



2026 Parawing Races

July 30, 2026

Organizing Authority (OA): US Sailing

Host Club: St. Francis Yacht Club

San Francisco, California, USA

NOTICE OF RACE

The notation '[NP]' means that a boat may not protest another boat for breaking that rule nor request redress based on that rule. This changes RRS 60.1 and 61.1.

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 World Sailing Development Rule [Appendix WF](#) 'Wingfoiling Racing Rules' and the [WingFoil Open Class Rules](#) apply.
- 1.3 Appendix U, Audible-Signal Racing System applies. This is a US Sailing prescription.
- 1.4 RRS 40.1 applies at all times while afloat.
- 1.5 Rule 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or"
- 1.6 [DP] Competitors shall wear wetsuits with a minimum thickness of 3/2mm, which cover the knees and have short sleeves as minimum coverage.
- 1.7  Addendum NO-GO ZONE applies and competitors shall keep clear of all commercial traffic.
- 1.8 A helmet in accordance with WingFoil Class Rule (CR) C.3.1(c) shall be worn at all times when afloat, except briefly while changing or adjusting clothing or personal equipment, or during on-water interviews.
- 1.9 Body protection (Impact vest) which may also act as a personal flotation device in accordance with CR C.3.1(d) shall be worn at all times when afloat, except briefly while changing or adjusting clothing or personal equipment.

2 SAILING INSTRUCTIONS

The sailing instructions will be posted on or before July 29, 2026.

3 ELIGIBILITY

This regatta is open to competitors sailing parawing boards.

4 ENTRY & FEES

- 4.1 Eligible boards may enter by registering online at the [event website](#) and paying all required fees. To be considered an entry in the event, a board shall complete all advance and on-site registration requirements and pay all fees.
- 4.2 The entry fee is \$25.
- 4.3 All entry fees are nonrefundable after July 20, 2026.

5 IDENTIFICATION ON COMPETITORS

RRS F9 G1(a) and 60.5(b) is changed to read: A competitor shall wear a jersey provided by the organizing authority (OA) with their personal competition number. Failure to wear the correct assigned personal competition number will result in a score of DNC without a hearing.

6 SCHEDULE

6.1 A maximum of five (5) races are scheduled.

6.2 The schedule will be as follows:

Date	Time	Event
Thursday, July 30	1100-1330	Registration at St. Francis Yacht Club
	1400	Mandatory Competitors Briefing at Crissy Field East Beach
	1430	First warning signal
Saturday, August 1	After SF Bay Challenge	Regatta Social and Awards

7 RACING AREA & COURSES

7.1 Races will be conducted on the San Francisco Bay City Front. Addendum 'Racing Area' shows the location of the racing area.

7.2 Courses will be a combination of slalom and windward / leeward courses with stash/pumping zones.

8 SCORING

8.1 One (1) race shall constitute a series.

8.2 For every (5) races completed one worst score shall be excluded from the series for all competitors.

9 PRIZES

9.1 Prizes will be awarded at an awards ceremony on the Saturday of regatta weekend.

9.2 Prizes not claimed at the prize giving ceremony will remain with the organizing authority.

10 RISK STATEMENT

RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

11 RIGHTS TO USE NAME AND LIKENESS

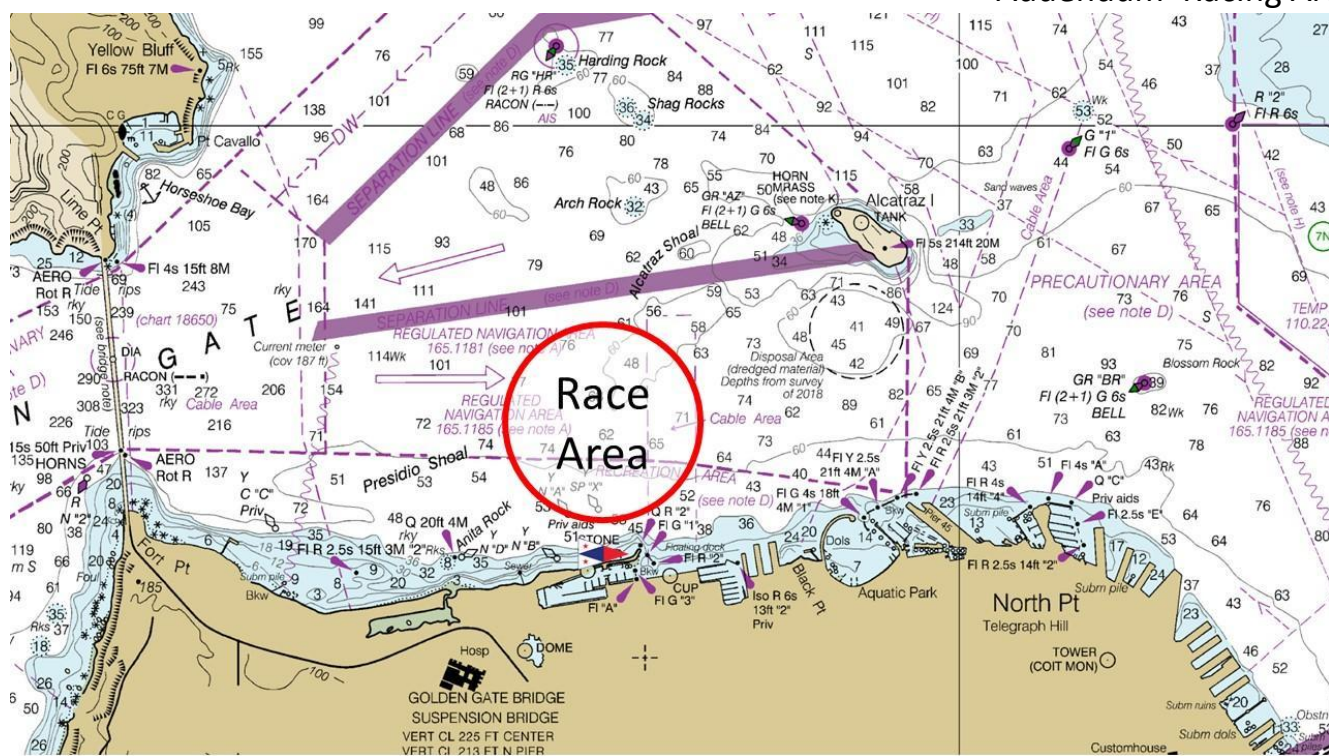
- 11.1 By participating in this event, competitors automatically grant to the OA and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.
- 11.2 Additionally, competitors automatically grant to the OA and race officials the right to use their personal contact information, including but not limited to a current email address and cell phone number, for the purpose of race administration and race communications.

12 INFORMATION

For further information please contact:

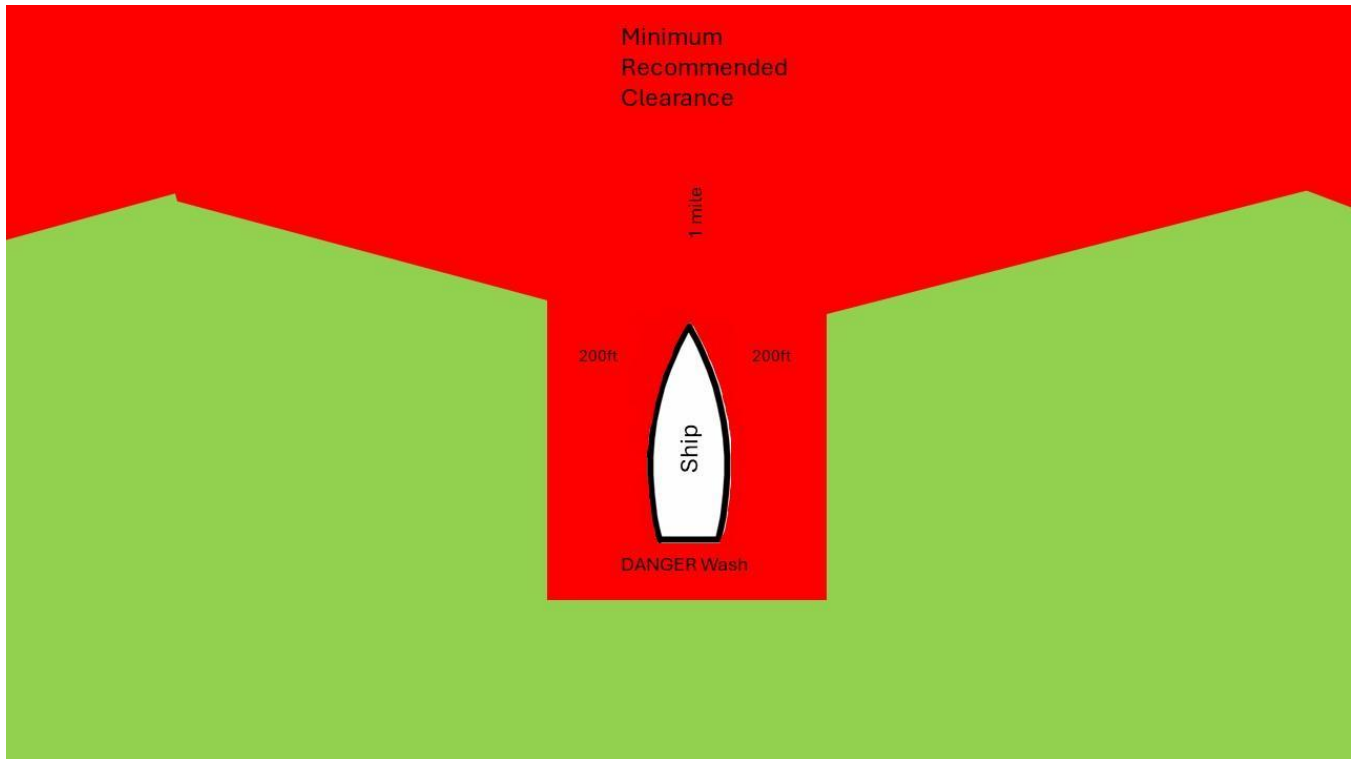
Event Chair	Morgan Headington	morganheadington@gmail.com	(415) 654-2482
Course Race Officer	Donald Wieneke	dkwieneke@gmail.com	(415) 332-0186
Race Director	Felix Wiedling	racedirector@snyf.com	(415) 820-3710
Chief Judge	Greg Meagher	gwmeargher@gmail.com	(510) 541-2543
Race Office	Macy Deam	racing@stfyc.com	(415) 655-7756

Addendum 'Racing Area'



Addendum 'No-Go Zone'

- 200 feet of clearance on the ship's beam (see diagram) and 1 mile of clearance ahead of ship.
- If you hear 5 short blasts of the ship's whistle that is the Danger/Doubt signal, please sail away from the ship immediately.
- Be respectful to the Pilot on the ship is there by law for the safety of those on board as well as those around the ship.



USCG COLREGS Rule 9

(b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

PENALTIES FOR NEGLIGENT OPERATIONS AND INTERFERING WITH SAFE OPERATION (33 U.S.C. 2302)

(a) A person operating a vessel in a negligent manner or interfering with the safe operation of a vessel, so as to endanger the life, limb, or property of a person is liable to the United States Government for a civil penalty of not more than \$5,000 in the case of a recreational vessel, or \$25,000 in the case of any other vessel. (b) A person operating a vessel in a grossly negligent manner that endangers the life, limb, or property of a person commits a class A misdemeanor.