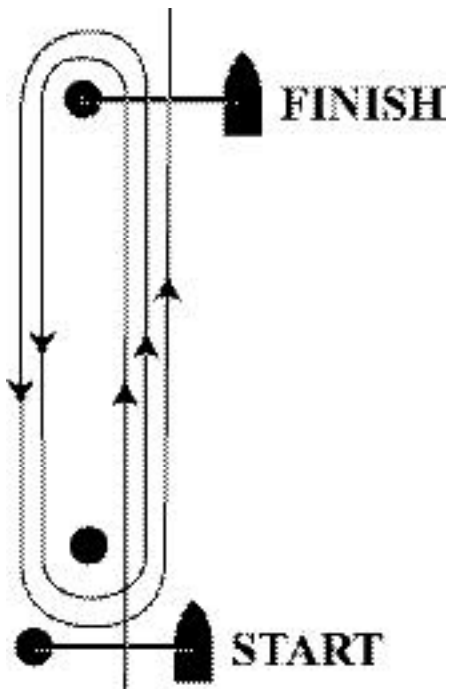


**Interior Angle at Mark #2 for Olympic Course**  
**60 degrees**

# WINDWARD/LEEWARD

Code flag "W"

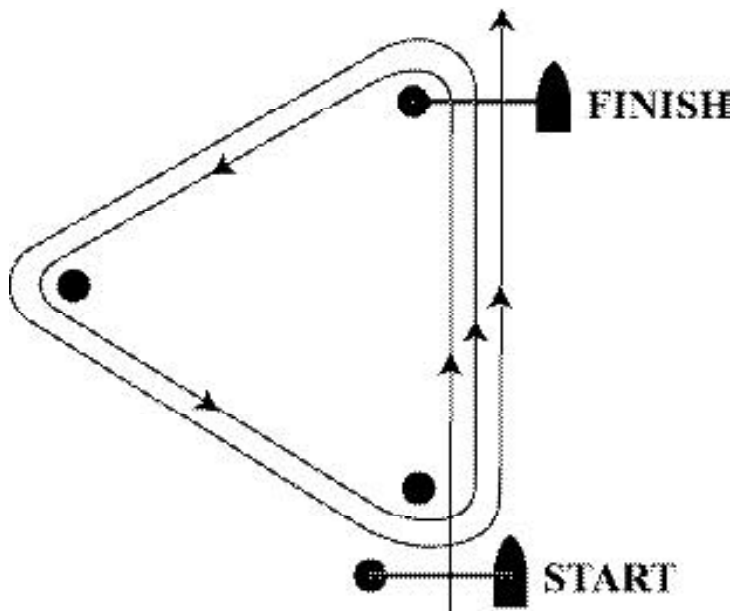
Mark Sequence: 1-3-1-3-1



# TRIANGLE

Code flag "T"

Mark Sequence: 1-2-3-1-2-3-1



**Interior Angle at Mark #2 for Triangle  
60 or 90 degrees**

(see Rules of Conduct for Conducting  
National and International Regattas)

**WINDSPEED CONVERSION TABLE**

<b>BEAUFORT SCALE</b>	<b>KNOTS</b>	<b>MILES PER HOUR</b>	<b>METERS PER SECOND</b>
<b>1</b>		2	1
		4	2
	5	6	3
<b>2</b>		8	4
		10	6
	10 knots	12	5
<b>3</b>		14	6
		16	7
	15	18	8
<b>4</b>		20	9
		22	10
	20 knots	24	11
		26	12
<b>5</b>		28	13
		30	14
	25 knots	32	15
		34	16
<b>6</b>		36	17
	30 knots	38	18
		40	19
	35	42	20
<b>7</b>		44	21
		46	22
		48	23
	40 knots	48	24

# *Skipper* *Snipe*



# Fleet Point Scoring System

A properly chartered Divisional Fleet may hold races for point scores on the system outlined on these pages. Such races can be participated in only by boats and owners holding measurement certificates and dues decals for the current year in this Association. At the option of the local fleet, unpaid members may sail registered boats in fleet races in order to promote interest among non-members. They shall receive no points and they shall not count as one of the minimum number of boats required to make an official race. Unmeasured and unpaid boats cannot be counted as starters or finishers.

Each fleet should have someone especially appointed to keep the results of point score races and to send them to the Executive Director. Special forms are provided for this purpose and may be had upon request from the Executive Director. Particular care should be used to see that the scores are free from mathematical errors and a duplicate copy should be kept by the fleet. Read the instructions on the sheets and on these pages and send in the race results on time, completely figured.

## Rules for Figuring Point Scores

1. No recognition shall be given to an unmeasured boat.
2. No recognition shall be given to a boat whose owner or owners have not paid their Association dues for the current year.
3. Points shall be awarded to skippers, but in the case of co-owners only one skipper can qualify for the National Championship, and only one skipper can sail in any sanctioned regatta and only one score can count for national or international point scores. In the event that a boat is sold during the course of a racing season, her accumulation of points shall be disregarded as to her new owner who must start as though purchasing a brand new boat. However, if specifically and promptly requested by the seller, the accumulated points of the boat sold may be transferred and credited to another boat when purchased by such seller; otherwise the seller too must start all over again with his next boat.
4. A boat that is disqualified shall receive no bonus for the race in which she is disqualified. She shall be credited with the points equal to one place lower than the last; "last" being based upon the total of all start-



ers. Thus, if there are nine boats to start in a race and one is disqualified, the disqualified boat gets tenth place points and no bonus. She can, however, by going into sixteen point score races make this up. A disqualified boat may be counted as the fifth boat in a point score race, but she would get points for sixth place and no bonus. In case of a flagrant violation of the racing rules, the race committee may take whatever other steps it deems necessary.

5. There must be at least five paid-up and measured Snipes starting in every point score race to have it recognized.
6. There must be a minimum number of five point scoring races before recognition can be given by the Association.
7. In all races up to and including fifteen, the bonus of ten points per race shall be allowed. In races over fifteen, no bonus shall be awarded, the boat receiving a bonus of ten points per race or a total of 150 points for fifteen races even though the boat may have taken part in any number of races in excess of fifteen. (see paragraph 9).
8. Boats that do not finish a race but which sail in the vicinity of the starting line after the preparatory signal, are counted as starters to make up the necessary five boats. When a boat does not finish a race she shall be given points for last place and her divisor shall be increased by one. Thus, if there are seven boats in a race and one fails to finish, she shall get points for seventh place. In a race for seven boats, if three fail to finish, all three get seventh place points, and so on. Boats that fail to finish shall receive the 10-point bonus (See paragraph 9). A boat which drops out of a race after a rule infraction within a reasonable length of time shall be considered as a boat which did not finish - that is, it gets points for last place and does not lose bonus points in point score races.
9. This Point scoring system shall not be used for Sanctioned regattas.
10. Fleet Captains must give fleet members at least three days notice in advance of any point scoring race. Before the racing season starts, a fleet should make up a definite schedule of race dates and stick to them. This list should be given to every member.
11. Boats from two or more fleets cannot compete for point scores as one fleet.
12. If two or more boats tie in a race, each shall receive full place points

for that place; and succeeding boats not in the tie shall receive their place points as though there had been no tie; i.e. as though the tied boats had finished separately.

13. In the event that two or more boats tie in the final point standings, the boat that had taken part in the great number of races shall be considered as being ahead of the other.
14. All point scoring races must have minimum length of at least 2 ½ miles and preferably 3 to 3 ½ miles. The maximum length should not exceed 5 miles.
15. Timing is not important but such timing is taken with the starting signal; and the finishes at the time the bow of a competing boat should cross the finish line.

### ***How the System Works***

The system is a lot simpler than it looks and works as follows: A certain number of points are awarded to each boat finishing a race, depending on position. In order to overcome the inequalities which might occur with some fleets with a large number of competitors as against a fleet having only the necessary five boats no bonus or score is given for the number of boats beaten. Also in order to overcome the unequal situation in regard to the number of races held, the points for each race are added to the total points of a given boat for a season and the resulting figure divided by the number of races in which the boat has competed. This gives an average point score and gives each fleet an equal break regardless of the number of boats racing or the number of races held.

Thus, the more races a boat takes part in the larger the bonus score piled up but also, the more races a boat is in, the more chances she has of being defeated and a perfect score is almost impossible to attain. This bonus gives everyone a better chance to make a high score and also brings out the boats for racing and makes much more racing.

The point scores shall be awarded on the following basis the left hand column in each case representing the finish place of the boat and the right hand column the points awarded.

# The Point Score

1	1600	11	900	21	400	31	100
2	1521	12	841	22	361	32	81
3	1444	13	784	23	324	33	64
4	1369	14	729	24	289	34	49
5	1296	15	676	25	256	35	36
6	1225	16	625	26	225	36	25
7	1156	17	576	27	196	37	16
8	1089	18	529	28	169	38	9
9	1024	19	484	29	144	39	4
10	961	20	441	30	121	40	1

The bonus of ten points for finishing shall be awarded after the average point score is determined. As an example:

Boat # 0000

1600 1<sup>st</sup> place, May 30                      10 bonus

1600, 1<sup>st</sup> place, June 12                      10 bonus

1521 2<sup>nd</sup> place, July 3                      10 bonus

1444 3<sup>rd</sup> place, July 4                      10 bonus

1296 5<sup>th</sup> place, July 18                      10 bonus

7461 (total points)                      50 total bonus

7461 divided by 5 =  $1492 \frac{1}{2} + 50 = 1542 \frac{1}{2}$  total average points.

In the next following race the boat finished 3<sup>rd</sup> receiving 1444 points. This will be added on to the points (7461) as above, like this:

7461

1444 3<sup>rd</sup> place, July 21                      60 total bonus

8905 divided by 6 =  $1484 \frac{1}{6}$                       1484  $\frac{1}{6}$

1544  $\frac{1}{6}$

total average points

Now let us suppose that the same boat has completed her 19<sup>th</sup> race. The total points at that time come to 26949. This is divided as follows:

26949 divided by 19 = 1418 <sup>7</sup>/<sub>19</sub> average points to date.

We then take the 1418 <sup>7</sup>/<sub>19</sub> and add 150 to it for the ten points bonus for each race up to fifteen according to the rules and we have:

1418 <sup>7</sup> / <sub>19</sub>	average score
<u>150</u>	10 point bonus for each race to the 15 <sup>th</sup> race
1568 <sup>7</sup> / <sub>19</sub>	which is the boat's actual score to date

Should she be in more races, the bonus figure of 150 will not change but the average score will change the total according to where she finishes in a race. In other words a boat must be in the 15 point score races in order to get her maximum bonus figure.

Each fleet must keep its own point scores sending such reports to the Association office. Special forms may be obtained from the Association. Boats that do not make five races in an entire season should not have their point scores sent in, but may be counted among the participating boats in the races they enter. Fleet Captains or whoever has the job of keeping the point records, should make absolutely certain that each owner has paid his Association dues for the current year and that each boat is properly measured.

# National Champions

## Argentina

### Junior

1994 Javier Ocariz/Nicolas Ocariz

1995 Javier Ocariz/Nicolas Ocariz

### Senior

1994 Guillermo Parada/Gonzalo Martinez

1995 Javier Ocariz/Nicolas Ocariz

1996 Santiago Lane/Gonzalo Martinez

1997 John MacCall/Juan Merayo

1998 Cristian Noe/Ezequiel Gonzalez

1999 Matias Pereya/Marcus Behrendt

2000 Eduardo Fumagallo/Nicolas Cuerdo

### Masters

1994 Pancho Agusti/P. Pelotis

1995 Pancho Agusti/Eduardo Sanchez

1996 Oscar Gonzalez/Ramiro Iglesias

1997 Oscar Gonzalez/Ramiro Iglesias

1998 Raul/Susana Fiori

1999 Oscar Gonzalez/Ramiro Iglesias

2000 Horacio Navarro/Sebastian Navarro

## Bahamas

### Junior

1994 Charles Kelly/Fernando DeCardenes

### Senior

1994 Robert Dunkley/Lori Roberts

## Belgium

### Senior

1990 Ben Van Cauwenberg/Nadia DeFerm

1991 Wolstenholme/Williams

1992 Wolstenholme/Williams

1993 J. Vermant/Kim Jongers

1994 Jan Everaert/J. DePaepe

1995 H. VanDormael/Caroline Miller

1996 Jean Martin Grisar/Yves Ratinckx

1997 Jean Martin Grisar/Yves Ratinckx

1998 Preben Kristensen/Uffe Schmidt

1999	Not sailed
2000	Bart Janssens/Eva Jacobs

## **Brasil**

### **Junior**

1994	Ricardo Paradede/Eduardo Paradede
1995	André Fonseca/Walter T. Herzmann

### **Senior**

1990	Torben Grael/Anders Schmidt
1991	Geroge Nehm/Henrique Bergallo
1992	Alexandre Paradede/Caio Vergo
1993	Ivan Pimentel/Anders Schmidt
1994	George Nehm/Fernando Krahe
1995	Alexandre Paradede/Flávio Fernandes

### **Master**

1994	Carlos Wanderley/Carlos Sodre
1995	Walter Resende/Manuel Vicua Martins

## **Canada**

### **Senior**

1993	Dirk Kneulman/Kathy Pask, Oakville
1994	Dirk Kneulman/Kathy Ogilvie, Oakville
1995	Chris Hains/Ryan Hains, Oakville
1996	Chris Hains/Tamara Hains, Oakville
1997	Chris Hains/Don Hains, Oakville
1998	John Jackman/Steve Stewart, Calgary
1999	Ian Brown/Monique Gaylor, Toronto
2000	Dirk Kneulman/Ian Brown, Oakville

## **Chile**

### **Junior**

1994	Gunter Smitling/Patricia Ossa
1995	Daniel Woywood/Martin Haverbeck
1996	Jorge González/Tomás Depolo
1997	Jorge González/Tomás Depolo
1998	Jorge González/Tomás Depolo
1999	Jorge González/Tomás Depolo
2000	Jorge González/Tomás Depolo

### **Senior**

1994	Erich Woywood/Daniel Woywood
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1995	Felipe Echñique/Daniel Irarrazabal
1996	Cristián Herman/Valeria Vila
1997	Cristián Herman/Valeria Vila
1998	Sebastián Larraín/Juan Enrique Gaete
1999	Jorge González/Tomás Depolo
2000	Jorge González/Tomás Depolo

## **Women**

2000	María Jesús Seguel/Marina Depolo
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## **Denmark**

### **Junior**

1994	Peter Top Iversen/Josva Grønbæk
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### **Senior**

1994	Frank Eriksen/Tony Eriksen
1995	Peter Vilby/Jens Ramløv
1996	Thomas Iversen/Thomas Rasmussen
1997	Per Jørgensen/Lars Jørgensen
1998	Preben Kristensen/Uffe Schmidt
1999	Peter Iversen/Jesper Kristensen
2000	Thomas Iversen/Niels Lund Nielsen

## **Finland**

### **Senior**

1994	HåkanBjurstrom/Laila Bjuström
1996	Matti Pehkonen/Kati Rantamaki
1997	Sampo Valjus/Reetta Aalto-Setala
1998	Ville Aalto-Setala/Jussi Nevas
1999	Claus Carpelan/Risto Valjus
2000	Claus Carpelan/Risto Valjus

## **France**

### **Senior**

1997	Jean-Jacques Frebault/Gilles Boisaubert
1998	Jean-Jacques Frebault/Gilles Boisaubert
1999	Jean-Jacques Frebault/Gilles Boisaubert
2000	Jean-Jacques Frebault/Gilles Boisaubert
2001	Jean-Jacques Frebault/Gilles Boisaubert

# Italy

## Junior

1990	Franco Solerio/Enrico Solerio
1991	Franco Solerio/Luca Benza
1992	Maurizio Bodion/Dario Bodino
1993	Daniele Poli/Stefano Bettettini
1994	Dario Bodino/Tommaso Maiga
1995	Enrico Solerio/Alessio Testi

## Senior

1990	Enrio Michel/Giovanni Turazza
1991	Enrico Michel/Giovanni Turazza
1992	Giuliano Dematte'/Stefano Fantoni
1993	Enrico Michel/Giovanni Turazza
1994	Enrico Michel/Martino Bolletti
1995	Giuliano Dematte'/Felippo DelFelice
1996	Enrico Michel/Ondina Zago
1997	Enrico Michel/Giovanni Turazza
1998	Gabriele Bernardis/Stefano Pontalti
1999	Enrico Solerio/Franco Solerio
2000	Giorgio Brezich/Lucio Penso

## Women

1995	Barbara Giacometti/Ondina Zago
1996	Barbara Giacometti/Ondina Zago
1997	Manola Reis/Ondina Zago
1998	Francesca Cappello/Ondina Zago
1999	Francesca Cappello/Daniela Berto
2000	Francesca Cappello/Annarosa Perini

## Master

1994	Giorgio Brezich/Giampaolo Bisso
1995	
1996	Giorgio Brezich/Enrico Michel
1997	Giorgio Brezich/Enrico Michel
1998	Giuliano Dematte'/Felippo Andreatta
1999	Giorgio Brezich/Lucio Penso
2000	Giorgio Brezich/Lucio Penso

# Japan

## Junior

1994	Yamato Tsutsui/Kazuyoshi Fujii
1995	Matsumoto/Fujiwara



## Senior

1993	Toshiyuki Shiga/Satoru Maruyama
1994	Toshiyuki Shiga/Satoru Maruyama
1995	Fukagawa/Morinaga
1996	Koji Ida/Hiromu Yamasaki
1997	Yuzo Morita/Toshiyuki Yamaoka
1998	Jyunichiro Shiraishi/Kenichi Sata
1999	Koji Ida/Hiromu Yamasaki
2000	Katsuhiro Imai/Minoru Gejima

## Master

1994	Kazunori Shinka/Tetsuji Nakatani
1995	Yamamoto/Murosawa
1996	Takao Ninomiya/Yasuko Maeda
1997	Jiro Yamamoto/Shinichi Uchida
1998	Kazunori Kawakami/Shinichi Oomori
1999	Katsuyo Iwasaki/Naomichi Hayakawa
2000	Kazunori Kawakami/Shinichi Oomori

## Women

1995	Saiki/Tsumori
1996	Mitsue Hirotsu/Yukako Tsumori
1997	Kimie Isobe/rie Kimura
1998	Kimie Isobe/Yoshimi Matsuura
1999	Kimie Isobe/Mamiko Ozasa
2000	Kimie Isobe/Yoshimi Matsuura

## Norway

### Junior

1995	Karl Otto Book/Jostein Grødeim
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### Senior

1995	Kristoffer Spone/Janett Krefting
1996	Kristoffer Spone/Janett Krefting
1997	Kristoffer Spone/Janett Krefting
1998	Birger Jansen/Liv Ulveie
1999	Birger Jansen/Liv Ulveie
2000	Reidar Berthelsen/Marius Waersten

## Spain

### Junior

1994	Cristóbal Bosch/Pedro Alles
1995	Pablo de Villar/Javier Rico

**Senior**

- 1994 Oliver Góngora/Alejandro Fresneda  
1995 Ricardo Rubio/Miguel Sanchez

**Master**

- 1994 Jaime Osset/Alvaro Echevarria  
1995 Diego Bosque/Guillermo Beltri

**Women**

- 1994 Marisa Sánchez/Marina Sánchez

**Sweden****Junior**

- 1994 Robert Ström/Martin Ström  
1995 Robert Ström/Martin Ström  
1996 Robert Strom/Martin Strom

**Senior**

- 1994 Gustav Svensson/Lennart Ljunggren  
1995 Fredrik Segerstrom/Carl Terneus  
1996 Fredrik Segerstrom/Carl Terneus  
1997 Gustav Svensson/Lennart Ljunggren  
1998 Patrik Jonsson/Richard Oberpichler  
1999 Tomas Berg/Jorgen Hurtig  
2000 Patrik Jonsson/Richard Oberpichler

**Master**

- 1994 Bo Lindsjö/Ulrik Jönsson  
1995 Tommy/Christina Sandberg  
1996 Tommy/Christina Sandberg  
1997 Lars Angur/Sara Back  
1998 Tommy/Christina Sandberg  
1999 Tommy/Christina Sandberg  
2000 Tommy/Christina Sandberg

**Women**

- 1995 Sofia Watz/Linda Johansson  
1997 Sofia Watz/Linda Johansson  
1998 Sofia Watz/Linda Johansson  
1999 Sara Back/Linda Johansson  
2000 Lena Mansson/Kajsa Valfridsson

## United Kingdom

### Junior

1994	Ian Gregory/Claire Denman
1995	Matthew Silver/Matthew Clarke
1996	Not sailed
1997	Phillip Marshall/Ann Gregory
1998	Phillip Marshall/Duncan Read
1999	Not sailed

### Senior

1991	Matthew Smith/Matthew Baldwin
1992	Neil Martin/Simon Hotchen
1993	Neil Martin/Simon Hotchen
1994	Neil Martin/Simon Hotchen
1995	Peter Wolstenholme/Alan Williams
1996	Peter Wolstenholme/Alan Williams
1997	Peter Wolstenholme/Alan Williams
1998	Tim/Kay Tavinor
1999	Tim/Kay Tavinor
2000	Peter Wolstenholme/Phillip Marshall

### Master

1994	Gary Lewis/Mike Thorpe
1995	?
1996	John/Deborah Love
1997	Gary Lewis/Mike Thorpe
1998	Brian/Ian Gregory
1999	Alan/Janet Hoy
2000	Neil Martin/Giles Herrick

### Ladies

1998	Sue Antonelli/Sarah Mees
1999	Deborah Love/Diana Gregory

## United States

### Junior

1990	Steve Lippincott/Jonathan Glauser
1991	Sarah Deeds/Sunny Swarthout
1992	Mark Ivey/Kevin Richards
1993	Mark Ivey/Matt Krug
1994	Yano Casalaina/Miriam Casalaina
1995	Yano Casalaina/Miriam Casalaina
1996	Dustin Kays/NeeCee Hodges

1997 Dustin Kays/Christopher Stang  
1998 Steve Hochart/Jonathan Boyd  
1999 Brian Haines/Lauren Maxam  
2000 Bryan Lake/Graham Biehl

### **Senior**

1990 Jeff Lenhart/Lianne Randall  
1991 Ed Adams/Nancy Haberland  
1992 Bart Hackworth/Jon Rogers  
1993 Doug Clark/Alex Stout  
1994 Doug Hart/Jon Rogers  
1995 Doug Hart/Jon Rogers  
1996 Peter/Connie Commette  
1997 George Szabo/Eric Wilcox  
1998 George Szabo/Eric Wilcox  
1999 George Szabo/Eric Wilcox  
2000 George Szabo/Carol Cronin  
2001 Augie Diaz/Brian Janney

### **Master**

1990 Jerry Thompson/Mike Bartel  
1991 Jeff Lenhart/Peggy Lenhart  
1992 Dave Lence/Jennifer Rousmaniere  
1993 Fritz Gram/Jane Gram  
1994 Jerry Thompson/Dee Schilling  
1995 Jerry Thompson/Dee Schilling  
1996 Not sailed  
1997 Terry Timm  
1998 George Fisher/Greg Fisher  
1999 Terry Timm  
2000 Dave Lence/Jennifer Rousmaniere

### **Womens**

1997 Kara Shadwick/Sam Rosemont  
1998 Jennifer Rousmanier/Barb Evans  
1999 Carol Cronin/Sherry Eldridge  
2000 Carol Cronin/Jerelyn Biehl  
2001 Stacey Szabo/Tammy Fowles

# Uruguay

## Senior

1994	Ricardo Fabini
1996	Ricardo Fabini/Ignacio Saralegui
1997	Ricardo Fabini/Ignacio Saralegui
1998	Ricardo Fabini/Karen Von Rompaey
1999	Ricardo Fabini/Ignacio Saralegui

## Junior

1997	Diego Massironi/Mateo Ferrari
1998	Pablo Defazio/Diego Stefani
1999	Pablo Defazio/Diego Stefani
2000	Pablo Defazio/Diego Stefani



**Multi World Champion Felix Gancedo of Spain is with close company as he competes in the 1998 Europeans in Porto, Portugal**

# Commodore Hub E. Isaacks Trophy

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

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

**Owned by:** SCIRA

**Awarded to:** The fleet of the winning skipper.

**Open to:**

1. Skippers must be SCIRA members in good standing with their fleet, country, and the Association, and a bonafide owner of a measured Snipe.
2. All skippers must be citizens, or bonafide residents for at least one year, of the country they represent and each must present credentials signed by his National Secretary attesting that he is the entrant.
3. The following formula shall be used. Registered Boats means number of properly registered boat owners submitted to the SCIRA office by each National Secretary on the dues paid members for that year. Information **must** include: name, address, fleet number and hull number to which the member has paid dues upon.

## **Average Number of Registered Boats for the past 2 years**

	<b>Entries</b>
5-60	2
61-110	3
111-180	4
181-250	5
251-300	6
301 and up	8

World Champion

European Champion

Western Hemisphere & Orient Champion

First and second place in the Junior World Championship will qualify for the senior worlds in a succeeding year.

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

**Regatta Conditions:** 1. "Rules for Conducting National and International Regattas" are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.

2. Seven races of the official SCIRA courses published in the current Rulebook. Course length shall be five nautical miles minimum, seven nautical miles maximum. The fastest schedule approved is as follows:
  - First, second, and third days - 2 races. (in events with chartered boats, first day will only have 1 race).
  - Fourth day - 1 race
  - Fifth day - 0 races
3. If six or seven races are completed, the worst race shall be dropped, including a disqualification, if allowed by the SCIRA Official Scoring System. If five or fewer races are completed, all shall be counted. The winner will be determined on the races actually completed when the regatta ends. In case of ties, the one beating the other in the most races shall be the winner.
4. Sailed in waters selected by the Board of Governors.
5. There must be a judge at each mark and there must be separate regatta and protest committees.
6. The racing rules applying the country holding the regatta shall be used.
7. The same skipper must sail all races and he can be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped.
8. The same crew must sail in all races except for reasons satisfactory to the race committee.
9. All skippers must use their own sails (borrowed sails not permitted).
10. Skippers may bring their own boats if desired.
11. The country holding the regatta must furnish an adequate number of equally matched boats with good racing capability to loan to contestants who do not bring their own boats.

**Time Limit:** Details in “Rules for Conducting National and International Championship Regattas.”

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

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

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

- Oshkosh Yacht Club, Wisconsin, August 29-30, 1936  
Philip Benson, Jr., Sea Cliff, NY  
George Q. McGown, Jr., Fort Worth  
A.M. Deacon, Western Long Island Sound  
Sailed on Lake Winnebago, 14 starters
- Sea Cliff Yacht Club & Western LIS fleets, August 21-23, 1937  
Authur M. Deacon, Western Long Island Sound  
William Leo, Norwalk, Connecticut  
Cort Ames, Western Long Island Sound  
Sailed on Long Island Sound, 22 starters.
- Wawasee Yacht Club, Indiana, August 26-28, 1938  
Charles Gabor, Lake Mohawk,  
Cleo Payne, Wichita Falls, Texas  
Henry Schuette, Manitowoc, Wisconsin  
Sailed on Lake Wawasee, 21 starters
- Los Angeles Yacht Club & LA Harbor Fleet,  
August 25-27, 1939  
Walter Hall, Oakland, California  
Darby Metcalf, Los Angeles  
Ray Hopkins, Redondo Beach  
Sailed at Los Angeles Harbor, 12 starters
- Canandaigua Yacht Club, New York, August 29-31, 1940  
Darby Metcalf, Los Angeles  
T. & L. Varalay, Los Angeles  
Don Cochran, Clearwater  
Sailed on Canandaigua Lake, 28 starters
- Fort Worth Boat Club, Fort Worth, Texas,  
September 5-7, 1941  
Darby Metcalf, Los Angeles  
Steve Bechtel, Jr., Lake Merritt, California  
Ted Varalay, Los Angeles  
Sailed on Eagle Mountain Lake, 26 starters
- Crescent Sail Yacht Club, Michigan, August 28-30, 1942  
Heinzerling Brothers, Lake Lakawanna  
Gail DeJarnette, Dallas, Texas  
Ted A. Wells, Wichita, Kansas  
Sailed on Lake St. Claire
- Chicago Corinthian Yacht Club, September 7-9, 1945  
Bob & Betty White, Balboa, California  
Don Cochran, Clearwater, Florida  
Don Borough, Diamond Lake, Michigan  
Sailed on Lake Michigan, 16 starters
- Lake Chautauqua, NY, August 21-23, 1946  
Bob Davis, Balboa, California  
Victor Larson, Lake Chautauqua  
Bob Carrick, Lake Merritt, California  
Sailed on Lake Chautauqua, 37 starters
- Geneva, Switzerland, August 26-29, 1947  
Ted A. Wells, USA  
Jorge E. Brauer, Argentina  
Felix V. Roznieki, Norway  
Sailed on Lake Lemnan, 13 nations
- Palma de Mallorca, Spain,  
August 30-September 4, 1948  
Carlos Vilar Castex, Argentina  
Antonio Perez Rodriguez, Spain  
Antonio Jose Vilardebo, Portugal  
Sailed on Mediterranean Sea, 10 nations
- Larchmont Yacht Club, NY, August 22-26, 1949  
Ted A. Wells, USA  
Jorge Vilar Castex, Argentina  
Per Skjonberg, Norway  
Sailed on Long Island Sound, 9 nations
- Havana, Cuba, November 29-December 4, 1951  
Jorge Vilar Castex, Argentina  
Francis Seavy, USA  
Jorge Mantilla, Cuba  
Sailed in Havana Harbor, 6 nations
- Monaco, French Rivera, September 5-12, 1953  
Conde Martins, Portugal  
Tom Frost, USA  
Clemente Inclan, Cuba  
Sailed on Mediterranean Sea, 15 nations
- Santander, Spain, August 27-September 1, 1955  
Mario Capio, Italy  
Jorge Mantilla, Cuba  
Helder Soares Oliveira, Portugal  
Sailed on Santander Bay, 16 nations
- Cascais, Portugal, September 2-9, 1957  
Juan Manuel Alonso Allende, Spain  
Raymond Fragniere, Switzerland  
Fred Schenck, USA  
Sailed on the Atlantic Ocean, 21 nations
- Porto Alegre, Brazil, October 16-25, 1959  
Paul Elvstrom, Denmark  
Gonzalo Diaz, Sr., Cuba  
Masyuki Ishii, Japan  
Sailed on the Guaiba River, 16 nations
- Rye, New York, USA, September 16-22, 1961  
Axel Schmidt, Brazil  
Harry Levinson, USA  
Duque de Arion, Spain  
Sailed on Long Island Sound, 18 nations



- Isle de Bendor, France, September 7-14, 1963  
 Axel Schmidt, Brazil  
 Reinaldo Conrad, Brazil  
 Basil Kelly, Bahamas  
 Sailed on the Mediterranean Sea, 22 nations
- Las Palmas, Grand Canary Island, Spain,  
 September 9-14, 1965  
 Axel and Eric Schmidt, Brazil  
 Harry and Alan Levinson, USA  
 John Hoyt and Hovey Freeman, Puerto Rico  
 Basil Kelly and Pedro Wassitch, Bahamas  
 Pedro Casado and Felix Gancedo, Spain  
 Sailed on the Atlantic Ocean, 25 nations
- Nassau, Bahamas, November 5-10, 1967  
 Nelson Piccolo and C. Henrique de Lorenzi, Brazil  
 Earl Elms and Dave Ullman, USA  
 Anton Grego and Simo Nikolic, Yugoslavia  
 Patrick van Godtsenhoven and Charles de Bontridder, Belgium  
 Basil Kelly and Pedro Wassitch, Bahamas  
 Sailed in Coral Harbor, 24 nations
- Luanda, Angola, Portuguese West Africa,  
 October 24-November 1, 1969  
 Earl Elms and Mike Shear, USA  
 Reinaldo Conrad and Mario Buckup, Brazil  
 Paulo Santos and Fernando da Silva, Portugal  
 T. Ericsson and B. Engstrom, Sweden  
 Nelson Piccolo and C. Henrique de Lorenzi, Brazil  
 Sailed on Luanda Bay, 24 nations
- Rio de Janeiro, Brazil, October 8-15, 1971  
 Earl Elms and Craig Martin, USA  
 Ralph Conrad and Pedro Reinhardt, Brazil  
 Felix Gancedo and Antonio Burgos, Spain  
 Roger Stewart and Jerry Stewart, USA  
 Sonny DeCosta and Mickey Adderly, Bermuda  
 Sailed on Guanabara Bay, 21 nations
- Malaga, Spain, October 12-20, 1973  
 Felix Gancedo and Rafael Parga, Spain  
 Per Brodsted and Steen Brodsted, Denmark  
 Erik Thorsell and Claes Nordwall, Sweden  
 Earl Elms and Donnie Bedford, USA  
 Paulo R. Paradedada and Carlos Goncalves, Brazil  
 Sailed on the Mediterranean Sea, 22 nations, 43 starters
- Punta del Este, Uruguay, November 28-December 6, 1975  
 Felix Gancedo and Manuel Bernal, Spain  
 Agustin Diaz and Gonzalo Diaz, Sr., USA  
 Peter Bjurstrom and Hakan Bjurstrom, Finland  
 Horacio Garcia Pastori and Felix Leborgne, Uruguay  
 Jeff Lenhart and Eric Krebs, USA  
 Sailed on Maldonado Bay, 16 nations, 31 starters
- Copenhagen, Denmark, August 21-28, 1977  
 Boris Ostergren and Ernesto Neugebauer, Brazil  
 Tom Nute and Randy Smith, USA  
 Marco Aurelio Paradedada and Luiz Pejnovic, Brazil  
 Per Brodsted and Alan Purup, Denmark  
 Ralf Casen and Bengt Holmqvist, Finland  
 Sailed on Oresund, 20 nations, 36 starters
- North Sydney, Nova Scotia, Canada, August 12-19, 1979  
 Dave Chapin and Tim Dixon, USA  
 Mark Reynolds and DeAnn Wright, USA  
 Boris Ostergren and Ernesto Neugebauer, Brazil  
 Felix Gancedo and Carlos Llamas, Spain  
 Marco Aurelio Paradedada and Luiz Pejnovic, Brazil  
 Sailed on Sydney Harbor, 18 nations, 30 starters
- Long Beach, California, USA, September 7-12, 1981  
 Jeff Lenhart and Pat Muglia, USA  
 Felix Gancedo and Carlos Llamas, Spain  
 Torben Grae and Lars Grae, Spain  
 Roger Stewart and Doug Sharp, USA  
 Johnny MacCall and Juan Grande, Argentina  
 Sailed on the Pacific Ocean, 21 nations, 36 starters
- Porto, Portugal, September 5-11, 1983  
 Torben Grae and Lars Grae, Brazil  
 Craig Martin and Kenyon Martin, USA  
 Jorge Haenelt and Laureano Wizner, Spain  
 Paulo Santos and Jose Santos, Brazil  
 Johnny MacCall and Juan Grande, Argentina  
 Sailed on the Atlantic Ocean, 18 nations, 37 starters
- Buenos Aires, Argentina, November 23-December 1, 1985  
 Santiago Lange and Miguel Saubidet, Argentina  
 Johnny MacCall and Sergio Ripoll, Argentina  
 Miyuki Kai and Akio Kaneko, Japan  
 Felix Gancedo and Carlos Llamas, Spain  
 Paulo Santos and Cassio Ashaver, Brazil  
 Sailed on the Rio de la Plata, 19 nations, 35 starters
- La Rochelle, France, August 31-September 4, 1987  
 Torben Grae and Marcelo Maia, Brazil  
 Santiago Lange and Miguel Saubidet, Argentina  
 Horacio Carabelli and Luis Chiapparo, Uruguay  
 Nobuhiro Utada and Noriaki Sugitani, Japan  
 Fernando Rita and Antonio Andreu, Spain  
 Sailed on the Atlantic Ocean, 16 nations, 49 starters
- Karatsu, Japan, August 22-28, 1989  
 Ricardo Fabini and Harold Meerhoff, Uruguay  
 Torben Grae and Marcelo Maia, Brazil  
 Nobuhiro Utada and Noriaki Sugitani, Japan  
 Guillermo Parada and Paulo Weber, Argentina  
 Peter Commette and Connie Suddath, USA  
 Sailed on Sea of Genkai, 15 nations, 44 starters

- Tønsberg, Norway, August 2-10, 1991  
Axel Roger and Jorge Quiroga, Argentina  
Hakan and Rikard Bjurstrom, Finland  
Birger Jansen and Janet Krefthing, Norway  
Gustaf Svennson and Lenna Ljunggren, Sweden  
Robeto and Carlos Bermudez, Spain  
Sailed on Oslo Fjord, 20 nations, 50 starters
- Porto Alegre, Brazil, November 1993  
Santiago Lange and Mariano Parada, Argentina  
George Nehm and Fernando Krahe, Brazil  
Guillermo Parada and Sergio Ripoll, Argentina  
Paulo Santos and Ricardo Santos, Brazil  
Ricardo Fabini and Jose Chiaparro, Uruguay  
Sailed on Guaíba River, 46 starters, 17 nations
- Rimini, Italy, July 1-9, 1995  
Santiago Lange and Mariano Parada, Argentina  
Guillermo Parada and Gonzalo Martinez, Argentina  
Doug Hart and Jon Rogers, USA  
Frederik Segerstrom and Carl Terneus, Sweden  
Damian Borrás and Javier Magro, Spain  
Sailed on the Adriatic Sea, 48 starters, 18 nations
- San Diego, California, USA, September 13-19, 1997  
Mauricio Santa Cruz and Eduardo Neves, Brazil  
Alexandre Paradedá and Flavio Fernandes, Brazil  
Andrey and Galina Kiriliuk, Russia  
Doug Hart and Jon Rogers, USA  
Thomas Iversen and Thomas Rasmussen, Denmark  
Sailed on the Pacific Ocean, 52 starters, 20 nations
- Santiago de la Ribera, Spain, September 3-11, 1999  
Nelido Manzo and Octavio Lorenzo, Cuba  
André Fonseca and Rodrigo Durate, Brazil  
Fernando Rita and Javier Sintes, Spain  
Aureliano Negrin and David Martin, Spain  
Carlos Martinez and Alberto Vadell, Spain  
Sailed on the Mar Menor, 56 starters, 21 nations

# O'Leary Trophy

**Emblematic of:** Champion Crew Snipe World Championships

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

**Owned by:** SCIRA

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

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

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

1961 Eric Schmidt, Brazil  
1963 Eric Schmidt, Brazil  
1965 Eric Schmidt, Brazil  
1967 C. Henrique de Lorenzi, Brazil  
1969 Mike Shear, USA  
1971 Craig Martin, USA  
1973 Rafael Parge, Spain  
1975 Manuel Bernal, Spain  
1977 Ernesto Neugebauer, Brazil  
1979 Tim Dixon, USA  
1981 Pat Muglia, USA  
1983 Lars Grael, Brazil  
1985 Miguel Saubidet, Argentina  
1987 Marcelo Maia, Brazil  
1989 Harol Meerhoff, Uruguay  
1991 Jorge Quiroga, Argentina  
1993 Mariano Parada, Argentina  
1995 Mariano Parada, Argentina  
1997 Eduardo Neves, Brazil  
1999 Octavio Lorenzo, Cuba

# Earl Elms Perpetual Trophy

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

**Donated by:** Mission Bay Snipe Fleet 495

**Owned by:** SCIRA

**Awarded to:** Fleet of the winning skipper

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

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

1997 Craig & Lisa Leweck, Mission Bay, USA

1999 Carlos Martinez & Alberto Vadell, Spain

# Vieri Lasinio Di Castelvero Trophy

**Emblematic of:**

Junior World Championship of SCIRA

**Owned by:**

SCIRA

**Awarded to:**

Winning skipper

**Open to:**

1. Contestants under 20 years old (not having their 20<sup>th</sup> birthday during the calendar year the regatta is held).
2. All competing skippers must be bonafide owners of measured Snipes in good standing.
3. All skippers must be citizens or bonafide residents for at least one year, of the country they represent. Each must present credentials signed by his National Secretary attesting that he is the entrant.
4. 2 skippers from any country in good standing with SCIRA are eligible, plus the current champion, if he is otherwise eligible
5. One additional skipper from the host country.

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

1. Seven races of SCIRA courses scheduled with length of 5 minimum and 7 maximum nautical miles.
2. If 6 or 7 races are completed, the worst race shall be dropped including a disqualification. One race shall constitute a regatta.
3. The SCIRA scoring systems shall be used.
4. There must be separate regatta and protest committees and a judge at each mark.
5. The same skipper must sail all races. He can be replaced after the first race only, and then only if he is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be dropped. The same crew must sail in all races except for reasons satisfactory to the race committee.
6. All skippers SHALL use their own sails.
7. Competitors may use their own boats. The boats to be provided to juniors not bringing or chartering their own boats must be of equal boats to quality and competitiveness to those sailed by their owners. A committee composed of the Commodore, National Secretary of the host country, a qualified SCIRA representative from the opposing hemisphere, and others to be designated by the Commodore shall be assigned to review and approve the boats to be provided in advance. The committee will provide a list of boats to be used and their specifications to the committee at least 60 days prior to the regatta for approval. The boats provided shall be of hull #27000 or higher.

At least two extra boats will be provided at the regatta site to allow for catastrophic breakdowns and replacement. The Commodore will appoint at least two SCIRA representatives to be in attendance at the regatta to inspect the provided boats, evaluate their competitiveness, and take corrective action if required. These representatives will have the following actions available to them in the event of problems with quality and competitiveness of the boats:

- Disqualification of a boat deemed unsatisfactory and replacement with one of the extra boats.
- Declaration that the event shall be sailed as a round robin including the boats transported by owners. This option shall only be enforced in the event of gross inequities in the quality of the provided boats.
  1. The country holding the regatta is obliged to offer lodging and food to the first crew of each country, National Secretaries and SCIRA authorities, and if possible to the second crew. Lodging to be in private homes, if possible.

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

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

Tampa, Florida, November 14-19, 1988  
 Kenichi Nakamura and Sinichi Murata, Japan  
 Brad Rodi and Brett Davis, USA  
 Luis Soubie and Joaquin Molla, Argentina  
 Alex Camet and Brian Camet, USA  
 Andrea Piazza and Alessandro DiMauro, Italy  
 Sailed in St. Petersburg, 15 nations, 25 starters

Club Nautico de Los Nietos, Spain, September 5-9, 1990  
 Cristobal Saubidet and Andres Onis, Argentina  
 Diego Garcia and Harold Meerhoff, Uruguay  
 Domingo Espejo and German Vilalba, Spain  
 Felip Enchenique and Juan Wigand, Chile  
 Santi Lopez-Caz and Jose Gomez, Spain  
 13 nations and 24 starters



***2001 Jr. World Champions  
 Raul de Valenzuela and Jose La  
 Torre Martinez of Spain.***

- 2001 Jr. World Champions Motala, Sweden, July 7-12, 1992  
Fernando Soler and Francisco Fraga, Spain  
Bill Hardesty and Dan Zimbaldi, USA  
Mauricio Santa Cruz and Gustavo de Arruda Farh, Brazil  
Nicolaus Wedel-Jarsberg and Hanne Guttormsen, Norway  
Gonzalo Crivello and Martin Bortolussi, Argentina  
26 starters
- Mikkabi, Japan, August 1-7, 1994  
Luis Calabrese and Jorge Engelhard, Argentina  
Nicolas Granucci and Ezequiel Fernandez, Argentina  
Ricardo Paradedda and Eduardo Paradedda, Brazil  
Michael Hansen and Niels Lund, Denmark  
Cristobal Bosch, Pedro Coll, Spain  
Sailed on Laka Hamana, 12 nations, 24 starters
- Mar Menor, Spain, September 12-15, 1996  
André Fonseca and Pablo Furlan, Brazil  
Javier and Nicolas Ocariz, Argentina  
Federico and Francisco Ocariz, Argentina  
Mark Ivey and Elizabeth Potter, USA  
Vasconcellos and Vasconcellos, Brazil  
Sailed on the Mar Menor, 14 nations, 25 starters
- São Paulo, Brazil, November 15-21, 1997  
André Fonseca and Roberto Paradedda, Brazil  
Frederico and Felipe Vasconcellos, Brazil  
Andres Marcone and Nicolas Guile, Argentina  
Edgardo Vieytes, Jr. and Fernando Bocciarelli, Brazil  
Sebastian Casadei and Carlos Gordillo, Argentina  
Sailed on Guarapiranga Lake, 12 nations, 21 starters
- Almería, Spain, August 17-21, 1999  
Lucas Gomes and Marcos Montanaro, Argentina  
Francisco Sanchez and Matias Ros, Spain  
Raul Valenzuela and Carlos Carmona, Spain  
Roberto Paradedda and Daniel Ortega, Brazil  
Pablo Defazio and Diego Stefani, Uruguay  
Sailed on the Mediterranean, 12 nations, 22 starters
- Mentor Harbor, Cleveland, Ohio, USA, June 29-July 4, 2001  
Raul de Valenzuela and Jose LaTorre Martinez, Spain  
Bryan Lake and Graham Biehl, USA  
Rayco Tavares Alvares and Marinao de Leon Perdomo, Spain  
Dave Hochart and Piet VanOs, USA  
Adolfo Benavidez and Fredrico Pierson, Argentina  
Sailed on Lake Erie, 11 nations, 20 starters

# Roy Yamaguchi Memorial Trophy

- Emblematic of:** Women's World Championship
- Donated by:** SCIRA Japan
- Awarded to:** Winning skipper and her crew
- Open to:** Any SCIRA women members in good standing from anywhere in the world
- Regatta Conditions:** "Rules for Conducting National and International Regattas"
1. Held every 2 years in even numbered years
  2. 7 race regatta. If 5 to 7 races are sailed, the lowest positioned race shall be discarded. 3 races shall constitute a regatta. Nor more than 2 races in one day (in events with charter boats, first day will only have 1 race).
  3. No races to be started if wind velocity exceeds 18 knots prior to preparatory signal.
  4. The regatta venue shall be approved at a National Secretaries meeting
  5. Skippers may choose to use their own boats. However, the regatta-organizing country shall attempt to provide boats for those who represent countries where shipping their boats is difficult.
- Trophy Responsibility and Conditions:** Responsibility for engraving, safeguarding and return of the Trophy to the following regatta rests with the winning skipper.
- Revision of Deed of Gift:** By agreement between donor and SCIRA

Yokohama, Japan, August 11-15, 1994

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

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

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

Mar Menor, Spain, September 8-11, 1996

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

Trieste, Italy, August 28-September 3, 2000

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



# World Masters Championship

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

**Donated by:** SCIRA Canada

**Owned by:** SCIRA Canada

**Awarded to:** The winning skipper and crew

**Open to:** Any SCIRA member in good standing. Skipper to be at least 45 years of age in the year of the regatta. Combined age of skipper and crew must be at least 80 years in the year of the regatta

**Regatta Conditions:**

1. 5 races of Olympic-type courses scheduled over a 3-day period. No more than 2 races in one day
2. 3 races constitute a regatta
3. Regatta site to be approved at National Secretaries meeting at World Championship
4. No races to be started in wind velocity exceeding 15 knots prior to preparatory signal
5. 3 divisions of medals will be presented at the trophy presentation for top 3 places in each category:
  - Apprentice Master Division (45-54 years)
  - Masters Division (55-64 years)
  - Grand Master Division (65 and over)Overall Master World Champion will be top placing team.
6. The country hosting the championship will hold a drawing for participants chartering boats.

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

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

1986	Ken Simons, USA, sailed at Atlanta, Georgia. 5 nations, 32 boats
1987	Ivan Pimentel, Brazil, sailed at São Paulo, Brazil. 4 nations, 19 boats
1989	Ivan Pimentel, Brazil, sailed at Oakville, Ontario, Canada. 6 nations, 31 boats
1991	Felix Gancedo, Spain, sailed at Santiago de la Ribera, Spain. 12 nations, 57 boats
1992	Paulo Santos and Fernando Silva, Brazil, sailed at Algarve, Portugal. 49 boats
1994	Kazunori Shinka and Tetsuji Nakatani, Japan, sailed in Gamagori, Japan. 11 nations, 59 boats
1996	Birger Jansen and Marianne Stigar, Norway, sailed in Oslo, Norway. 14 nations, 58 boats
1998	Bibi Juetz and Felipe Vasconcellos, Brazil, sailed in Villa Carlos Paz, Argentina. 9 nations, 35 boats
2000	Flemming Christiansen and Morten Ullmann, Norway, sailed in Horsens, Denmark. 14 nations, 63 boats

# Hayward Western Hemisphere Trophy

- Emblematic of:** Western Hemisphere Championship on alternate years with Worlds Championship
- Donated by:** Commodore John T. Hayward, Tulsa, Oklahoma
- Owned by:** SCIRA
- Awarded to:** Fleet of winning skipper for a period of two years
- Open to:** Five teams from any county in the Western Hemisphere in good standing with SCIRA.
1. Preference including the national champion and his runner-up for the current year.
  2. All competing skippers shall be bona fide owners of a measured Snipe, in good standing with fleet, country and Association
  3. All skippers must be citizens, or bona fide residents for at least one year, of the country they represent.
  4. Each skipper must present credentials signed by his National Secretary attesting that he is the entrant.
  5. The current champion automatically qualifies for entry to defend his title, and if he participates, there may be six entries from that nation.
  6. The current World Champion (providing that he represents a Western Hemisphere nation) automatically qualifies, and if he participates there may be six entries from that nation.
  7. One top junior qualifier from:  
South American Championship  
North American Championship  
Orient Championship

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

1. Seven races of the SCIRA type courses specified therein shall be scheduled. Course length shall be five nautical miles minimum, seven nautical miles maximum. The fastest schedule approved is as follows:
2. 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> days: 2 races. 4<sup>th</sup> day: 1 race. 5<sup>th</sup> day: no races. A longer schedule giving more opportunity to make up lost races is recommended (in events with charter boats, first day will only have 1 race).
3. If 6 or 7 races are completed, the worst race shall be dropped, including a disqualification, if allowed by the SCIRA Official Scoring System. If 5 or fewer races are completed, all shall be counted. The winner shall be determined on the races actually completed when the regatta ends. In case of ties, the one beating the other in the most races shall be the winner.
4. Racing rules normally used by the country holding the regatta shall be used.
5. The country holding the regatta shall make available at least two (2) boats for charter to each country participating.

6. The same skipper must sail in all races and he can be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped. The same crew shall sail in all races except for reasons satisfactory to the race committee. All skippers shall use their own sails (borrowed sails not permitted).

7. A skipper's meeting prior to the races shall be held and special rules, etc., shall be clarified and explained.

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

**Revision of this Deed of Gift:** By majority vote of the Board of Governors of SCIRA

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

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

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

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

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

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

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

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

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

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

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

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

- Buenos Aires, Argentina, November 1-20, 1974  
 Jeff Lenhart and Donald Krebs, USA  
 Augie Diaz and Gonzalo E. Diaz, USA  
 Akinori Ueda and Eizi Mitsako, Japan  
 Marco Paradedda and Danilo Grussner, Brazil  
 Pedro Sisti and Julio Labandeira, Argentina  
 Sailed on Rio de la Plata, 11 nations, 16 starters
- North Sydney, Nova Scotia, Canada, August 20-29, 1976  
 Marco Aurelio Paradedda and Luiz Pejnovic, Brazil  
 Jeff Lenhart and Dave Ullman, USA  
 Gastao Altmayr and Mario Teixeira, Brazil  
 Wilson Pereira and Danny Ujvary, Argentina  
 Julio Labandeira and Daniel Decaro, Argentina  
 Sailed in Sydney Harbor, 10 nations, 20 starters
- Saõ Paulo, Brazil, October 19-27, 1978  
 Ivan Pimentel and Carlos Dohnert, Brazil  
 Marco Paradedda and Luiz Pejnovic, Brazil  
 Mark Reynolds and DeAnn Wright, USA  
 Jeff Lenhart and Eric Krebs, USA  
 Wilson Pereira and Hugo Castro, Argentina  
 Sailed on Lake Guarapiranga, 8 nations, 16 starters
- Montevideo, Uruguay, December 7-14, 1980  
 Dave Chapin and Scott Young, USA  
 Augie Diaz and Gonzalo A. Diaz, USA  
 Ivan Pimentel and Carlos Gordilho, Brazil  
 Hector Longarella and Hugo Longarella, Argentina  
 Paulo Oliveira and Alfredo Correa, Brazil  
 Sailed on Rio de la Plata, 9 nations, 14 starters
- Nassau, Bahamas, November 5-10, 1982  
 Dave Chapin and Tim Dixon, USA  
 Jeff Lenhart and Pat Muglia, USA  
 Pierre Siegenthaler and Peter Green, Bahamas  
 Hilton Piccolo and Otto de Assis, Brazil  
 Pedro DeFonseca and Ricardo Stabille, Brazil  
 Sailed on Montagu Bay, 8 nations, 14 starters
- Asuncion, Paraguay, October 6-12, 1984  
 Johnny MacCall and Sergio Ripol, Argentina  
 Miyuki Kai and Akira Kansaku, Japan  
 Dave Chapin and Tim Dixon, USA  
 Ivan Pimentel and Paulo Rebello, Brazil  
 Paulo Santos and Cassio Ashaver, Brazil  
 Sailed on Lake Ypacari, 7 nations, 16 starters
- Enoshima, Japan, October 11-16, 1986  
 Santiago Lange and Miguel Saubidet, Argentina  
 Marcello Viana Reitz and Saul Filho, Brazil  
 Nobuhiro Utada and Noriaki Sugitani, Japan  
 Johnny MacCall and Sergio Ripol, Argentina  
 Yoshihiro Chigba and Jun Suzuki, Japan  
 Sailed on Sagami Bay, 8 nations, 16 starters
- Spanish Point, Bermuda, October 29-November 5, 1988  
 Ivan Pimental and Luis Pejnovic, Brazil  
 Torkel Borjstrom and Raul Revora, Argentina  
 Craig Leweck and Chris Raab, USA  
 Ricardo Fabini and Alzola, Uruguay  
 Nelido Manso and Otavio Lorenzo, Cuba  
 Sailed on the Great Sound, 9 nations, 17 starters
- Buenos Aires, Argentina, November 17-25, 1990  
 Ricardo Fabini and Harold Meerhoff, Uruguay  
 Ivan Pimental and Sergio Araujo, Brazil  
 Guillermo Parada and Gonzalo Martinez, Argentina  
 Torkel Borgstrom and Raul Revora, Argentina  
 Antonio Pael Leme and Pepe D'Elia, Brazil  
 Sailed on Rio de la Plata, 5 nations, 12 starters
- Nassau, Bahamas, October 4-11, 1992  
 John Keane and Ted Keenan, USA  
 Guillermo Parada and Gonzalo Martinez, Argentina  
 Axel Rodger and Jorge Quiroga, Argentina  
 Bryan Fishback and Lorie Stout, USA  
 Yoshikazu Itabashi and Masahiko Ota, Japan  
 Sailed on Montagu Bay, 9 nations, 36 starters
- Montevideo, Uruguay, December 2-10, 1994  
 Guillermo Parada and Gonzalo Martinez, Argentina  
 Antonio Paes Leme and Marcelo Maia, Brazil  
 Luis Calabrese and Federico Engelhard, Argentina  
 Ricardo and Roberto Fabini, Uruguay  
 Maeda Hiroshi and Takayuki Goto, Japan  
 Sailed on the Rio de la Plata, 6 nations, 26 starters
- Larchmont, New York, USA, September 29-October 4, 1996  
 Mauricio Santa Cruz and Eduardo Neves, Brazil  
 Federico Calabrese and Edgardo Lozano, Argentina  
 Jack Franco and Mike Sturman, USA  
 Doug Hart and Steve Stewart, USA  
 Javier Ocariz and Nicolas Ocariz, Argentina  
 Sailed on Long Island Sound. 7 nations, 26 starters
- Enoshima, Japan, November 1-8, 1998  
 Eduardo Santambrogio and Gonzo Martinez, Argentina  
 Alexandre Paradedda and Flavio Fernandes, Brazil  
 Doug Hart and Scott Lindley, USA  
 Ricardo Fabini and Ignacio Saralegui, Uruguay  
 Javier Ocariz and Diego Rudoy, Argentina  
 Sailed on Enoshima Bay. 9 nations, 24 starters
- Rosario, Argentina, October 7-14, 2000  
 Federico and Felipe Vasconcellos, Brazil  
 Eduardo Fumagalto and Nicolas Cuerdo, Argentina  
 Randy Lake/Piet VanOs, USA  
 Bruno Bethlem and Dante Bianchi, Brazil  
 Javier and Nicolas Ocariz, Argentina  
 Sailed on the Paraná River. 7 nations, 30 starters

# European Championship Trophy

**Emblematic of:** Championship of Europe held on alternate years with World Championship

**Donated by:** Unione Societa Veliche Italiane

**Owned by:** SCIRA, Italy

**Awarded to:** The trophy shall be awarded to the Fleet of the winning skipper.

**Open to:**

1. The current European Champion
2. The current Jr. European Champion
3. Top 2 boats from the European Cup
4. One women's team per country
5. One junior team per country
6. Host country may have 3 additional entries: 1 junior, 1 for the host club or fleet, and one additional for the country.

***The above are in addition to the entries in #7 below.***

7. Four skippers from any European country in good standing with SCIRA, preferably the National Champion for the current year or his alternates, plus one additional skipper for each 25 boats on which dues have been paid to SCIRA, up to a maximum of eight skippers.
8. All competing skippers must be in good standing with fleet, country and the Association, and all boats must have a current SCIRA decal.
9. Skipper and crew must be at least fourteen years of age and citizens of the country they represent. Only in case of incapacity of the crew may he be replaced by one of another nationality.
10. Each skipper must present credentials signed by his National Secretary attesting that he is the entrant.

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

1. 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> days - 2 races; 4<sup>th</sup> day - 1 race. 5<sup>th</sup> day - no races. A longer schedule giving more opportunity to make up lost races is recommended (in events with charter boats, first day will only have 1 race).
2. If 6 or 7 races are completed, the worst race shall be dropped including a disqualification, if allowed by the SCIRA Official Scoring System. If 5 or fewer races are completed, all shall be counted. The winner will be determined on the races actually completed when the regatta ends. In case of ties, the one beating the other in the most races shall be the winner.
3. The Championship shall be sailed in waters selected by European National Secretaries

4. There must be a judge at each mark and there must be separate regatta and protest committees.
5. The racing rules of the ISAF shall be used.
6. The same skipper must sail all races and may be replaced after the first race only, and then only if the skipper is obviously incapacitated. If a skipper is replaced in this manner, the first race shall be the race dropped. The same crew must sail in all races except for reasons satisfactory to the race committee. All skippers must use their own sails (borrowed sails not permitted).
7. The country holding the regatta must furnish an adequate number of good boats to the skippers who are not in a position to bring their own boats.
8. The hosting organization, one year prior to the regatta, must send a letter with specific instructions covering all details of the regatta to the European General Secretary assuring them of the organization and compliance with this Deed of Gift. Some countries are not able to accommodate these rules, and the European Board may have discretion of enforcement of the rules depending on the circumstances.
9. The hosting country/organization shall provide lodging to the following, free of charge:
  - a. 1 crew from each country
  - b. Members of the International Board of Governors
  - c. National Secretaries
  - d. Jury members
  - e. 1 junior team from each country
10. Entry fee: maximum of \$200 Euros, inclusive of the following social events: Opening ceremonies, one dinner during the Championship, and the prizegiving dinner.

**Measurement Committee:** the current European Measuring Committee of three shall undertake Measuring. The chairman shall be taken from one of the three elected but must not be from the division (of Europe) of the host country.

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

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

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

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

- Arachon, France, 1954  
D. Poissant, France  
J.P. Renevier, Switzerland  
J. Sacadura, Portugal
- Ostende, Belgium, 1956  
Frank Penman, England  
Mino Dellacasa, Italy  
Bernard Mach, Switzerland
- Plymouth, England, 1958  
Raymond Fragniere, Switzerland  
Mario Capio, Italy  
Svend Rantil, Denmark  
10 nations, 10 starters
- Landskrona, Sweden, 1960  
Raymond Fragniere, Switzerland  
Angel Armada, Spain  
Haral Grav, Norway  
11 nations, 12 starters
- Palma de Majorca, Spain, 1962  
Viggo Almkvist, Sweden  
Juhani Saloyaaara, Finland  
Christian Nielson, Belgium  
13 nations, 13 starters
- San Remo, Italy, August 26-30, 1964  
Monstad/Borgen, Norway  
Grego/Nikolic, Yugoslavia  
Blomkvist/Anderson, Sweden  
14 nations, 15 starters
- Karlskamm, Sweden, August 1-5, 1966  
Anton Grego and Simo Nikolic, Yugoslavia  
Trygve Liljestrand and Jan Rudberg, Sweden  
Nils Monstad, Norway  
14 nations, 15 starters
- Ismir, Turkey, September 17-24, 1968  
Paulo Santos and Fernando da Silva, Portugal  
Anton Grego and Simo Nikolic, Yugoslavia  
Trygve Liljestrand and Bo Lundgren, Sweden
- Rejeka, Yugoslavia, July 11-18, 1970  
Paulo Santos and Fernando da Silva, Portugal  
Ivancic Ante and Siroia Branko, Yugoslavia  
Felix Gancedo and Antonio Burgos, Spain
- Porto, Portugal, July 15-22, 1972  
Felix Gancedo and Rafael Parga, Spain  
Ove Lorentzen and Jens Norgaard, Denmark  
Antonio Basilio and Guy Pacheco, Portugal  
Gustav Krafft and Peter Krafft, Sweden  
Giorgio Brezich and Fabio Apolonio, Italy  
14 nations and 26 starters
- Hango, Finland, August 5-11, 1974  
Felix Gancedo and Javier Otero, Spain  
Peter Bjurstrom and Hakan Bjurstrom, Finland  
Eduardo Queiroz and Joao Figueirdo, Portugal  
Matti Nieminen and Seppo Ajanko, Finland  
Gustav Krafft and Peter Krafft, Sweden  
11 nations, 28 starters
- LeHavre, France, August 30-September 5, 1976  
Per Brosted and Jan Skotte, Denmark  
Felix Gancedo and Manuel Bernal, Spain  
Eric Thorsell and Claes Nordwall, Sweden  
Matti Nieminen and Seppo Ajanko, Finland  
Neil Martin and Richard Stanley, England  
11 nations, 51 starters
- Valencia, Spain, August 21-27, 1978  
Felix Gancedo and Carlos Llamas, Spain  
Per Brosted and Allan Purup, Denmark  
Pablo Zendera and Gonzalo Ceballos, Spain  
Fernando Masso and Carlos Miranda, Spain  
Jan Persson and Harald Von Holstein, Denmark  
11 nations, 59 starters
- Espergaerde, Denmark, August 16-23, 1980  
Flemming Rasmussen and Keld Schultz, Denmark  
Ralf Casen and Bengt Holmquist, Finland  
Per Brosted and Jens Sorensen, Denmark  
Finn Hansen and Iver Hansen, Norway  
Jorge Haenelt and A. Garcia, Spain  
10 nations, 55 starters
- Trieste, Italy, September 4-11, 1982  
Jorge Haenelt and Laureano Wizner, Spain  
Jose Garcia Desoto and J. Gutterrez, Spain  
Totto Hartmann and Erling Nesse, Norway  
F. Rita Larrucea and A. Andreu Borrás, Spain  
Mats Gotlin and N. Bjorling, Sweden  
12 nations, 53 starters
- Marstrand, Sweden, July 21-27, 1984  
Finn and Trya Hanssen, Norway  
Hakan and Laila Bjurstrom, Finland  
Felix Gancedo and Guillermo Serrano, Spain  
Jose Garcia DeSota and Braian Lopez, Spain  
8 nations, 43 starters
- Santiago de la Ribera, Spain, September 6-12, 1986  
Fernando Rita and Antonio Andreu, Spain  
E. Rubio and R. Solana, Spain  
Finn Hanssen and Erling Nesse, Norway  
Tiago Roquette and P. Roquette, Portugal  
Jan Persson and Jon Persson, Denmark  
8 nations, 53 starters

Juelsminde, Denmark, August 15-20, 1988

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

Porto, Portugal, August 22-28, 1990

Felix Gancedo and Jesus Vilar, Spain  
Javier Lopez and Javier Gutierrez, Spain  
Roberto Bermudez and Fernando Garcia, Spain  
Frank Eriksen and Tony Eriksen, Denmark  
Pedro de Melo and Joao do Carmo, Portugal  
9 nations, 56 starters

Kokkola, Finland, July 12-18, 1992

Carlos Llamas and Javier Gutierrez, Spain  
Damian Borrás and Puri Lluich, Spain  
Hakan and Rickard Bjurström, Finland  
Oliver Gongora and Ramirez, Spain  
Birger Jansen and Johnsen, Norway  
10 nations, 43 starters

Mahon, Spain, September 8-14, 1994

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

Kolding, Denmark, August 12-16, 1996

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

Porto, Portugal, July 27-August 1, 1998

Aureliano Negrin and David Martin, Spain  
Oliver Gongora and Alejandro Fresneda, Spain  
Kristoffer Spone and Janett Krefting, Norway  
Fernando Rita and Javier Sintés, Spain  
Morten Ullmann and Kim Hittel, Denmark  
10 nations, 45 starters

Åsgårdstrand, Norway, July 25-29, 2000

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



## ***2000 European Champions Birger Jansen and Liv Ulveie of Norway***



# Junior European Championship Trophy

- Emblematic of:** Junior Championship of Europe
- Donated by:** SCIRA United Kingdom
- Owned by:** SCIRA United Kingdom
- Awarded to:** Winning skipper and crew
- Open to:**
1. Junior Snipe sailors, skipper and crew with both older than 14, but under 20 (not having their 20<sup>th</sup> birthday during the calendar year in which the event is held)
  2. They must be citizens of the country they represent and only in case of incapacity of the crew may he be replaced by one of another nationality.
  3. Each skipper must present credential signed by his National Secretary attesting that he is the entrant.
  4. The current champion automatically qualifies if he is otherwise eligible.
  5. This championship is open to 3 skippers from any European country in good standing with SCIRA, plus one additional skipper for each 25 boats on which dues have been paid, up to a maximum of 7 skippers.
  6. A minimum of one crew and escort from each country shall be offered lodging and food.
  7. No entry fees are chargeable.

**Regatta Conditions:** Held on alternate years with Junior World Championships in waters selected by National Secretaries of Europe, using “Rules for Conducting National and International Regattas.”

1. 6 races shall be scheduled with 5 miles as maximum length of course. The time limit shall be 22 hours and courses may not be shortened. The maximum wind under which a start should be made depends upon the water conditions, which will be prevailing. Races may be started in winds up to and including 8 meters per second and a race shall be abandoned if the wind rises to 10 meters per second.

2. The National Secretary of the sponsoring country shall be the official SCIRA representative

**Trophy Responsibility and Conditions:** The name of the winning skipper, crew, year, fleet and country shall be uniformly engraved at winner’s expense. The winning skipper and his National Secretary shall be responsibility for the trophy and it shall be returned to the site of the next competition, properly boxed and with all fees paid.

1979	Ian Brewer and Graham Brewer, England	1997	
1981	Javier Lopez Vazquez and Carlos Martinez, Spain	1998	Gabriel Orfila and Arturo Barranco, Spain
1983	Javier Lopez Vazquez and J. Bats, Spain	2000	
1985	F. Pereda and C. Martinez, Spain		
1987	C. Fernandez and J. Fresneda, Spain		
1989	Santiago Lopez Vazquez and Ignacio Torcida, Spain		
1991	Michael Irgens and Tom Erik Smedal, Norway		
1993	Diego Cayolla and Duarte Araujo, Portugal		
1995	Karl Otto Book and Jostein Grodem, Norway		

# Birney Mills Memorial Trophy

**Emblematic of:** North American Snipe Championship

**Donated by:** Portage Lakes Yacht Club

**Owned by:** SCIRA

**Awarded to:** Winning skipper

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

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

1973	Don Hite, Lake Angelus, Michigan, sailed at Oakville, Canada
1974	Augie Diaz, Miami, Florida, sailed at Association Island, New York
1975	Jerry Thompson, Akron, Ohio, sailed at Association Island, New York
1976	Bruce Colyer, Ft. Lauderdale, Florida, sailed at Nassau, Bahamas
1977	Jeff Lenhart, Mission Bay, California, sailed at Mission Bay, California
1978	Jeff Lenhart, Mission Bay, California, sailed at Annapolis, Maryland
1979	Dave Chapin, Island Bay, Illinois, sailed at Chautauqua, New York
1980	Mark Reynolds, Mission Bay, California, sailed at North Cape, Michigan
1981	Ed Adams, Narragansett Bay, Rhode Island, sailed at Sea Cliff, LI, New York
1982	Mark Reynolds, Mission Bay, California, sailed at Mission Bay, California
1983	Ed Adams, Narragansett Bay, Rhode Island, sailed at Oakville, Ontario, Canada
1984	Keith Dodson, Alamitos Bay, California, sailed at Alamitos Bay, California
1985	Ed Adams, Narragansett Bay, Rhode Island, sailed at Annapolis, Maryland
1986	Mike Segerblom, Alamitos Bay, California, sailed at San Francisco Bay, California
1987	Ed Adams, Narragansett Bay, Rhode Island, sailed at Marblehead, Massachusetts
1988	Craig Leweck, Mission Bay, California, sailed at Oakville, Ontario, Canada
1989	Craig Leweck, Mission Bay, California, sailed at Mission Bay, California
1990	Jack Franco, Alamitos Bay, California, sailed on Lake Ray Hubbard, Dallas, Texas
1991	Mark Reynolds, Mission Bay, California, sailed at Newport Harbor YC, California
1992	Peter Commette, Miami, Florida, sailed at Crescent Sail YC, Detroit, Michigan
1993	Ed Adams, Narragansett Bay, Rhode Island, sailed at Oakville, Ontario, Canada
1994	Brian Fishback, Annapolis, Maryland, sailed at Annapolis, Maryland
1995	Willie Graves, Mission Bay, California, sailed at Lake Lanier, Georgia
1996	Doug Hart, Mission Bay, California, sailed on Montague Bay, Nassau, Bahamas
1997	Not sailed, Oakville, Ontario, Canada (2 races)
1998	George Szabo, Mission Bay, California, sailed on Lake Carlyle, Illinois
1999	George Szabo, Mission Bay, California, sailed in Boston Harbor, Massachusetts
2000	George Szabo, Mission Bay, California, sailed on the Great Sound, Bermuda
2001	Alexandre Paradedo, Brazil, sailed on Montague Bay, Nassau, Bahamas

# Chuck Loomis Trophy

**Emblematic of:** Top Placing Junior in the North American Snipe Championship

**Donated by:** Snipe Fleets 77 and 777 and friends of Chuck Loomis

**Owned by:** SCIRA

**Awarded to:** The top placing junior(s) in the North American Championship as determined in the following order:

- 1) Top placing junior team competing in the event.
- 2) If no boat/team competes where both skipper and crew are junior sailors, the top placing junior skipper
- 3) The top placing junior crew
- 4) If no junior team, junior skipper, or junior crew compete, the trophy shall not be awarded for that event.

**Open to:** Snipe skippers and crews eligible to compete for the Birney Mills Memorial Trophy who are defined as juniors per SCIRA (will not have reached the age of 20 by December 31 of the year in which the event is sailed).

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

**Revision of Deed of Gift:** By SCIRA in consultation with donators.

1999 Peter Levesque and Clare Dooley

2000 Not sailed

2001 Not sailed

# South American Championship

**Emblematic of:** South American Championship of the Snipe Class held in even numbered years by the South Atlantic countries and in odd numbered years by the Pacific and inland countries of SCIRA, preferably during the first semester and holy week.

**Donated by:** SCIRA Paraguay

**Regatta Conditions:** "Rules for Conducting National and International Regattas" as adopted by SCIRA, as well as rules of the organizing country shall apply.

1. 7 races shall be scheduled using SCIRA courses, with a maximum length of 7 and minimum of 5 nautical miles.
2. The Olympic scoring system as adopted by SCIRA shall be used, and three races shall constitute a regatta
3. The shortest recommended schedule is 2 races on 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> days; 1 race on the 4<sup>th</sup> day and 5<sup>th</sup> day held as a make-up day. If 6 or 7 races are completed the worst shall be discarded; with 5 or less, all must be counted. (In events with charter boats, first day will only have 1 race)
4. The organizing country shall provide boats with similar characteristics to the 1<sup>st</sup> and 2<sup>nd</sup> teams of South American countries who have trouble in transporting their boats, and to the defending champion. The participating of the organizing country shall be limited as deemed necessary by the National Secretary in accordance to the availability of boats.
5. A skipper's meeting shall be held prior to racing to clarify any rules. No changes may be made in borrowed boats without the approval of the race committee.
6. The same skipper must sail during all races and can be substituted after the first race in case of incapacity and with the prior approval of the race committee. If the skipper is substituted, the first race shall be the one discarded. The same crew must sail in all races except for reasons satisfactory to the race committee. All skippers must use their own sails (borrowed sails are not permitted)

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

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

1989	John MacCall and G. Ramirez, Argentina, sailed in Uruguay
1990	Horacio Carabelli and Luis Chiapparro, Uruguay, sailed in Argentina
1991	George Nehm and Berfalo, Brazil, sailed in Brazil
1992	Marco Paradedada and Alexander Paradedada, Brazil, sailed in Paraguay
1993	Ricardo Fabini, and Ivan Guicheff, Uruguay, sailed in Uruguay
1994	Ricardo Paradedada and Eduardo Paradedada, Brazil, sailed in Brazil
1995	Alexandre Paradedada and Flavio Fernandes, Brazil, sailed in Brazil
1996	Roberto Fabini and Ignacio Saralegui, Uruguay, sailed in Uruguay
1997	Cristian Noe and Nicolas Mendez, Argentina, sailed in Argentina
1998	Roberto Fabini and Ignacio Saralegui, Uruguay, sailed in Uruguay
1999	Cristian Noe and Diego Rudoy, Argentina, sailed in Chile
2000	Bruno Bethlem and Maxim Wengert, Brazil, sailed in Brazil

## South American Junior Championship

**Emblematic of:** Junior Champion of South America

**Donated by:** Yacht Club Uruguayo

**Awarded to:** Winning skipper and crew

**Open to:** Qualified sailors.

1. Skipper and crew shall not have their 20<sup>th</sup> birthday during the calendar year that the regatta is held.
2. Crews must be members of SCIRA, of South American nationality, and must be citizens of the nation that they represent and only in the case of incapacity may be replaced by a crew of another nationality.
3. There shall be no entry fee

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

1. Conducted every 2 years, prior to the South American Championship
2. Skippers may use their own boats, however the organizing country shall attempt to provide boats for those nations who have problems with transportation.
3. The organizing country may invite as many entrants as they wish.
4. 3 races shall be attempted. 1 race shall constitute a regatta.

**Trophy Responsibility and Conditions:** Winner’s fleet is responsible for engraving, safe-keeping an condition of the trophy and return to the following regatta.

1988	Alejandro Carluccio and Harold Meerhoff, Uruguay
	Edgardo Lozano and Juan Sparbieri, Argentina
1990	Rafael Paradedada and Fernando Alves, Brazil
	Cristobal Saubidet and Andres Onis, Argentina
1992	Ignacio Gercar, Uruguay and Andres Onis, Argentina
	Mauricio Santa Cruz and E. Siegma, Brazil
1994	Ricardo Paradedada and Eduardo Paradedada, Brazil
1996	
1998	
2000	

# European Snipe Cup

- Emblematic of:** European Cup  
**Donated by:** SCIRA United Kingdom  
**Owned by:** SCIRA United Kingdom  
**Awarded to:** Winning skipper  
**Open to:** All members of SCIRA of European nationality  
**Regatta Conditions:** Held on alternate years with European Championship in waters selected by Secretary General of Europe using “Rules for Conducting National and International Regattas.”

1. The National Secretary of the nation where held shall be the SCIRA Representative
2. 6 races shall be scheduled

**Trophy Responsibility and Conditions:** Winning skipper is responsible for engraving, safekeeping and return of trophy to site of next competition

1977	Cebalos and Manrique, Spain, sailed in Spain
1979	Melia and Campos, Sapin, sailed in France
1981	Dirk DeBock and E. Maes, Belgium, sailed in England
1983	no report
1985	no report
1987	no report
1989	Carlos Llamas and Angel Prieto, Spain, sailed in Italy
1991	not raced
1993	Christian Thomsen and Helle Thomsen, Denmark, sailed in France
1995	Peter Wolstenholme and Alan Williams, United Kingdom, sailed in UK
1998	Miguel Leite and Tiago Borges, Portugal, sailed in Portugal
2000	

# Dudley Gamblin Memorial Trophy

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

1960	Ted A. Wells	1990	Bart Hackworth
1961	Godfrey Kelly	1991	Keith Dodson
1962	not sailed	1992	Gonzalo Diaz, Sr.
1963	Godfrey Kelly	1993	Birger Jansen
1964	not sailed	1994	Birger Jansen
1965	Harry Levinson	1995	Birger Jansen
1966	Basil Kelly	1996	Doug Hart
1967	Jerry Jenkins	1997	Jimmie Lowe
1968	Tom Nute	1998	Shinichi Uchida
1969	Tom Nute	1999	George Szabo
1970	Basil Kelly	2000	Javier Ocariz
1971	Earl Elms	2001	George Szabo
1972	Jeff Lenhart		
1973	Earl Elms		
1974	Jeff Lenhart		
1975	Earl Elms		
1976	Jeff Lenhart		
1977	Earl Elms		
1978	Jeff Lenhart		
1979	Mark Reynolds		
1980	Jeff Lenhart		
1981	Jeff Lenhart		
1982	Mark Reynolds		
1983	Mark Reynolds		
1984	Jeff Lenhart		
1985	Dave Chapin		
1986	Craig Leweck		
1987	Keith Dodson		
1988	Peter Commette		
1989	Ed Adams		

# Reichner Perpetual Trophy

- Emblematic of:** International High Point Champion
- Donated by:** Morgan S. A. Reichner, Rear Commodore SCIRA, 1935
- Owned by:** SCIRA
- Awarded to:** Owner of boat having on file the highest net point-score for the official racing season of the Association
- Open to:** Any Divisional fleet member participating in 5 or more such races
- Trophy Responsibility and Conditions:** Award must be made after March 31<sup>st</sup> each year to be held by winning boat-owner until March 1<sup>st</sup> of the succeeding year. Winner's name and year engraved by winner; insurance, transportation and other charges for account of winner.
- Revision of Deed of Gift:** At any time, by SCIRA Rules Committee

1932	J. M. Martin, Dallas Sailing Club
1933	G. I. Pout, Royal Cinque Ports Yacht Club, England
1934	Stanley Trott, Maryland Yacht Club, Baltimore
1935	Charles Gabor, Lake Mohawk
1936	E. Monroe Osborne, Three Mile Harbor, NY
1937	Frank R. Gunn, Oklahoma City, Oklahoma
1938	I.R. Wilmot, Norwalk, Connecticut
1939	H. F. Smith, Triangle Sailing Club, Stanford, Connecticut
1940	J.R. Steele, Oklahoma City Yacht Club
1941	George Bridgeman, Canandaigua, NY
1942	Gail Djamette, Dallas, Texas
1943	George Bridgeman, Canandaigua, NY
1944	Tom Chapman, Beachwood, NJ
1945	Ted A. Wells, Wichita, Kansas
1946	Kenneth Schmid, Chicago Corinthian Yacht Club
1947	E. W. Williams, Lake Lotawana, Missouri
1948	Ted A. Wells, Wichita, Kansas
1949	Pfaff Brothers, Eagle Lake, Michigan
1950	Nate Whiteside, Glen Lake, Michigan
1951	John T. Hayward, Tulsa, Oklahoma
1952	Robert Wilkins, Quincy, Massachusetts
1953	John Nicholson, Thames River, Connecticut
1954	John Nicholson, Thames River, Connecticut
1955	Carlos Bosch, Santiago, Cuba
1956 tie	Emilio Salvi, Brazil and Fernando Marques, Portugal
1957	Emilio Salvi, Pernambuco, Brazil
1958	Charles O. Hardey, Shreveport, Louisiana
1959	Emilio Salvi, Pernambuco, Brazil
1960	Eugene Simmons, Spanish Point, Bermuda
1961	Warren Castle, Dallas, Texas



1962 Dexter Thede, Grand Rapids, Michigan  
1963 S. Raatikainen, Kotka, Finland  
1964 Charles Webster, Newport, NY  
1965 Earl Troeger, Jr., Birch Lake, Michigan  
1966 Martin W. Hellar, Galway, NY  
1967 Gilberto Carvalho, Pernambuco, Brazil  
1968 Charles Hardey, Shreveport, Louisiana  
1969 Joe Cacoperdo, Tulsa, Oklahoma  
1970 Robert Cummings, Dallas, Texas  
1971 Roger Turner, Gull Lake, Michigan  
1972 Wilby Coleman, Valdosta, Georgia  
1973 Francis Seavy, Clearwater, Florida  
1974 Paul Andrews, Budworth, England  
1975 Henry Davis, Omaha, Nebraska  
1976 Dan Blodgett, Seattle, Washington  
1977 Les Larson, Lake Chatauqua, NY  
1978 Henry Davis, Omaha, Nebraska  
1979 John Maultsby, Lake Quivira, Kansas  
1980 Rob Gorman, Quannapowitt, Massachusetts  
1981 Ed Adams, Narragansett Bay, Rhode Island  
1982 Henry Davis, Omaha, Nebraska  
1983 Fritz Gram, Cuba Lake, NY  
1984 Fritz Gram, Cuba Lake, NY  
1985 Henry Davis, Omaha, Nebraska  
1986 Henry Davis, Omaha, Nebraska  
1987 Deke Sheller, Ocean City, Maryland  
1988 Henry Davis, Omaha, Nebraska  
1989 Steve Travis, Seattle, Washington  
1990 Henry Davis, Omaha, Nebraska  
1991 Henry Davis, Omaha, Nebraska  
1992 Marty Kuhlman, St. Petersburg, Florida  
1993 Henry Davis, Omaha, Nebraska  
1994 Henry Davis, Omaha, Nebraska  
1995 Neil Martin, United Kingdom  
1996 Bob Rowland, Cowan Lake, Ohio  
1997 Neil Martin, United Kingdom  
1998 Henry Davis, Omaha, Nebraska  
1999 Bob Rowland, Cowan Lake, Ohio  
2000 Henry Davis, Omaha, Nebraska

# Zimmerman Trophy

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

1967	Jerry Jenkins, Warren, Michigan
1968	Tom Nute, Mission Bay, California
1969	Tom Nute, Mission Bay, California
1970	Augie Diaz, Miami, Florida
1971	Earl Elms, Mission Bay, California
1972	Jeff Lenhart, Mission Bay, California
1973	Earl Elms, Mission Bay, California
1974	Jeff Lenhart, Mission Bay, California
1975	Earl Elms, Mission Bay, California
1976	Jeff Lenhart, Mission Bay, California
1977	Jeff Lenhart, Mission Bay, California
1978	Jeff Lenhart, Mission Bay, California
1979	Mark Reynolds, Mission Bay, California
1980	Craig Martin, Mission Bay, California
1981	Mark Reynolds, Mission Bay, California
1982	Mark Reynolds, Mission Bay, California
1983	Jeff Lenhart, Mission Bay, California
1984	Jeff Lenhart, Mission Bay, California
1985	Mark Reynolds, Mission Bay, California
1986	Craig Leweck, Mission Bay, California
1987	Mike Segerblom, Alamitos Bay, California
1988	Craig Leweck, Mission Bay, California
1989	Keith Dodson, Alamitos Bay, California
1990	Bart Hackworth, San Francisco, California
1991	Jimmie Lowe, Nassau, Bahamas
1992	Gonzalo Diaz, Sr., Miami, Florida

- 1993 Craig Leweck, Mission Bay, California  
1994 Birger Jansen, Oslo, Norway  
1995 Birger Jansen, Oslo, Norway  
1996 Henry Filter, Annapolis, Maryland  
1997 George Szabo, Mission Bay, California  
1998 George Szabo, Mission Bay, California  
1999 George Szabo, Mission Bay, California  
2000 Javier Ocariz, Rosario, Argentina  
2001 Alexandre Paradedda, Porto Alegre, Brazil



*2001 Zimmerman trophy winners Alexandre Paradedda and cousin Eduardo Paradedda*

# Builders

<b>Astilleros Araez</b>	Crrt. San Javier s/n, Los Alcazares, Murcia 30710 Spain
<b>Astilleros Kalispera</b>	La Quebrada, Fojanes Somio, E33203 Gijón, Spain
<b>Astillero Rosendo</b>	29 Oficial Puerto del Buceo, Montevideo, Uruguay
<b>Devoti Sailing Ltd.</b>	1112 Maldon Road, Burnham-on-Crouch, Essex CM0 8DB, UK
<b>Diemer</b>	Valle Florido, Rua D Casa 4 Fazenda Igreja, Petropolis RJ 25670-000 Brazil
<b>Eclipse Manufacturing</b>	2825 Ozark Road, Chattanooga, TN 37415 USA
<b>Marco Facceda</b>	26 Via. E. Mattei, Loc., Le Morelline Rosignano, Solvay Livorno, Italy
<b>Fiberglass</b>	Via Ravenna 13, Trento 38100, Italy
<b>Jibe Technology</b>	240 Brownell Lane, Portsmouth, Rhode Island 02871 USA
<b>Lillia Boatyard</b>	Via Provinciale, Musso, Como, Italy
<b>Murai Yachts</b>	3-4-17 Sumaura-Dori, Suma-Ku, Kobe 654, Japan
<b>Nordest</b>	Via Ciodo 14/1 36050 Bolzano Vicentino, Italy
<b>Okumura Boats</b>	1903-2 Matogata-Cho, Himeji-Shi, Japan
<b>Nickels Boat Works</b>	2426 South Long Lake Road, Fenton, MI 48430 USA
<b>Persson Marine</b>	Strandvejen 352 C, DK 3060 Espergaerde, Denmark
<b>Proto</b>	Polignono Industrial, "La Estrella" c/ Riogordo 13, 29006 Malaga, Spain
<b>Skipper Snipe</b>	PO Box 2055, Motala, 59012 Sweden
<b>Sports Shipbuilder Assoc.</b>	Mikhail Leonov, UL. Malaya Balkanskaya D60, Korpus 1 KV 21, St. Petersburg, 192289, Russia
<b>Tsujido Kakoh</b>	11-42 Honjikkku-Cho, Chigasaki-Ship, 253 Japan

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