

Class Rule Changes

Snipe Class International Racing Association

Effective date: 2023-07(Jul)-01

Status: Approved



Amendment One

A.8 CLASS RULES INTERPRETATIONS

Old:

A.8.1 Interpretations of these class rules shall be made in accordance with the World Sailing Regulations.

Amend to read:

A.8.1 Interpretations of these class rules shall be made in accordance with the **WS** Regulations.

Amendment Two

B.3 EVENT INSPECTION

Amend to delete:

~~B.3.1—General~~

~~A role of Equipment Inspectors at an event is to verify that equipment has been produced by the manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation from the approved tolerances, the matter shall be reported to the race committee. Such occurrences shall be reported to World Sailing and the ICA technical committee as soon as practical for investigation and a ruling on the eligibility of the equipment for racing.~~

Amendment Three

C.1 GENERAL

Old:

C.1.1 RULES

(a) RRS 50.4 shall not apply

(b) The **hull** shall comply with the **class rules** in force at the time of initial **certification** except when differently specified in these **class rules**.

Amend to read:

C.1.1 RULES

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~~(a) RRS 50.4 shall not apply~~

~~(b)~~ (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification** except when differently specified in these **class rules**.

Amendment Four

C.3 PERSONAL EQUIPMENT

Old:

C.3.1 PERSONAL FLOATATION DEVICE

(a) The boat shall be equipped with a personal floatation device for each member of the crew to the minimum standard ISO 12402-5 (Level 50 Newtons), or USCG Type III, or AUS PFD 1, or EN 393, unless an equivalent standard is prescribed otherwise in the Notice of Race.

Amend to read:

C.3.1 PERSONAL FLOATATION DEVICE

(a) The boat shall be equipped with a personal floatation device for each crew member to the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50 or equivalent. Inflatable buoyancy vests are not permitted.

Amendment Five

C.6 BOAT

Old:

C.6.1 WEIGHT

	minimum	maximum
The boat weight in dry conditions including compass and shall be:	172.8 kg	
The total weight of correctors weights shall be		15 kg

Amend to read:

C.6.1 WEIGHT

	minimum	maximum
The boat weight in dry conditions including compass and shall be:	172.8 kg	
The total weight of corrector weights shall be		15 kg

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Amendment Six

C.8 HULL APPENDAGES

Old:

C.8.4 DAGGERBOARD

(a) LIMITATIONS

4) The top of the **daggerboard** retracted position limit mark shall not be above the top surface of the deck ~~art~~ the centreline of the **boat**.

5) The **daggerboard** shall be attached to the **hull** with a non-adjustable safety single line at all times while racing (unless for a short period for cleaning garbage or seaweed). The safety line shall be cut to eliminate excesses, and shall be fixed to any part of the daggerboard case and directly fastened with a metal shackle or carabiner above the line connecting the lower part of the stoppers on the **daggerboard**.

Amend to read:

C.8.4 DAGGERBOARD

(a) LIMITATIONS

4) The top of the **daggerboard** retracted position limit mark shall not be above the top surface of the deck ~~art~~ at the centreline of the **boat**.

5) The **daggerboard** shall be attached to the **hull** with a ~~non-adjustable single~~ safety ~~single~~ line at all times while ~~racing sailing~~ (unless for a short period for cleaning garbage or seaweed). The safety line shall be of size no smaller than 4mm in diameter and shall not be adjustable. Non-stretching lines are recommended. Any knot or locking splice in the line must not be adjustable. If a knot is used, it must be sewn in such a way that it cannot be adjusted and the line will be cut to eliminate excesses, and shall be fixed to any part of the **daggerboard** case and directly fastened ~~to the daggerboard~~ with a metal shackle or carabiner above the line connecting the lower part of the stoppers ~~on~~ and the **daggerboard**. No middle knots in the line are allowed. The use of a steel wire is also permitted with minimum diameter of 1mm.

Amendment Seven

C.9 RIG

Old:

C.9.2 LIMITATIONS

...

(d) For masts built before January 1st 2001 the following limitations shall apply:

...

(e) For masts built between January 1st 1992 to Dec 31st 2000 the following limitations apply:

...

(f) For masts built from January 1st 2010 the following limitations shall apply:

...

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(g) For booms built from January 1st 2010 the following limitations shall apply:

...

Amend to read:

C.9.2 LIMITATIONS

...

(d) For **masts to be rigged on boats** built before January 1st 2001 the following limitations shall apply:

...

(e) For **masts to be rigged on boats** built between January 1st 1992 to Dec 31st 2000 the following limitations apply:

...

(f) For **masts to be rigged on boats** built from January 1st 2010 the following limitations shall apply:

...

(g) For **booms to be rigged on boats** built from January 1st 2010 the following limitations shall apply:

...

Amendment Eight

C.10 SAILS

Old:

C.10.2 MODIFICATIONS MAINTENANCE AND REPAIR

(b) Routine maintenance such as sewing, mending and patching is permitted without remeasurement and re-certification.

Amend to read:

C.10.2 MODIFICATIONS MAINTENANCE AND REPAIR

(b) Routine maintenance such as sewing, mending and patching is permitted without remeasurement. ~~and re-certification.~~

Amendment Nine

C.10 SAILS

Amend to delete:

~~C.10.3 LIMITATIONS~~

~~(e) A stamp shall be imprinted by the sailmaker at the top of the mainsail and jib to identify the weight of the sailcloth.~~

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Amendment Ten

C.10 SAILS

Old:

C.10.4 IDENTIFICATION

- (a) Routine maintenance such as sewing, mending and patching is permitted without remeasurement and re-certification.

Amend to delete:

C.10.4 IDENTIFICATION

- ~~(a) An appointed measurer shall mark all sails at the tack with the initials, date and official stamp.~~

Renumbered C.10.4 accordingly.

Amendment Eleven

C.10 SAILS

Old:

C.10.5 CONDITIONS FOR USE, MAINSAIL

- (a) The **mainsail** shall be hoisted and lowered on a **halyard**. The arrangement shall permit hoisting and lowering of the sail while afloat. The **halyard** may be adjusted while racing.
- (b) The highest visible point of the sail, projected at 90° to the **mast spar**, shall not be set above the **upper point**. The intersection of the **leech** and the top of the **boom spar**, each extended as necessary, shall not be behind the **outer point**.
- (c) The **luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks at all times.
- (d) A **batten** may be placed in each **batten pocket**.

Amend to read:

C.10.5 CONDITIONS FOR USE, MAINSAIL

- (a) The **mainsail** shall be hoisted and lowered on a **halyard**. The arrangement shall permit hoisting and lowering of the sail while afloat. The **halyard** may be adjusted while racing.
- ~~(b) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the upper point. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the outer point.~~
- (b) The **luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks at all times.
- ~~(d) A batten may be placed in each batten pocket.~~

Amendment Twelve

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D.1 PARTS

Old:

D.1.4 MANUFACTURERS

- (a) GRP hulls shall be built by a builder licensed by SCIRA.

Amend to read:

D.1.4 MANUFACTURERS

- (a) Glass Reinforced Plastic (GRP) hulls shall be built by a builder licensed by SCIRA.

Amendment Thirteen

D.1 PARTS

Old:

D.1.5 MATERIALS

- (a) 1) Local reinforcement of GRP (Glass Reinforced Plastic), wood, plywood or metal as backing for fittings may be added.

Amend to read:

D.1.5 MATERIALS

- (a) 1) Local reinforcement of GRP (~~Glass Reinforced Plastic~~), wood, plywood or metal as backing for fittings may be added.

Amendment Fourteen

D.2 HULL SHELL

Old:

D.2.2 DIMENSIONS AND DEFINITIONS

See Part III.H1

- (a) The baseline shall be on the centre plane of the hull at the following vertical distances:
 - 162 mm at Section 1
 - 114 mm at Section 5
- (b) The sections shall be taken as vertical, transverse planes at the following positions on the baseline:
 - Section 1: at 788 mm from hull datum point
 - Section 2: at 787 mm from section 1
 - Section 3: at 787 mm from section 2
 - Section 4: at 787 mm from section 3
 - Section 5: at 787 mm from section 4

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Section 6: at 775-801 mm from section 5

- (c) The keel line shall be taken as the intersection line from transom to stem of the hull shell and the hull centre plane.
- (d) The chine line shall be the intersection between the topside and the bottom planes.
- (e) The segments of any transverse section of the bottom and side panels from station 1 to 6 including the transom shall be straight with a maximum tolerance of 1%.

Amend to read:

D.2.2 DIMENSIONS AND DEFINITIONS

See Part III.H1

- (a) The baseline shall be on the centre plane of the hull at the following vertical distances:

162 mm at Station 1

114 mm at Station 5

- (b) The Stations shall be taken as vertical, transverse planes at the following positions on the baseline:

Station 1: at 788 mm from hull datum point

Station 2: at 1575 mm from hull datum point

Station 3: at 2362 mm from hull datum point

Station 4: at 3149 mm from hull datum point

Station 5: at 3936 mm from hull datum point

Station 6: at 4711-4737 mm from hull datum point

- (c) The keel line shall be taken as the intersection line from transom to stem of the hull shell and the hull centre plane.

- (d) The chine line shall be the intersection between the topside and the bottom planes.

- (e) The segments of any transverse section of the bottom and side panels from Station 1 to 6 including the transom shall be straight with a maximum tolerance of 1%.

Amendment Fifteen

D.2 HULL SHELL

Old:

D.2.3 DIMENSIONS

	minimum	maximum
Chine radius		
At Section 1		19 mm
At Section 2 from there aft		3 mm

Amend to read:

D.2.3 DIMENSIONS

	minimum	maximum
Chine radius		
At Station 1		19 mm
At Station 2 from there aft		3 mm

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Amendment Sixteen

D.2 HULL SHELL

Old:

D.2.4 HULL SHELL THICKNESS

Amend to read:

D.2.4 HULL SHELL THICKNESS

Amendment Seventeen

E.2 DAGGERBOARD

Old:

E.2.1 MATERIALS

(a) For the construction of the **daggerboard** only aluminium alloy with minimum characteristics of 6061T6 is permitted. The daggerboard may be anodized or painted.

Amend to read:

E.2.1 MATERIALS

(a) For the construction of the **daggerboard** only aluminium alloy with minimum **mechanical** characteristics of 6061T6 is permitted. The **daggerboard** may be **anodized** or painted.

Amendment Eighteen

F.3 MAST

Old:

F.3.2 MATERIALS

(a) For the construction of the **mast** only wood or aluminium alloy with minimum characteristics of 6061T6 is permitted. The **mast** may be anodized or painted.

Amend to read:

F.3.2 MATERIALS

(a) For the construction of the **mast** only wood or aluminium alloy with minimum **mechanical** characteristics of 6061T6 is permitted. The **mast** may be **anodized** or painted.

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Amendment Nineteen

F.4 BOOM

Old:

F.4.1 MATERIALS

(a) For the construction of the **boom** only wood or aluminium alloy with minimum characteristics of 6063T6 is permitted. The **boom** may be anodized or painted.

Amend to read:

F.4.1 MATERIALS

(a) For the construction of the **boom** only wood or aluminium alloy with minimum **mechanical** characteristics of 6063T6 is permitted. The **boom** may be **anodized** or painted.

Amendment Twenty

F.4 BOOM

Old:

F.4.2 DIMENSIONS

	minimum	maximum
Outer point distance		2559 mm
Total length from aft edge of the mast spar		2642 mm
Boom spar cross section:		
WOODEN BOOM		
Vertical	89 mm	102 mm
Transverse	19 mm	76 mm
ALUMINIUM BOOM		
Vertical	63 mm	102 mm
Transverse	22 mm	76 mm
Boom cut off external angles at extremities		45°
Sail slot cut away		
At fore end		350 mm
at aft end.		from the aft end of the limiting mark to the end of the boom

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Amend to read:

F.4.2 DIMENSIONS

	minimum	maximum
Outer point distance		2559 mm
Total length from aft edge of the mast spar		2642 mm
Boom spar cross section:		
WOODEN BOOM		
Vertical	89 mm	102 mm
Transverse	19 mm	76 mm
ALUMINIUM BOOM		
Vertical	63 mm	102 mm
Transverse	22 mm	76 mm
Boom cut off external angles at extremities		45°
Sail slot cut away		
At fore end		350 mm from forward end of boom toward aft end
At aft end		From the aft end of the limiting mark to the end of the boom including any fitting

Amendment Twenty-one

F.6 STANDING RIGGING

Amend to add:

F.6.3 SHROUDS

- (a) Any shroud adjusters that do not allow the manual adjustment of the shrouds with the rig under tension
- (b) Telltales are allowed

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Amendment Twenty-two

Old:

G.1 MANUFACTURERS

(a) Manufacturer is optional.

Amend to read:

G.1 PARTS

G.1.1 MANDATORY

(a) **Mainsail**

(b) Jib

Amendment Twenty-three

Old:

G.2 CERTIFICATION

(a) A SCIRA sail royalty label shall be permanently attached on any mainsail and jib by the sailmaker. Royalty labels shall be purchased by the builder from SCIRA

(b) A stamp shall be imprinted by the sailmaker at the top of the mainsail and jib to certify the weight of the sailcloth.

Amend to read:

G.2 GENERAL

G.2.1 RULES

(a) Sails shall comply with the **class rules** in force at the time of manufacture

G.2.2 CERTIFICATION

(a) No certification is issued for **sails**.

G.2.3 DEFINITIONS

(a) The ERS definition shall apply.

G.2.4 SAILMAKERS

(a) Sailmaker is optional.

(b) A stamp shall be imprinted by the sailmaker at the top of the **mainsail** and jib to identify the weight of the sailcloth and the date of manufacture.

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,

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readily available materials with **woven** ply materials and which have been specifically approved by SCIRA on a case-by-case basis. See Part III.H.6 for the complete list

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

G.2.6 CONSTRUCTION

- (a) The construction shall be **soft sail**.
- (b) The following are permitted: **Seams**, stitching, glues, tapes, **tabling**, **primary reinforcement**, **secondary reinforcement**, corner eyes, Cunningham eye or block, Velcro fastening, tell tales, sail shape indicator stripes, sail identification, sailmaker labels.
- (c) **Sail** panels may be seamed or glued.
- (d) **Windows** may be added in each **sail** with a maximum **window ply** area of 0.2 sq. m per **sail**.
- (e) **Leeches** shall have **tabling**.

Amendment Twenty-four

Old:

G.3 CONSTRUCTION

- (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. See Part III.H.6 for the complete list.
- (b) Windows of non-woven material may be added in each sail with a maximum window ply area of 0.2 sq. m. per sail.
- (c) Sail panels may be seamed or glued.
- (d) Leeches must be folded or capped with at least one additional ply of material of at least the same weight as the body of the sail or its equivalent.
- (e) The top of the mainsail may be reinforced with a headboard, tabling or alternative methods not exceeding the sail top dimension.
- (f) Flutter patches are allowed only within 200 mm of the leech. A maximum of two plies are permitted. The patches must be of the same material as used in one of the adjacent panels of sailcloth joined at the seam.
- (g) A maximum of three batten pockets are allowed in the mainsail. The inside length of a batten pocket shall be not more than 38mm the length of the batten.
- (h) No leech line permitted.
- (i) The mainsail leech shape shall be straight or hollow.
- (j) Bolt ropes shall be even with the cloth at mainsail head point and clew point.
- (k) Bolt ropes on mainsail foot and luff may be cut off at tack no more than 254 mm.
- (l) Loose footed mainsails are prohibited
- (m) The jib leech and foot roaches shall be a single curve.
- (n) A grommet may be installed on one or both sails to permit tightening the luff while racing.

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Amend to read:

G.3 MAILSAIL

G.3.1 CONSTRUCTION

(a) The top of the **mainsail** may be reinforced with a headboard, **tabling** or alternative methods not exceeding the **sail** top dimension.

(b) A maximum of three **batten pockets** are allowed in the **mainsail**. The inside length of a **batten pocket** shall be not more than 38mm the length of the batten.

(c) The **mainsail leech** shape shall be straight or **hollow**.

(d) Bolt ropes shall be even with the cloth at **mainsail head point** and **clew point**.

(e) Bolt ropes on **mainsail foot** and **luff** may be cut off at tack no more than 254 mm.

G.3.2 DIMENSIONS

All dimensions are maximums unless otherwise noted. See diagram at H.6

Description	Length
Top Width	185mm
Three-Quarter Width	1059mm
Half Width	1755mm
Quarter Width	2245mm
Leech Length	5400mm
Top batten	457mm
Top batten pocket	Centre of pocket +/- 36mm to Three-quarter leech point
Centre batten	686mm
Centre batten pocket	Centre of pocket +/- 46mm to half leech point
Lower batten	610mm
Lower batten pocket	Centre of pocket +/- 60mm to Quarter leech point
Flutter patch	215 mm

G.3.3 MEASUREMENT

(a) **Mainsail** battens shall be in place.

Amendment Twenty-five

Old:

G.4 MEASUREMENT

Mainsail battens shall be in place.

Sails shall be measured according to International Measurer's Manual:

http://sailing.org/raceofficials/internationalmeasurer/document_library.php

Amend to read:

G.4 JIB

G.4.1 CONSTRUCTION

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(a) The jib **leech** and **foot** roaches shall be a single curve.

G.4.2 DIMENSIONS

All dimensions are maximums unless otherwise noted. See diagram at H.6

Description	Length
Top Width	30mm
Upper Luff Point	155mm
Upper Leech Point	155mm
Distance between Upper Luff Point and Upper Leech Point	115mm
Half Width	1025mm
Luff Length	3770mm
Leech Length	3545mm
Foot Length	2006mm
Foot Median	3725mm
Flutter patch	215 mm