



NOTICE
OF RACE
NOTICE







**SNIPE CLASS INTERNATIONAL
RACING ASSOCIATION**

Snipe World Championship 2026

**Commodore Hub E. Isaacks Trophy
Club Marítimo de Mahón**

19th to 26th September 2026

Organizing Authority:

Club Marítimo de Mahón and the Asociación Española de la Clase Internacional Snipe with the Snipe Class International Racing Association

[NP] denotes a rule that shall not be grounds for protests by a boat. (Changes RRS 60.1)



1. RULES

The regatta will be governed by:

- 1.1.** The rules as defined in the Racing Rules of Sailing. (RRS)
- 1.2.** The SCIRA Rules of Conduct for Conducting National and International Championship Regattas (RoC) available at: <https://www.snipe.org/wp-content/uploads/2026/01/RoC-0220251231-Clean-copy.pdf>
- 1.3.** The Deed of Gifts for:
 - a.** The Commodore Hub E. Isaacks Trophy
 - b.** The Bib Juetz Perpetual Trophy
 - c.** The Earl Elms Perpetual Trophy
 - d.** The O'Leary TrophyAll Deed of Gifts can be found at: <https://www.snipe.org/deed-of-gifts/>
- 1.4.** No national prescriptions will apply.
- 1.5.** RRS 60.4 (a) (2) is changed as follows: "if it is from a boat that alleges a breach of a rule of Part 2 or rule 31, but she was not involved in it and did not see the incident"

- 1.6.** No drones are allowed closer than 500 m from racing areas from the Warning Signal for a race and after the last boat has finished the last race of the day. This does not apply to OA drones.
- 1.7.** An International Jury shall be appointed in accordance with RRS 91(b).
- 1.8.** The decision of the Jury will be final in accordance with RRS 70.3.
- 1.9.** RRS Appendix T will apply.
- 1.10.** Appendix P will apply.
- 1.11.** Rule 40 Personal Flotation Device applies at all times while afloat. (This changes RRS Preamble of Part 4)
- 1.12.** If there is a conflict between languages the English will take precedence.
- 1.13.** If there is a conflict between the NoR or the SIs, the SIs will take precedence. This changes RRS 63.5(c).

2. SAILING INSTRUCTIONS

- 2.1.** The sailing instructions will be available after 12.00 of September 18th at: <https://www.mahonsnipeworldchampionship.org/>

3. COMMUNICATIONS

- 3.1.** The online official notice board is located at <https://www.mahonsnipeworldchampionship.org/>
- 3.2.** Notices will be replicated, as a courtesy, at the following Telegram link: <https://t.me/SnipeWorlds2026>
- 3.3.** Except when using equipment provided by the race committee, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4.** Signals made ashore will be displayed on the main flag staff (MFS) located on the building facade of the Club Marítimo de Mahón (CMM) and identified by the display of the CMM club pennant.
- 3.5.** The Organizing Authority (OA) will include the Vakaros Atlas 2 RaceSense as required equipment for this event. Each boat shall have onboard an Atlas 2 device that will be provided by the Organizing Authority (OA) as approved by the SCIRA Technical Committee.



4. ELIGIBILITY AND ENTRY

- 4.1.** This regatta is open to SCIRA-registered boats for the current year, subject to any Deed of Gift restrictions.
- 4.2.** Spanish sailors, sailors with official residence in Spain or representing a Spanish Club will be holder of the 2026 RFEV Sailing License.
- 4.3.** According to the Deed of Gift, the registration time table is as follows:

Registration window	
First period of registration	From March 19th 2026 to June 21st 2026 <i>Closed from June 22nd 2026 to June 28th 2026</i>
Second period of registration	From June 28th 2026 to July 21st 2026
Third period and final registration day	From July 22nd 2026 to September 9th 2026

- 4.4.** Eligible boats for each period may enter by completing the online registration at <https://www.mahonsnipeworldchampionship.org/>

- 4.5.** Support person will enter by completing the online registration at <https://www.mahonsnipeworldchampionship.org/> no later than September 9th 2026.
- 4.6.** Only boats that have completed all registration requirements will be allowed to compete. Note – completed registration includes payment of entry fee.
- 4.7.** The OA reserves the right to accept registration after September 9th 2026.
- 4.8.** No crew shall be eligible to enter any Class championship race unless:
- they possess and present a current Class Membership Card, or
 - SCIRA-issued equivalent, or
 - shows as member in the SCIRA Official Online Database.
- 4.9.** A skipper shall be designated at the entry form.



- 4.10.** The designated skipper must be at the helm while racing except in the event of an emergency involving the safety of the boat or crew.
- 4.11.** The crew shall establish with SCIRA their entry approval through their own National Secretary.

5. FEES

- 5.1.** The entry fees are as follows:

Period / Support person	Entry Fee
First period	400 €
Second period	550 €
Third period	650 €
OA accepted registration (NoR 4.7)	700 €
Support person	50 €

- 5.2.** There will be a 50% refund of the registration fee for cancellations requested to the OA before September 9th 2026. No refunds of the registration fee will be issued after this date.

6. SCHEDULE

6.1. Schedule is as follows:

Date	Time	Event
Saturday, 19/09/26	10:00 – 17:00	Registrations and Equipment inspection
Sunday, 20/09/26	10:00 – 17:00	Registrations and Equipment inspection
Monday, 21/09/26	10:00 – 17:00 12:00 13:30 19:00 20:00	Registrations and Equipment inspection Press conference Practice race Support persons and competitors meeting Opening ceremony & Welcome Cocktail
Tuesday, 22/09/26	11:30 After races	1st warning signal Crew's snack
Wednesday, 23/09/26	11:30 After races	1st warning signal Crew's snack
Thursday, 24/09/26	11:30 19:30	1st warning signal Crew's dinner
Friday, 25/09/26	11:30 After races	1st warning signal Crew's snack
Saturday, 26/09/26	12.30 19.30	1st warning signal Awards Prizegiving Ceremony - Cocktail and closing party

6.2. 9 races are scheduled but no more than two (2) races shall be sailed per day, unless behind schedule.

6.3. On the last day of racing no warning signal will be made after 15.00h.

7. EQUIPMENT INSPECTION

7.1. [DP] Initial Equipment Inspection: All boats shall be presented for inspection with the full equipment, including sails and personal flotation devices during the scheduled measurement. Boats and equipment shall be presented in a dry, clean, and salt-free condition. The Technical Committee or Race Committee may extend the Initial Equipment Inspection time.

7.2. The measurement certificate shall be presented during the initial equipment inspection. (Changes RRS rule 78.2)

7.3. A boat may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

7.4. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

7.5. [DP][NP] Each boat shall have a working Vakaros Atlas 2 configured for RaceSense at check-in, which shall be always mounted in the inside corner of the splash board while racing.

7.6. [DP][NP] Competitors shall do their best to keep the system safe and active. They shall inform the Vakaros staff or the Race Committee as soon as possible, on the water or ashore, about any problems encountered with the device.

8. ADVERTISING

- 8.1. Boats may be required to display advertising chosen and supplied by the organizing authority

9. VENUE

- 9.1. Races will be sailed in the racing areas located near the entrance of the Port of Mahón.
- 9.2. The event venue is the Club Marítimo de Mahón.
- 9.3. There will be a closed park regime which will begin at the end of the measurement of each boat until the expiration of the protest period on the last day of the championship.

CM Mahón

2 Nm

**Racing Area
(BRAVO)**
39° 53.539' N
04° 19.621' E

**Racing Area
(ALFA)**
39° 51.838' N
04° 20.009' E

10. COURSES

- 10.1.** The courses to be sailed are the Class approved courses as published on the SCIRA web site: <https://www.snipe.org/wp-content/uploads/2025/08/SCIRA-Course-Chart-2025.pdf>

11. SCORING

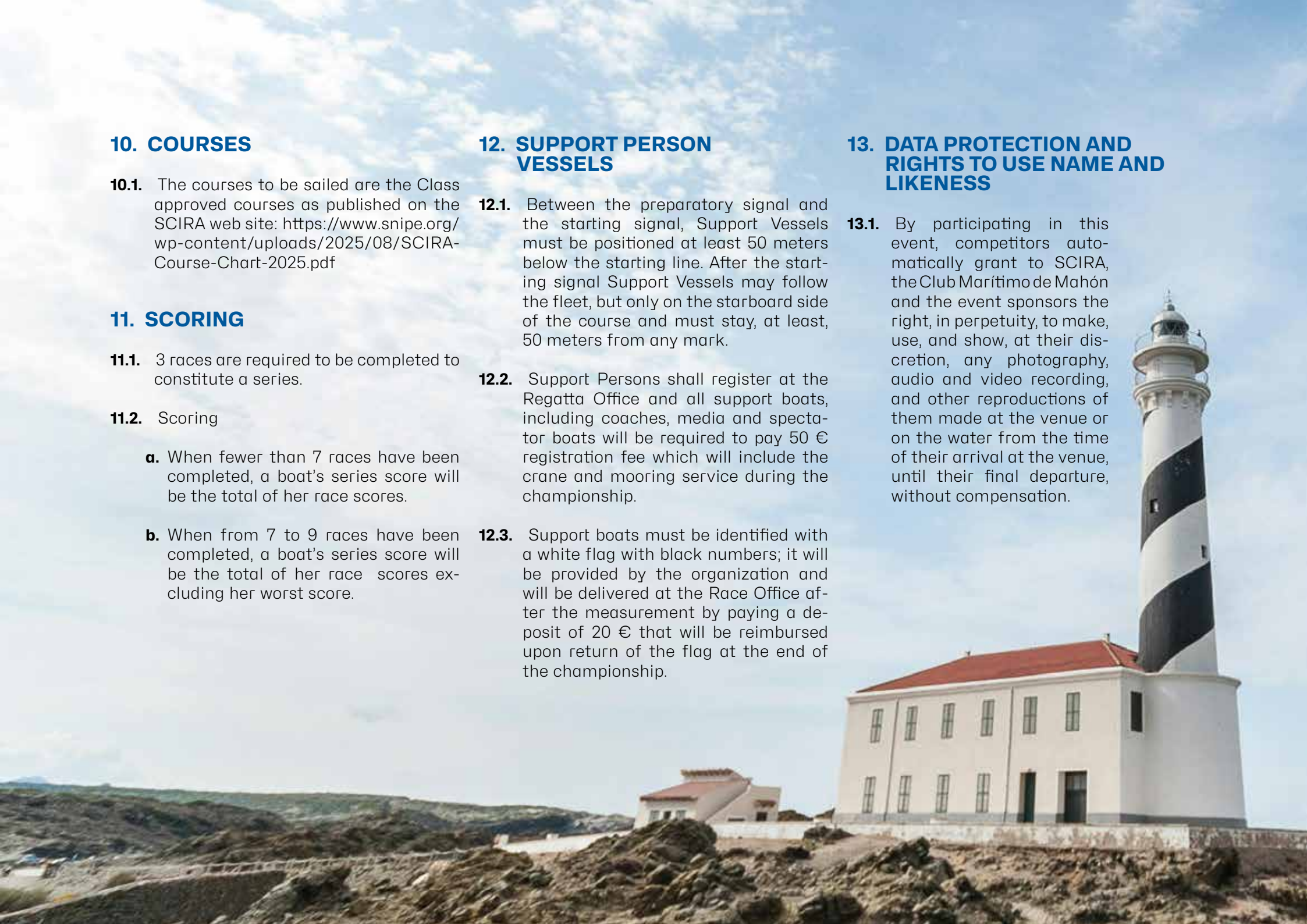
- 11.1.** 3 races are required to be completed to constitute a series.
- 11.2.** Scoring
- a.** When fewer than 7 races have been completed, a boat's series score will be the total of her race scores.
 - b.** When from 7 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

12. SUPPORT PERSON VESSELS

- 12.1.** Between the preparatory signal and the starting signal, Support Vessels must be positioned at least 50 meters below the starting line. After the starting signal Support Vessels may follow the fleet, but only on the starboard side of the course and must stay, at least, 50 meters from any mark.
- 12.2.** Support Persons shall register at the Regatta Office and all support boats, including coaches, media and spectator boats will be required to pay 50 € registration fee which will include the crane and mooring service during the championship.
- 12.3.** Support boats must be identified with a white flag with black numbers; it will be provided by the organization and will be delivered at the Race Office after the measurement by paying a deposit of 20 € that will be reimbursed upon return of the flag at the end of the championship.

13. DATA PROTECTION AND RIGHTS TO USE NAME AND LIKENESS

- 13.1.** By participating in this event, competitors automatically grant to SCIRA, the Club Marítimo de Mahón and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recording, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.





14. RISK STATEMENT

14.1. Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and the responsible adult agree and acknowledge that:

a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;

b. They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;

c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;

d. Their boat is in good order, equipped to sail in the event and they are fit to participate;

e. The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;

f. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

15. INSURANCES

15.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 600.000,00 € per incident or the equivalent.

16. PRIZES

- Commodore Hub E. Isaacks Trophy - The fleet of the winning skipper
- OLeary Trophy - Champion Crew Snipe World Championships
- Earl Elms Perpetual Trophy - Winning skipper of the final race of the World Championship
- Bibi Juetz Trophy - Winning skipper of the highest placing mixed team at the World Championship
- Top 10 places overall
- Top 3 places mixed

17. FURTHER INFORMATION

17.1. For further information please contact regatas@clubmaritimomahon.com

GENERAL INFORMATION

A Accommodations

We are providing information about accommodations that offer a special rate for participating teams. This information will be updated on the Championship website

Artiem Hoteles

Discount code: SNIPE2026
www.hotelsesbruixes.com/es/

Barceló Hamilton Menorca

Discount code: MUNDIALSNIPE
www.barcelo.com/en-gb/barcelo-hamilton-menorca/

Apartamentos Royal Life

To make a reservation, participants will need to send an email to menorca@royal-life.es, indicating in the subject line "SNIPE 2026" in order to receive the discounted price.
<https://royal-life.es/es/>

Hotel Jardí de Ses Bruixes

Discount code: SNIPE2026
hotelsesbruixes.com/es/

Hotel Catalonia Mirador Des Port

Discount code: CAMPEONATOSNIPE2026
www.cataloniahotels.com/es/pages/campeonato-snipe-2026

Hotel San Miguel - www.hotelsanmiguelmenorca.com/es/

Hotel del Almirante - www.hoteldelalmirante.com/

Hotel Casa Miranda - www.hotelcasamiranda.com/

Hostal Sa Roqueta - www.hostalsaroqueta.com/

Hostal Jume - www.hostaljume.com/es/

Hostal La Isla - www.hostal-laisla.com/

B Transport

TRANSMED is the official transport company of the Championship.

All participants will have substantial discounts on ferry transport TRANSMED to Menorca and back to Barcelona or Valencia, according to the ferry schedules and rates established.

To obtain the discounted fare, the reservation must be made through www.trasmed.com, and the promotional code MAHONSNIPE2026 should be entered.

The discounted fare will be applied to transports made from September 1, 2026, to October 5, 2026, inclusive.

C Training

Crews wishing to travel before the dates of the Championship for training purposes must request so in writing to the Club. The Club will inform them of the costs involved and will confirm the authorisation for training.

Club Marítimo de Mahón

Tel. +34 971365022

regatas@clubmaritimomahon.com

D Official Travel Agency Of The Championship

Viatges Magon

Department of Companies and Congresses

Tel. +34 971351710

empresas@viajesmagon.com

www.viatgesmagon.com



CLUB
MARITIMO
DE MAHON

2

ES
923
82703
30158

WITRA

WITRA



SAILING
INSTRUCTIONS

SAILING
INSTRUCTIONS

SAILING INSTRUCTIONS

**SNIPE CLASS INTERNATIONAL
RACING ASSOCIATION**

Snipe World Championship 2026

**Commodore Hub E. Isaacks Trophy
Club Marítimo de Mahón**

19th to 26th September 2026

[NP] denotes a rule that shall not be grounds for protests by a boat and the International Jury may refuse to hold a hearing. This changes RRS 60.1 and and 63.2(a)

[SP] denotes a rule to which a standard penalty from the "Scira Official Penalty Table" may be applied by the race committee or technical committee without a hearing or a discretionary penalty applied by the International Jury with a hearing. This changes RRS A5.1.



1. RULES

- 1.1. The regatta is governed by the rules as defined in the Racing Rules of Sailing (RRS). Other documents that govern the event under RRS Definition Rule (g) are listed in Notice of Race.
- 1.2. The use of the Vakaros system will be mandatory. The Sailing Instruction Appendix RS will apply.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 10:00h on the day it will take effect, except that any change to the schedule of races will be posted by 21:00h on the day before it takes effect.
- 2.2. Any change or amendment to the Sailing Instructions shall be approved with the SCIRA Representative.

3. [NP][DP] CODE OF CONDUCT AND ADVERTISEMENT

- 3.1. Competitors and support persons shall comply with reasonable requests from race officials.
- 3.2. Competitors and support personnel must carefully affix the large, numbered stickers provided by the organizing authority employing good seamanship and following the instructions in Appendix III.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed in the Main Flag Staff (MFS) located on the building façade of Club Marítimo de Mahón and identified by the Club Marítimo de Mahón burgee

- 4.2. When the “AP” race signal is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in the race signal “AP”. This changes Race Signals AP.
- 4.3. [NP][DP] Flag D with one sound means ‘Boats shall not leave their berthing place until this signal is made. The warning signal will not be made before 60 minutes after flag D is displayed or the scheduled time, whichever is later.’

5. CLASS FLAGS

- 5.1. The official Class Flag shall be a Snipe silhouette on a white background.



6. RACING AREAS

6.1. The Racing Area location is



CM Mahón

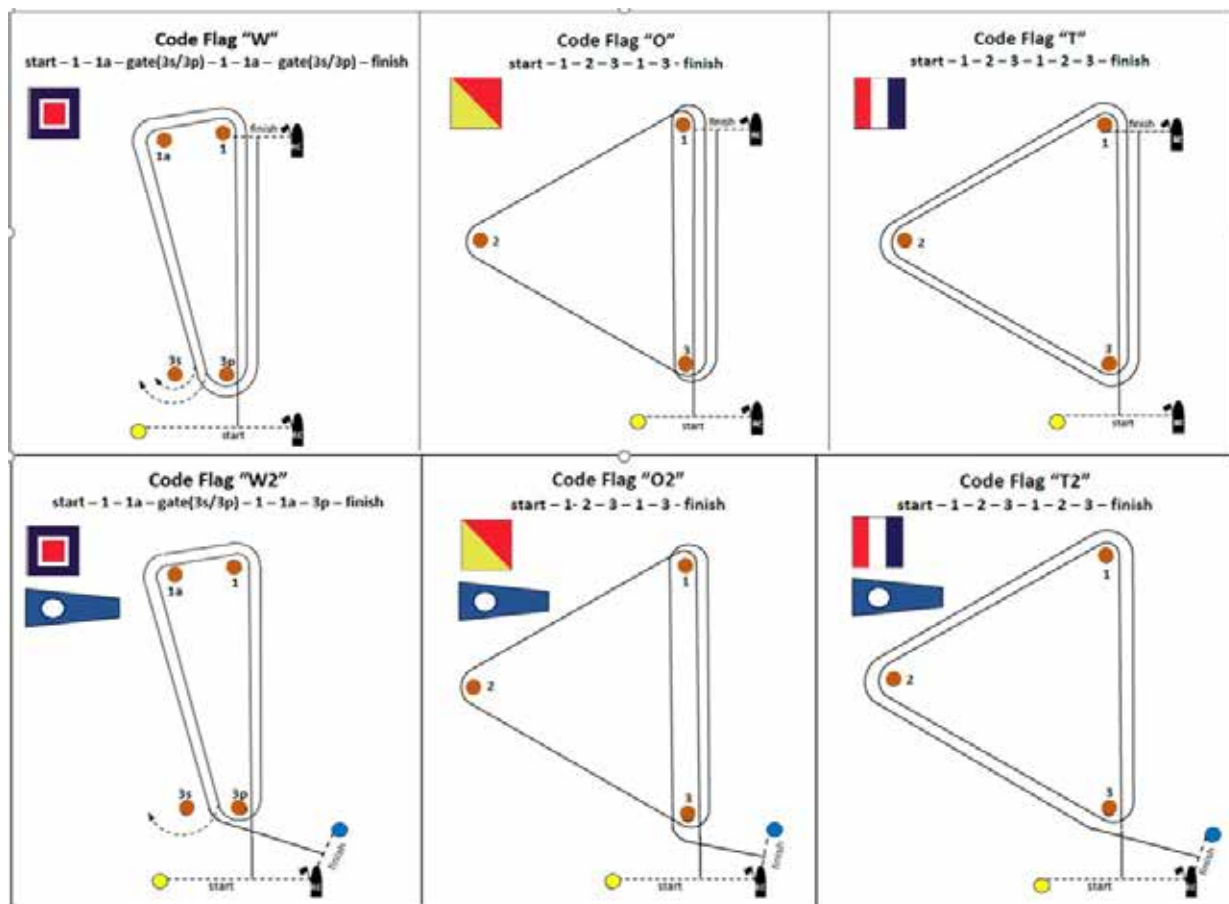
2 Nm

Racing Area
(BRAVO)
39° 53.539' N
04° 19.621' E

Racing Area
(ALFA)
39° 51.838' N
04° 20.009' E

7. CLASS FLAGS

7.1. The diagrams below show the courses, including the approximate angles between legs, the order in which marks are to be passed. All course marks (except gates) shall be left to port.



7.2. The course signal (code flag "W", "O", "T", "W2", "O2" or "T2") shall be hoisted with one sound at least one minute be-

fore the warning signal. It will remain displayed for no less than five minutes after the start.

7.3. No later than the warning signal, the Race Committee signal vessel may display the approximate compass bearing of the first leg.

7.4. If during a race the wind and/or wave action changes to the point where the selected course would be inadvisable (See Course Selection Diagram), the Race Committee shall change the course at any mark. A change of the type of course during the race shall be signaled displaying the new appropriate course flag and accompanied by repetitive sounds before the leading boat has passed or rounded the mark. This changes RRS 27.1

7.5. The race may be shortened (RRS code flag S) but at least 2 (two) windward legs of the course shall be completed. This changes the RRS 32.2.

7.6. A race shall not be started, or a race in progress shall be abandoned, in accordance with the Rules of Conduct for Conducting National and International Championships and the applicable Deed of Gift. This changes the RRS 32.1.

7.7. The gate may be replaced by a single mark. In this case, the remaining mark will be left to port.

8. MARKS

- 8.1.** Marks 1, 1A, 2, 3, 3s and 3p will be inflatable orange.
- 8.2.** New marks, as provided in instruction 10.1, will be inflatable black.
- 8.3.** The starting marks will be RC signal vessel and pin end vessel or an inflatable yellow mark.
- 8.4.** The finishing mark will be: Race Committee vessel with blue flag and Mark 1 for “W”, “O”, and “T” courses; or a inflatable blue buoy for “W2”, “O2”, and “T2” courses.

9. THE START

- 9.1.** The starting line will be between a staff on the race committee vessel displaying an orange flag on the starboard end and Pin end vessel displaying an orange flag or an inflatable yellow mark at the port end of the starting line. In both ends of the line there will be mounted the VAKAROS devices.
- 9.2.** A boat starting later than 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

- 9.3.** RRS 30.4 is changed so that it will be applied in fleets with more than 45 boats and only after the 1st U Flag General Recall for the race.
- 9.4.** The Race Committee, after the finish of a race and before the warning signal of a subsequent one, will do its best to post on the Race Committee vessel a list of OCS, ZFP, UFD or BFD boats on the previous race. The failure in posting or an incomplete or wrong list will not be grounds for redress. This changes the RRS 61.1a)
- 9.5.** To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

10. CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1.** To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

- 10.2.** After the completion of the first windward leg of the race, the remaining legs may be increased or decreased by not more than 30% of the original length. This changes the RRS 33. The SCIRA Representative shall be consulted on any change of course which affects its length.
- 10.3.** If Mark 1 will be changed in courses “W” or “W2”, Mark 1A (offset) will no longer be a course mark.
- 10.4.** Any adjustment of any leg of the course, while boats are racing, by moving mark(s) up to 010° in bearing and/or 0.1 nm in length will not be signaled. This changes RRS 33.

11. THE FINISH

- 11.1.** The finishing line will be between the marks described in SI 8.4. At both ends of the line there will be mounted the VAKAROS devices.
- 11.2.** Unless RS.8 applies, the Vakaros RaceSense system will be used by the Race Committee at the finish line.
- 11.3.** The “A” flag on the Race Committee vessel at the finish means that there will be no more races for the day.

12. TIME LIMITS AND TARGET TIMES

- 12.1.** The races will be managed to last 60-75 minutes for the first boat to sail the course. A different time (shorter or longer) used to complete the race will not be ground for requesting redress. This changes 61.1(a).
- 12.2.** The time limit for the first boat to complete the first lap is 40 minutes from the start. If the first boat fails to complete the first lap within 40 minutes the Race Committee shall abandon the race. For the purpose of this rule a lap means rounding Mark 3 (or passing the Gate 3s/3p) for the first time. This changes RRS 32.1.
- 12.3.** The time limit for the first boat to sail the course shall be 1 hour, 30 minutes. Boats failing to finish within 20 minutes after the first boat sails the course shall be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.

13. PENALTY SYSTEM

- 13.1.** [SP] The “Official Scira Penalty Table” will apply and is attached as Appendix 2. Percentage penalties will be rounded up to the nearest whole number.

13.2. [DP] A boat that has taken a penalty under RRS 44.1 shall, as soon as practical after racing, complete a penalty acknowledgement form at the Protest Desk.

13.3. The application of any standard penalties [SP] or discretionary penalties [DP], shall not cause the boat’s score to be worse than the score for “DSQ”.

14. HEARING REQUESTS

14.1. Hearing Requests or reopenings shall be delivered within the appropriate time limit by filling in the Hearing Request form online:
https://www.racingrulesofsailing.org/protests/new?event_id=12973

14.2. The protest time limit for incidents observed in the racing area is 90 minutes after the last boat has finished the last race of the day or the Race Committee signals on the water no more racing today, whichever is later. The protest time limit is 45 minutes after the Race Committee displays ashore AP over A.

14.3. 14.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the



protest room, located at, beginning at the time posted.

14.4. Penalties for breaking Class Rules may be less than disqualification and according to the SCIRA Penalty Table.

14.5. Per Appendix N2.2, 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.

14.6. For the purpose of RRS 63.5(d) the “authority responsible” is the Measurer of the event.

14.7. The Jury will abandon the race if, during a redress hearing, they conclude that the Race Committee did not follow Sailing Instructions 12.2 and 12.3. This changes the RRS 61.4(c).

14.8. A list of boats that have been penalized for breaking RRS 42, RRS 29.1(OCS) or 30.1(OCS) or 30.2(ZFP), 30.3(UFD), 30.4 (BFD), 15.1 and 15.2 will be posted on the Official Notice Board.

15. [NP][DP] SAFETY AND SUPPORT PERSON / SUPPORT VESSEL REGULATIONS

- 15.1.** [SP] Before the warning signal of the first race of the day each boat is required to sail passing the stern of the Race Committee signal vessel on starboard tack and verbally check in. The check-in vessel will display a D flag while on station prior to the first warning signal. If no separate check-in boat is on station competitors will check in with the main Race Committee boat. When the Race Committee verbally acknowledges a boat's sail number, the check-in has been officially noted.
- 15.2.** A boat that retires from a race shall notify the Race Committee by any way as soon as possible.
- 15.3.** A boat and its crew shall always keep clear of all commercials, passengers or transportation vessels and shall not maneuver in any manner which would cause the vessel to be unable to sail their proper course or carry out their navigation in a normal and safe manner.
- 15.4.** A boat whose actions, omissions or maneuvers result in a Danger Signal (5 Horns or Sounds) from a vessel, may be subject to the actions of the Harbor Police.

15.5. Each support vessel shall have a working VHF radio and monitor the radio, an anchor suitable for anchoring in the waiting area, a basic first aid kit, whistle, tow rope (minimum 20 mt and 8mm diameter), knife and a kill-cord attached to the driver at all times while on the water.

15.6. No drones are allowed closer than 500 meters from racing areas from the Warning Signal for a race and after the last boat has finished the race. As a penalty for breaching this rule the International Jury may impose a discretionary penalty to all boats associated with the owner / operator of the drone. This rule does not apply to the OA drones.

15.7. Support person and Support Vessels shall register with the race office during registration times. They shall declare which boat or boats to which they are attached. Support persons and support vessels shall declare proof of insurance and provide photo ID of the driver. Vessels shall comply with local laws and regulations regarding their operation.

15.8. Under all circumstances support vessels are expected to assist any boat in danger.

15.9. Team leaders and other support personnel / spectator vessels shall be outside of the racing area described in 16.10 and 16.11 below from the Warning Signal until the last boat finishes the race or the RC displays a postponement, general recall or abandonment signal, unless they are helping a boat in danger.

15.10. The racing area is defined as a surface which borders are over 100 meters from the layline.

15.11. The starting area is a rectangle with its borders 100 meters to windward and leeward and 100 meters to pin ends of the starting line.



16. REPLACEMENT OF CREW OR EQUIPMENT

- 16.1.** 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 of the Race Committee. Once a crew has been excused, he/she may not return for the balance of the series. Crew substitutions shall be requested by filling in the form: https://www.racingrulesofsailing.org/crew_substitutions/new?event_id=12973
- 16.2.** The same helmsperson shall sail all races and can be replaced after the first race only, and then only if he/she is obviously incapacitated. If a helmsperson is replaced the first race shall be the race excluded or scored DNC.
- 16.3.** [DP] Substitution of any equipment will not be allowed unless authorized in writing by the technical committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race, by filling in the form: https://www.racingrulesofsailing.org/equipment_substitutions/new?event_id=12973

17. OFFICIAL VESSELS

- 17.1.** Official vessels shall be identified as follows:
- Official vessels shall display an orange flag.
 - Jury vessels shall display a white flag with a black letter "J".
 - Technical Committee vessels shall display a white flag with a black "M".

18. [NP] [DP] TRASH DISPOSAL

- 18.1.** Trash may be placed aboard support and Committee Vessels.



Signatures:

Arianne Mainemare
Principal Race Officer

Paola Prada
SCIRA Representative

APPENDIX RS

[NP] RULES AND INSTRUCTIONS FOR USING THE VAKAROS AND RACESENSE SYSTEM

- RS.1.** Each boat shall have a working Vakaros Atlas 2 or Atlas Edge configured for RaceSense at check-in. This shall be mounted: a) on the mast; b) or the cuddy; in the inside corner of the splash board.
- RS.2.** Competitors shall:
- a.** Calibrate their Atlas 2 or Atlas Edge during registration. It is the competitor's responsibility to ensure their device remains properly calibrated throughout the event.
https://youtu.be/CA68kFUbPgl?si=_2wRoIEx_FD7Y0f3
 - b.** Ensure their devices, Firmware and GPS are updated to the most recent versions.
Firmware: <https://youtu.be/qgelN4KS3f0?si=mcZpd5HvVegHH7xO>
GPS: https://youtu.be/b0nkHbl_jD-c?si=1qZANR5MdqmhHMAk
- RS.3.** The Vakaros RaceSense system will be used by the Race Committee, and the relevant information will be available to all boats.
- RS.4.** Competitors shall take all reasonable measures to keep the Atlas 2 or Atlas Edge safe and operational and promptly notify the Race Committee on the water or the Race Office ashore of any device issues.
- RS.5.** The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. This changes RRS 26.
- RS.6.** The visual identification of boats infringing RRS 29.1 and RRS 30 by the Race Committee is replaced with electronic identification through the Vakaros RaceSense system. Flag X will not be displayed with a sound, changing RRS 29.1. The notification to a boat that complies with RRS 29.1 for individual recall will be made by the Vakaros system. Notification of boats infringing RRS 30.3 (U flag) and RRS 30.4 (Black flag) will be displayed on a boat's Atlas 2 or Atlas Edge device.
- RS.7.** Any alleged failure of the Atlas 2 or Atlas Edge, RaceSense system, or communication systems will not constitute grounds to request redress by a boat or the Protest Committee. This changes RRS 61.1(a).
- RS.8.** If the RC vessel displays flag E (Echo) with a long sound signal at least 5 minutes before the warning signal of a race, RS.5 and RS.6 will not apply to that race.
- RS.9.** If the RC vessel displays flag G (Golf) with a long sound signal before the warning signal of a race, Competitors shall restart their Vakaros Atlas or Atlas Edge unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag G will remain displayed for at least 3 minutes and will be removed when the next warning signal is displayed.
- RS.10.** If firmware updates to Atlas 2 or Atlas Edge devices are required between scheduled race days, a notice will be sent to all boats via email, WhatsApp, and posted on the Official Notice Board.
- RS.11.** All devices must be linked to an active RaceSense Pass available at <https://vakaros.com/pages/passess>

APPENDIX I

EQUIPMENT INSPECTION REGULATIONS

1. GENERAL REQUIREMENTS

These equipment regulations are an indivisible part of the Sailing Instructions. In case of conflict, the Sailing Instructions will prevail.

All boats and equipment entered for the 2026 World Championship may be inspected in accordance with the relevant rules including Class International Snipe Class Rules, Notice of Race (NoR), Sailing Instructions (SI) and Equipment Regulations (ER), defined collectively as the Event Equipment Rules.

- 1.1.** Any changes to these EIR will be posted after approval on the Official Noticeboard in accordance with the provisions governing the posting of changes to the Sailing Instructions (SIs).
- 1.2.** Athletes are reminded that, in accordance with RRS 78.1, they are responsible for ensuring that their boat is maintained in accordance with the Class Rules and, where required by class rules, that the measurement certificate remains valid.
- 1.3.** Equipment may be inspected at any time for compliance with the Event Equip-

ment Rules. When instructed by an Event Technical Committee Representative, a boat shall proceed as requested to a designated area for inspection.

- 1.4.** A boat representative shall be present at all times during equipment inspection. A boat representative is defined as a member of the boat's crew, a team leader or nominated delegate.
- 1.5.** After a boat or equipment has passed through equipment inspection, it shall remain in the Sailing Venue or the Competition Areas, except with the written permission of the Event Technical Committee (ETC).
- 1.6.** As per RRS N.2.2, any decisions regarding eligibility, measurement or application of the Snipe Rules are reserved to the SCIRA. (SCIRA representative, Technical Committee or, as last instance, the SCIRA TC Chairman).
- 1.7.** The Rules for the Equipment Inspection may be changed by the event's Technical Committee according to the procedure established in rule RRS 89.2 b).

2. PRE-RACE EQUIPMENT INSPECTION

- 2.1.** Pre-race equipment inspection for an event will take place in accordance with the competition schedule in the Notice of Race.
- 2.2.** The dates and times of equipment inspection will be published in accordance with the Notice of Race. The Equipment Inspection Form and the Event limitation mark will be on the Race Office before going to the Equipment Inspection Area.
- 2.3.** When submitted for equipment inspection, a boat and its equipment shall comply with the Event Equipment Rules.
- 2.4.** All boats shall be presented for inspection with the full equipment, including sails, personal flotation device(s) and personal safety equipment. Personal flotation device(s) shall comply with the specific Class Rules.
- 2.5.** Each boat shall be presented for equipment inspection with the mast down

and shall be accompanied by mast, boom, rudder, spinnaker pole, daggerboards and all other equipment required by the Class Rules on board for the purpose of weighing.

- 2.6.** The number of sails and spars, which may be approved during inspection of the boat, shall not exceed one hull, one mast, one boom, one whiskerpole one daggerboard, one rudder, two mainsail, and two jib.
- 2.7.** Any item that is not in a condition to the satisfaction of the Technical Committee may be impounded up to 48 hours prior to the boat or its equipment being re-examined before the end of pre-race Equipment Inspection for that Event.
- 2.8.** Only the boat's crew, one other boat representative and, if approved, an interpreter may be present during the boat's equipment inspection. At least one of these persons shall be authorized to remedy any deviations from the rules or to withdraw the boat from the Regatta.
- 2.9.** When the boat or equipment does not comply with the Event Equipment Rules, the EI shall make a report and give a copy of this report to the boat's representative. The boat or equipment may then be resubmitted for inspection. If a boat or equipment cannot be

corrected to comply with the Event Equipment Rules, that boat or equipment shall not be used in the Regatta.

- 2.10.** Unless authorized by the ETC through an application as set out in section 3 of the EIR, repairs or alterations to boats or equipment shall not be made in the equipment inspection areas.
- 2.11.** Any item that has been repaired or replaced in accordance with section 3 of the Equipment Regulations shall have the appropriate event advertising.
- 2.12.** All items of equipment subject to Regatta limitation inspection will be marked with the official Regatta stamp or Event Limitation Mark. If a mark becomes unclear, insecure or lost, this shall be reported to the ETC so that the mark may be replaced before the next race at the first reasonable opportunity. This also applies to bow numbers and country flags described in Appendix III.
- 2.13. Competitors or Technical Committee staff** must apply event limitation markings before reporting for equipment inspection at the scheduled time, as indicated on the measurement schedule posted on the event website. It is remembered that the only person responsible for the limitation marks remaining placed are the competitors.

3. REPAIR AND REPLACEMENT OF BOATS AND EQUIPMENT

- 3.1.** Applications for alterations, repairs or replacement shall be made on the forms available from the Race Office and shall be submitted when completed to the Technical Committee.
- 3.2.** Alterations: After boats or equipment have completed equipment inspection, no alterations shall be made without the written approval of the Technical Committee. If approved, the ETC will arrange a time for such alterations to be inspected.
- 3.3.** Repairs: competitor wishing to make repairs to boats or equipment after they have passed through equipment inspection shall make an application to the ETC. If approved, the ETC will arrange a time for such repairs to be inspected.
- 3.4.** Replacement process: requests for replacements with equipment that has not been inspected for use by that athlete at the Event shall be made to an ETC representative at the first reasonable opportunity (See SI 17). All replacement equipment shall be inspected in accordance with the Event Equipment Rules. In addition, for replacements afloat, athletes shall notify an Equipment Inspector or the Race Committee

before racing. The replaced item will be subject to inspection after the race for the ETC to confirm that the item had not been useable.

- 3.5.** Replacement approval: approval will only be given if the equipment is severely damaged, was not deliberately mis-treated, damaged or lost by the athlete or any associated person and cannot be repaired satisfactorily in the time available. All replacement equipment shall have been certified in accordance with the Class Rules before use.

4. ON THE WATER INSPECTION

- 4.1.** The first 5 boats to cross the finishing line of each race shall report immediately after finishing to the TC Inspection vessel anchored beyond the finish line and displaying a black M on white background. They shall stay in the vicinity of the TC Inspection vessel until inspected or released by verbal instructions from the TC Inspection vessel.
- 4.2.** After finishing, a boat may be required by the TC Inspector vessel for On the Water Inspection.
- 4.3.** No adjustments to the rigging of the boat may be made between the times the boat finishes and this inspection.

- 4.4.** Boats in doubt as to whether they finished in the top 5 finishers or been required by the Inspector should report to the TC Inspection vessel.

- 4.5.** After being inspected or released, boats shall promptly return to the starting area.

- 4.6.** On the water the following may be inspected:

- a.** Personal and portable equipment on board while racing.
- b.** Inspection stickers.
- c.** Limit marks of mast, boom and daggerboard.
- d.** Rudder security stopper and daggerboard security line.
- e.** Allowed electronics

5. EQUIPMENT INSPECTION DURING THE REGATTA (POST-RACE)

- 5.1.** After any race, a boat may be informed by a ETC representative that it has been selected for post-race inspection. When hailed, the boat shall return directly to the Equipment Inspection area.

- 5.2.** When a boat has been selected for post-race inspection, no person shall join or leave the boat without permission from a ETC representative. No equipment or other item shall be taken on or off the boat without permission from a ETC representative. An interpreter may also be present if approved by the Equipment.

- 5.3.** The notified crew shall not leave the equipment inspection area without the permission of a ETC representative.

- 5.4.** Boats and equipment shall be presented for equipment inspection in a dry, clean and salt-free condition. Any item that is not in a condition to the satisfaction of the Equipment Inspector may be impounded by the EI.

- 5.5.** After inspection of the crew clothing, boat and equipment, at least one boat representative shall remain present and, if approved, an interpreter may be present during the boat's equipment inspection. The ETC may require the boat to be impounded in order to dry out before its weight is checked. If the boat or equipment does not comply with the Class Rules, SI or ER, the ETC will protest to him or them.

APPENDIX II

OFFICIAL SCIRA PENALTY TABLE for breaches of Class Rules or Sailing Instructions

P E N A L T Y	R U L E B R O K E N
15% of entrants	• Jib incorrectly attached (CR C.10.6) • Sail Numbers and Nationality letters misplaced or not according to RRS Appendix G • Mast or boom limit mark damaged but stoppers are correct (CR C.9.3 h) and C.9.4 b)) • Check in failure (SI 15) • Bow numbers or advertising incorrectly or not placed
30% of entrants	• Daggerboard retaining system not according to Class Rules(CR C.8.4 a) 7)) • Daggerboard metal shackle or carabiner missing (CR C.8.4 a) 5)) • Daggerboard limit mark not according to Class Rules (CR C.8.4 a)) • Mast or boom limit marks or stoppers missing (CR C.9.3 h) and C.9.4 b)) • Rudder corrector weights missing (CR C.8.5 a) 3) • Weight of the boat less than showed on the Measurement Certificate or recorded during inspections (CR C.6.1) but over the minimum boat weight • Use of not registered but certified equipment • Mast, boom, whiskerpole or daggerboard stoppers measurements not according to Class Rules
50% of entrants	• Length of the daggerboard safety line (CR C.8.4 a) 6)) • Daggerboard limit mark over the top surface of the deck (CR C.8.4 a) 4) • Corrector weights does not match position and/or quantity as in the Measurement Certificate • Sails not measured (CR G.2) • Use of prohibited electronic equipment (CR C.5 a))
75% of entrants	• Towline, paddle and PFD not found in the boat (CR C.5.2 a) and C.3.1) • Daggerboard safety line not attached (CR C.8.4 a) 5)) • Rudder retention system missing (CR C.8.5 a) 1)) • Equipment deliberately damaged or modified without approval • Use of unregistered and uncertified equipment

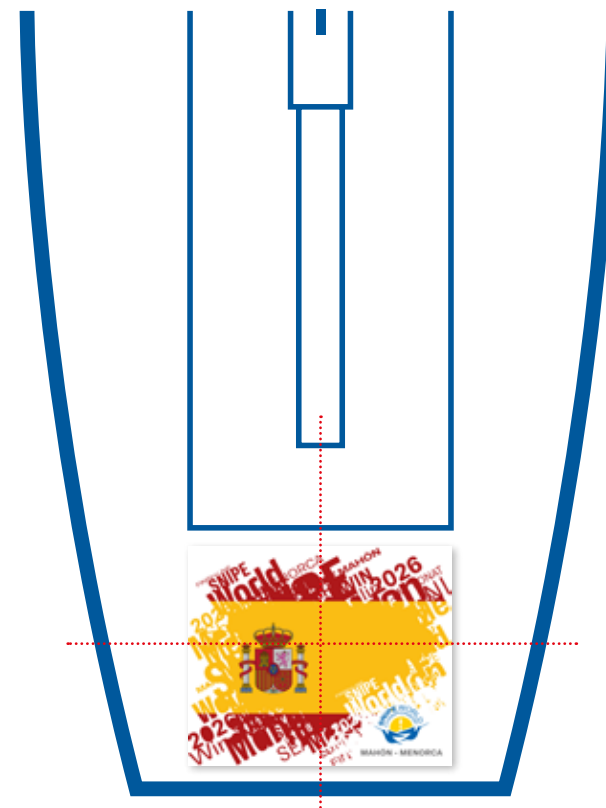
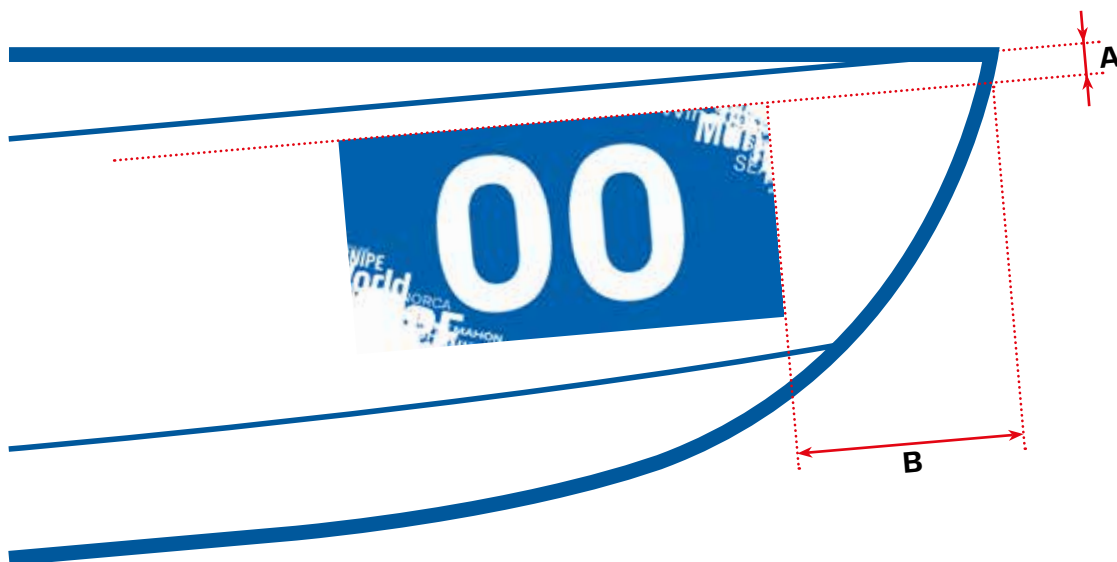
APPENDIX III

BOW NUMBER AND COUNTRY FLAG LOCATION

[SP][NP] Bow numbers and Country flags will be affixed to the hull in the following locations:

BOW NUMBER

The numbers shall be affixed on both port and starboard sides of the bow, with the top of the sticker no further than 50mm down from the rail (A) and the front of the sticker at any point no further than 250mm back from the leading edge of the bow (B).



COUNTRY FLAG

The Country flag will be affixed in the aft deck as showed in the diagram



Organized by



Main Sponsor



With the main institutional support of the



Institutional support of



Under the authority of



Official Ferry Partner

