



# SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

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Dear members,  
**New year, new and improved rules**

In 2026, a number of new rules that will improve those currently in force will be effective. The changes concern the Deeds of Gift, the Class Rules and the Rules of Conduct.  
Let's start with the changes that are **already in force**.

## DEEDS OF GIFT

After their publication on [snipe.org](http://snipe.org), the Deeds of Gift for all international events of the Class are finally definitive. Their revision required a long rewriting process to make the text uniform and compliant with the Class Rules and, for most of them, consultation with donors and owners for acceptance of the proposed text.  
All regattas with a Deed of Gift, organized from 1st January 2026 onwards, must follow the rules set out in the published version. The Organizing Authorities of regattas scheduled for 2026 that have already prepared the Notice of Race must verify that its contents comply with the rules established by the DoG. If any discrepancies are found, the Notice of Race must be modified or amended.

Now for the changes that will come into **effect on January 15th**.

## CLASS RULES

The proposed amendments to the Class Rules submitted by March 1st, as approved by the Board in July, were sent to World Sailing, which, after long and in-depth discussions with the Technical Committee, finally approved the definitive text on December 31st.

Compared to what was approved by the Board and published on [snipe.org](https://www.snipe.org/articles-advice-and-education/technical-experts/rules/boards-decisions-on-new-rule-proposals/) (<https://www.snipe.org/articles-advice-and-education/technical-experts/rules/boards-decisions-on-new-rule-proposals/>), WS has made some changes, specifically in the wording concerning definitions, which must comply with those established in the Equipment Rules of Sailing published by WS.

In summary, here is **what is effective in 2026**:

### Identification

**Masts, booms, daggerboards and rudders** manufactured from 15 January 2026 must bear a **4-digit identification code** and an optional code chosen by the manufacturer that identifies the year and month of manufacture. The codes will be included on the new MDS and MC and will facilitate the verification at all events. Location of codes is specified in the rules.

### Portable Equipment

More specific criteria have been defined for electronic compasses. In addition, **Notices of Race may allow 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.

This allows the use, under certain conditions only, of electronic compasses with tracking and position detection functions.

### **Fittings**

The use of a mechanical wind indicator positioned anywhere on the boat is permitted.

### **Mast**

The current text regarding the minimum weight of the complete mast has been amended, as the **definition of mast** in the ERS **includes any whiskerpole launching fitting**.

**WS requested that the rule regarding the minimum weight of the bare mast be removed.** The Class had proposed weighing the mast with the halyards; WS considered this to conflict with the ERS definitions and therefore unacceptable. **Therefore, masts will only be weighed complete as per the current rule (minimum weight 9.1 kg).**

### **Sail Certification**

Sails must now be certified (measured) before they can be used in any regattas.

Sails can be measured by a SCIRA measurer, an MNA-approved measurer or according to the WS In-House Certification protocol, which will soon be adopted by the Class. This will speed up verifications at events.

Here is what is **effective in 2028**

### **Corrector Weights**

On boats manufactured **from 2028 onwards**, corrector weights must be positioned exclusively in a defined area of the cockpit so that they can be easily inspected. This will also speed up verifications at events.

## **RULES OF CONDUCT**

The Rules of Conduct for National and International Championships Regattas have been extensively modified, mostly in the text, which has been updated to reflect the definitions and rules in the Racing Rules of Sailing and Class Rules.

To summarize the modifications:

- As per the approved proposal, **the use of the Black Flag has been modified.**
- Regattas are now grouped in four levels:
  - Level 1: North Americans, South Americans and National Championships
  - Level 2: WH&A and European Championships
  - Level 3: World Championships
  - Level 4: Master Championships
- Each level's inspections at events will be different.
- **Level 1 and Level 2 regattas may schedule up to 3 races per day** (under specific conditions).
- The time limit for the last boat to sail the course has been shortened to 20 minutes or 1h 50m, whichever is shorter.
- A new series of courses has been added, with the finish line on the bow of the RC vessel. The rest of the courses (W2, O2, T2) are unchanged.

The Rules of Conduct for Fleet/Sanctioned regattas have been amended accordingly. The number of races per day is according to Level 1 and 2 regattas, the time limits are reduced to 1h50m/20min.

We recommend reading carefully all the above documents when published.

In any case, a slide show explaining all the new rules in detail will be online soon.



Antonio Bari  
Technical Committee Chairman