

Class Rule Changes

International Snipe Class Association

Effective date: 2026-01-15

Status: Approved



Amendment 1

E.1 GENERAL

Amend to add

E.1.4 IDENTIFICATION

For appendages manufactured after January 15th, 2026 manufacturers shall engrave **daggerboards** and **rudders** for correct identification with a serial number consisting of four digits showing the month and year of manufacture of a minimum height of 7mm on the starboard side and any other optional combination of numbers from the manufacturer that will help to identify the appendages.

Daggerboards and **rudders** shall be engraved as follows:

- **daggerboard**: within 100mm below the aft stopper;
- **rudder**: between the top gudgeon and the rudder head.

A manufacturer logo may also be engraved.

Reasons:

The equipment verification rules, which frequently refer to construction dates, creates this need. See rule F.3.3 and also rules C.8.5 (2) (3) (4) and C.9.2 (d) (e) (f) (g) which refer to equipment that, depending on its construction date, may or may not be legal.

Amendment 2

F.1 GENERAL

Amend to add:

F.1.2 IDENTIFICATION

For rig manufactured after January 15th, 2026 manufacturers shall engrave the **mast** and **boom spars** for correct identification with a serial number consisting of four digits showing the month and year of manufacture of a minimum height of 7mm on the starboard side and any other optional combination of numbers from the manufacturer that will help to identify the rig.

mast and **boom spars** shall be engraved as follows:

- the **mast spar** shall be engraved at no more than 250mm below the gooseneck in a visible position;
- the **boom spar** shall be engraved between 100mm and 200mm from the fore end;

A manufacturer logo may also be engraved.

Reasons:

The equipment verification rules, which frequently refer to construction dates, creates this need. See rule F.3.3 and also rules C.8.5 (2) (3) (4) and C.9.2 (d) (e) (f) (g) which refer to equipment that, depending on its construction date, may or may not be legal.

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Amendment 3

C.5 PORTABLE EQUIPMENT

Amend to add:

C.5.1 FOR USE

(a) OPTIONAL

3) Any multi function electronic compass with ~~steering and time functions only~~ the following functions which can be displayed:

- heading
- heading +/- tacking angle
- time
- race timing information
- device status information

The electronic compass shall not store or transmit such information.

A Notice of Race may include the use of electronic devices with the following functions:

- GPS for tracking
- starting line detection
- OCS warning
- data delivery: to be limited to after racing

only if they can be provided by the OA and if approved by the SCIRA Technical Committee.

Reasons:

Steering isn't the correct wording to describe the function of the allowed compasses.

In regattas with a high number of competitors, electronic devices that can manage the starting lines and procedures may help the RC and the competitors.

Amendment 4

C.6 BOAT

Amend to add:

C.6.2 CORRECTOR WEIGHTS

(a) **Corrector weights** shall be permanently fastened in a visible position. If located inside the watertight compartment they must be visible through the inspection ports. Visible position is a position that permits viewing the weight of the corrector weight, if marked, or to calculate its dimensions. For hulls built after Jan 1st, 2024 **corrector weights** shall be in multiples of 0.5kg.

For boats built after January 1, 2028 The **corrector weights** shall be installed to the lowest part of the cockpit floor approximately over the centreline of the boat, max 1300mm forward or 1300mm aft from the aft part of the daggerboard slot. If bulkheads are present, between the front and rear bulkheads.

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Reasons:

To make the corrector weights verification easier and faster.

Amendment 5

C.6 BOAT

Amend to Add

C.6.4 FITTINGS

- a) Any mechanical wind index devices

Reasons:

Allow the use of mechanical wind index devices at any position on the boat.

Amendment 6

F.3 MAST

Amend to read:

F.3.3 WEIGHTS

	minimum	maximum
Mast spar weight including whiskerpole fitting	9,1kg	
Corrector weights		100g

Reasons:

To use the correct ERS definition.

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Amendment 7

G.2 GENERAL

Old:

G.2.2 CERTIFICATION

- (a) No certification is issued for Sails.

Amend to read:

G.2.2 CERTIFICATION

Before they are used in any sanctioned regatta or major championship:

- (a) The **certification measurer** or official SCIRA measurer shall **certify** mainsails and jibs in the tack and shall sign and date the certification mark.
- (b) Sails shall carry the sail sticker issued by the ICA, located for mainsails and jibs in the tack.
- (c) WS or an MNA may appoint one or more **In-House Certification Measurers** to **certify** sails produced by that manufacturer."

Reasons:

Sails must be certificated before they are used in racing.

Amendment 8

G.2 GENERAL

Old:

G.2.5 MATERIALS

- (a) Any type of woven polyester fabric or polyester film/scrim three ply laminated material shall be used as long it has a minimum weight of 130 g/sqm for the mainsail and 160 g/sqm for the jib. Laminated ply materials approval is limited to commercially manufactured, readily available materials with woven ply materials and which have been specifically approved by SCIRA on a case-by-case basis. The list is promulgated as a Circular Letter by the SCIRA Rules Committee Chairman.

- (b) Windows of any non-woven predominantly transparent ply.

Amend to read:

G.2.5 MATERIALS

- (a) Any type of woven polyester fabric or polyester film/scrim three ply laminated material shall be used as long it has a minimum weight of 130 g/sqm for the mainsail and 160 g/sqm for the jib. Laminated ply materials approval is limited to commercially manufactured, readily available materials with woven ply materials and which have been specifically approved by SCIRA on a case-by-case basis. The list is promulgated as a Circular Letter by the SCIRA **Technical Committee**.

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(b) Windows of any non-woven predominantly transparent ply.

Reasons:

The Rules Committee doesn't exist anymore. Current definition is Technical Committee.