



Flights of Spring Regatta Amendment 2 - 2026 Sailing Instructions

Paragraph 8.1. has been modified to mention that ball floats can be also marks.

Paragraph **A1** on the addendum has been modified so it reads "ALL FOILING CRAFT" to make it clearer.

The definition of Capsized for windsurf classes has been added in Paragraph **A1.5.(b)**.

The modified Sailing Instructions are attached to this amendment with current modifications highlighted in blue, and modifications made in past amendments highlighted in green.

Modified 2026 Sailing Instructions

1. Rules

1.1. The event is governed by the rules as defined in The Racing Rules of Sailing (RRS), the prescriptions of Sail Canada, the rules of the participating classes, except as any of these are changed by this Notice of Race or the Sailing Instructions.

1.2. RRS B2 17 applies to all boats and it is reproduced here: *“ON THE SAME TACK BEFORE A REACHING START Rule 17 is changed to: When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, a board overlapped to leeward of another board on the same tack during the last 30 seconds before her starting signal shall not sail above her shortest course through the starting line to the first mark while they remain overlapped if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board”*.

1.2.1. For the abovementioned rule, a Board is defined as a board, boat, or other craft.

1.3. Additional specific rules applying to foiling craft only are specified in the SI Addendum A, [attached to this Sailing Instructions](#).

2. Changes to Sailing Instructions

2.1. Any change to the sailing instructions will be posted before 1100H on the day it will take effect, except that any change to the schedule of races will be posted by 2000H on the day before it will take effect.

2.2. Changes to a sailing instruction may be made on the water by flying signal flag L and by hailing all yachts.

3. Communications With Competitors

3.1. Notices to competitors will be posted on the official notice board located in the foyer of the Jericho Sailing Centre, 1300 Discovery St, Vancouver, BC.

3.2. The race office is located at the Jericho Sailing Centre, 1300 Discovery St., Vancouver BC, telephone 604.224.4177, email info@jsca.bc.ca.

3.3. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. Code of Conduct

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. Signals Made Ashore

- 5.1. Signals made ashore will be displayed from the flagpole adjacent to ramp 2 near the Northeast corner of the Jericho Sailing Centre.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6. Class Flags

- 6.1. The class flags are:
 - a) ILCA 7 or ILCA combined – White flag with red class insignia.
 - b) ILCA 6 and ILCA 4 – Green flag with red class insignia.
 - c) Tasar – White flag with red class insignia.
 - d) F18 – White flag with pink class insignia.
 - e) Hobie 18 – White flag with black class insignia.
 - f) Xclass foil – Yellow flag with purple XF insignia.
 - g) Other class flags may be added as needed.

7. Courses

- 7.1. The diagrams below show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8. Marks

- 8.1. Marks are inflatable tetrahedrons and ball floats.

9. Obstructions

- 9.1. A line beginning at the northwest corner of the Royal Vancouver Yacht Club Jericho breakwater, through a series of orange and white can buoys ending with the north end of the most westerly pier at Jericho Sailing Centre, delimits an obstruction. Boats may not pass south of this line.
- 9.2. Swimming areas demarked by special purpose buoys along the south shore of English Bay are considered an obstruction.
- 9.3. The finish line will rank as an obstruction unless finishing.

10. The Start

10.1. [RRS 26](#) is changed to:

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

| Minutes before starting signal | Visual signal | Sound signal | Means |
|--------------------------------|------------------------------------|--------------|--------------------|
| 3 | Class flag | One | Warning signal |
| 2 | P, I,Z, Z with I, U, or black flag | One | Preparatory signal |
| 1 | Preparatory flag removed | One | One minute |
| 0 | Class flag removed | One | Starting Signal |

10.2. The starting line is between an orange mast on the race committee signal boat and a staff displaying a red flag.

10.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10.4. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes [RRS 62.1\(a\)](#).

10.5. In the case of a general recall, the First Substitute will be displayed (with two horns) until the preparatory signal of the subsequent fleet. The warning signal for the recalled fleet will be made with or after the starting signal of the last of the fleets waiting to start – moving the recalled fleet to the end of the queue. This changes [RRS 29.2](#).

10.6. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes [RRS A5.1](#) and [A5.2](#).

11. Change of the Next Leg of the Course

11.1. 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.

12. The Finish

- 12.1. The finishing line is between an orange mast on the race committee signal boat and a staff displaying a blue flag.

13. Penalty System

- 13.1. For multihull and foiling classes, [RRS 44.1](#) is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

14. Time Limits

- 14.1. The Mark 1 Time Limit, Race Time Limit (see [RRS 35](#)), and the Finishing Window are as follows:

Mark 1 Time Limit: 30 minutes

Race Time Limit: 90 minutes

Finishing Window: 30 minutes.

- 14.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 14.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Competitors failing to finish within the Finishing Window, and not having retired, may be scored in their place as determined by the Race Committee instead of DNF. This action will not be open for redress.

15. Hearing Requests

- 15.1. The protest time limit is 30 minutes after the race committee arrives ashore.
- 15.2. Hearing request forms are available at https://jsca.bc.ca/wp-content/uploads/2019/11/%20Protest_Form_EN.pdf or from the Jericho Sailing Centre Office.
- 15.3. 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 person at the Jericho Sailing Centre.

16. Safety Regulations

- 16.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

17. Trash Disposal

- 17.1. Trash may be placed aboard official or support person vessels.

18. Risk Statement

- 18.1. [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.

19. Disclaimer of Liability

- 19.1. Competitors participate in the Flights of Spring Regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Flights of Spring Regatta.

20. Rights to Use Names and Likeness

- 20.1. By participating in the Flights of Spring Regatta, competitors automatically grant to the organizing authority 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.

SI ADDENDUM A

SPECIFIC RULES APPLICABLE TO FOILING CRAFT

A1 RULES FOR ALL FOILING CRAFT

A1.1 Appendix B Rule 22 applies and is reproduced here:

(a) 22.1, If possible, a board shall avoid a board that is capsized or has not regained control after capsizing, is aground, or is trying to help a person or vessel in danger.

(b) 22.2, If possible, a board that is capsized or aground shall not interfere with another board

A1.2 Appendix B 23.3 is added and reproduced as follows: *“In the last minute before her starting signal, a board shall have her sail out of the water and in normal position, except when accidentally capsized”.*

A1.3 For the Waszp class, C.1.1 RRS 42.3(C)(2) is amended to read:

(a) to initiate foiling:

(i) the sail may be pulled in any number of times; and/or

(ii) repetitive body movements are permitted if: a) a knee or the backside is in contact with the wing tramps inside the inner surfaces of the wing frame; and b) No part of the backside extends outboard of the inner surfaces of the wing frame.

(iii) these actions **shall not be used to gain advantage** other than to initiate foiling.

(b) to consolidate foiling immediately after completing a tack or gybe: (i) the sail may be pulled in up to three times.

A1.4 The following Appendix B rules apply to all board classes:

(a) **B2 13 WHILE TACKING** Rule 13 is changed to: After a board passes head to wind, she shall keep clear of other boards until her sail has filled. During that time rules 10, 11 and 12 do not apply. If two boards are subject to this rule at the same time, the one on the other’s port side or the one astern shall keep clear.

(b) **B2 16.1 CHANGING COURSE OR POSITION OF EQUIPMENT** Rule 16.1 is changed to: When a right-of-way board changes course or the position of her equipment, she shall give the other craft room to keep clear.

(c) **PART 4 RULES DELETED** Rules 45, 48.2, 49, 50.1(c), 50.2, 51, 52, 54, 55 and 56.1 are deleted. These rules are generally only applicable to larger dinghies & keelboats.

(d) Rule 50.1(a) is changed to: (a) Competitors shall not wear or carry clothing or

equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of no more than 1.5 litres.

A1.5 The following Appendix B rules apply to Windsurfers:

(a) **Tack, Starboard or Port:** A board is on the tack, starboard or port, corresponding to the competitor's hand that would be nearer the mast if the competitor were in normal sailing position with both hands on the wishbone and arms not crossed. A board is on starboard tack when the competitor's right hand would be nearer the mast and is on port tack when the competitor's left hand would be nearer the mast.

(b) **Capsized** A board is capsized when she is not under control because her sail or the competitor is in the water.

(c) **B4 42 PROPULSION Rule 42 is changed to:** A board shall be propelled only by the action of the wind on the sail and by the action of the water on the hull or its appendages. However, pumping and fanning the sail is permitted. The board shall not be propelled by paddling, swimming or walking

A1.6 The following from Appendix WF applies to Wing Foils:

(a) **Tack, Starboard or Port** A wingfoil is on the tack, starboard or port, corresponding to the competitor's hand that would be forward if the competitor were in normal riding position (riding heel side with both hands on the wing and arms not crossed). A wingfoil is on starboard tack when the competitor's right hand would be forward and is on the port tack when the competitor's left hand would be forward.

(b) **B4 42 PROPULSION Rule 42 is changed to:** A board shall be propelled only by the action of the wind on the sail and by the action of the water on the hull or its appendages. However, pumping and fanning the sail is permitted.

(c) The following Appendix WF apply 42.2 Exceptions:

- i. A wingfoil may be propelled by unassisted actions of the competitor on the hull.
- ii. A competitor may swim, walk or paddle while capsized, provided that the wingfoil does not gain a significant advantage in the race.
- iii. Any means of propulsion may be used to help a person or another vessel in danger.

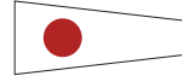
d) The following changes to the definitions from appendix WF apply to wingfoils, and are reproduced here:

- i. *Capsized* A wingfoil is capsized if her wing or the competitor is in the water.
- ii. *Jumping* A wingfoil is jumping when her hull, its appendages and the competitor are clear of the water.

- e) Appendix WF rule 21.4 applies and it is reproduced here: *“A wingfoil that is jumping shall keep clear of one that is not”*. “one” is defined as a boat, board or other craft.

Course 1 – Standard Triangle

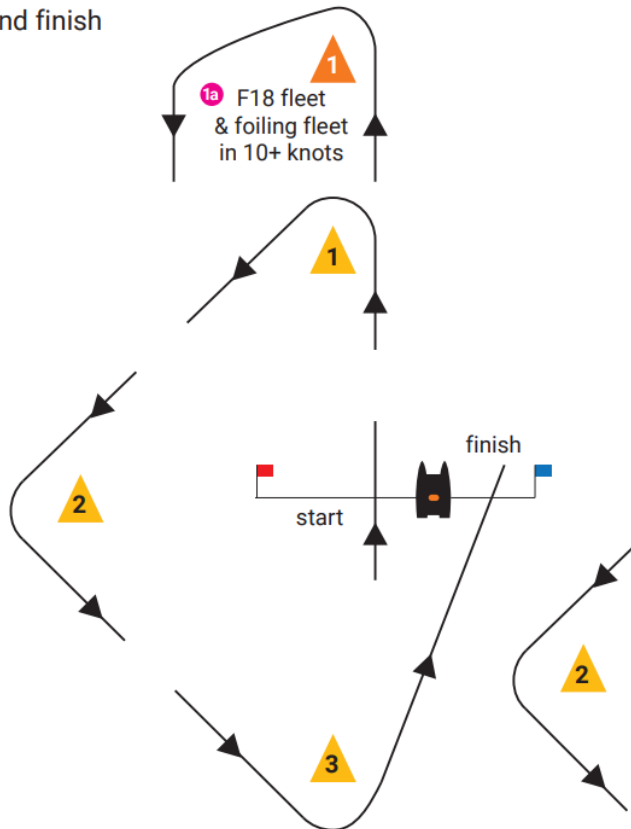
Start – 1 – 2 – 3 – Finish
F18 class & foiling classes in 10+ knots:
 Start – 1 – 1a – 2 – 3 – Finish



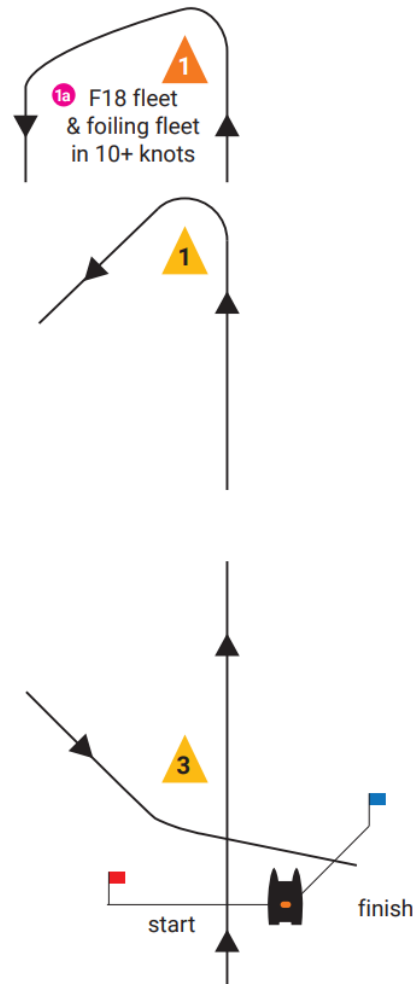
Finish line is an obstruction unless finishing.

Marks 1, 2 and 3 are yellow tetrahedrons.
F18 class & foiling classes in 10+ knots:
 Mark 1 is an orange tetrahedron
 and Mark 1a is a pink ball.

upwind finish



downwind finish



Code flag "F"



Foiling classes will use the orange windward mark in winds over 10 knots. This condition will be indicated on the RC boat with the display of code flag "F". In wind conditions lower than 10 knots foiling classes will sail to the yellow windward mark. This condition will be indicated by the absence of code flag "F" from the RC boat.

Course 2 – Windward Leeward

Start – 1 – 3 – Finish

F18 class & foiling classes in 10+ knots:

Start – 1 – 1a – 3 – Finish



Finish line is an obstruction unless finishing.

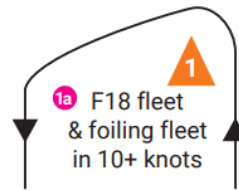
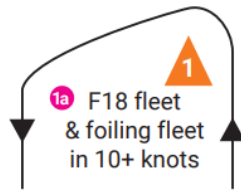
Marks 1 and 3 are yellow tetrahedrons.

F18 class & foiling classes in 10+ knots:

Mark 1 is an orange tetrahedron
and Mark 1a is a pink ball.

upwind finish

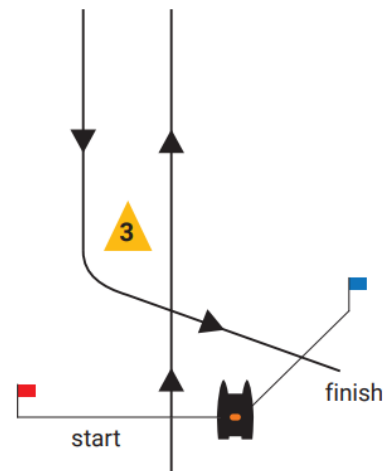
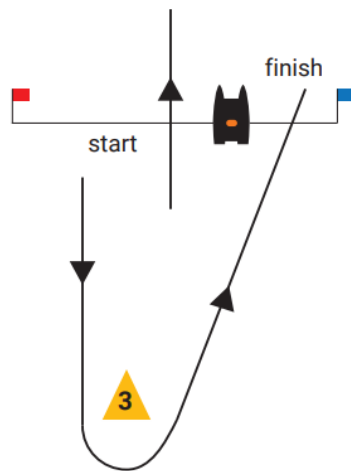
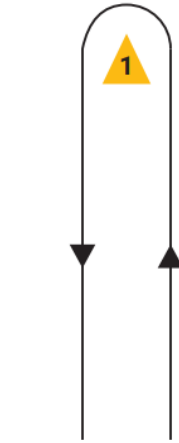
downwind finish



Code flag "F"

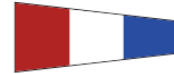


Foiling classes will use the orange windward mark in winds over 10 knots. This condition will be indicated on the RC boat with the display of code flag "F". In wind conditions lower than 10 knots foiling classes will sail to the yellow windward mark. This condition will be indicated by the absence of code flag "F" from the RC boat.



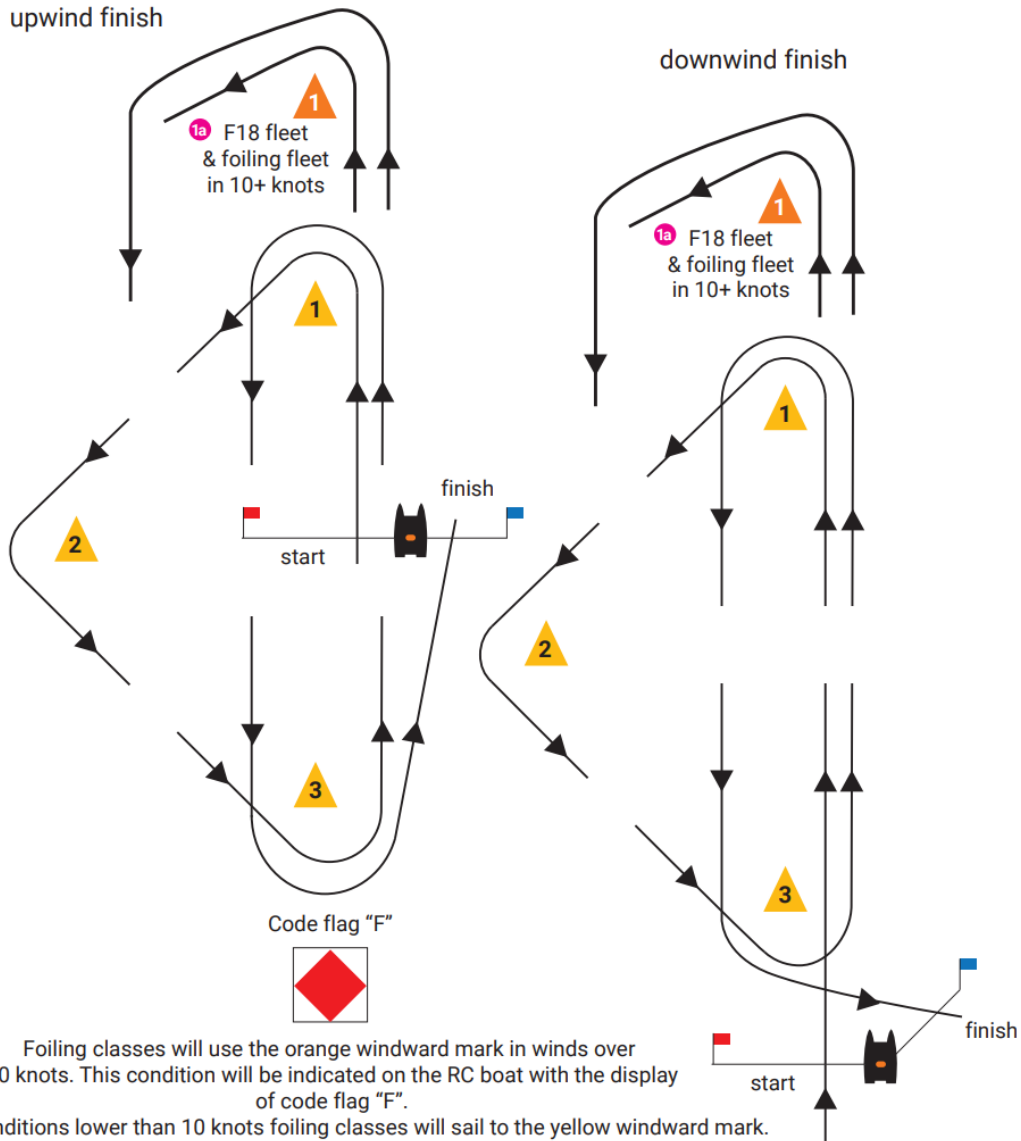
Course 3 – Triangle-Windward-Leeward (Bermudan Triangle)

Start – 1 – 2 – 3 – 1 – 3 – Finish
F18 class & foiling classes in 10+ knots:
 Start – 1 – 1a – 2 – 3 – 1 – 1a – 3 – Finish



Finish line is an obstruction unless finishing.

Marks 1, 2 and 3 are yellow tetrahedrons.
F18 class & foiling classes in 10+ knots:
 Mark 1 is an orange tetrahedron
 and Mark 1a is a pink ball.



Course 4 – Windward Leeward twice round

Start – 1 – 3 – 1 – 3 – Finish
F18 class & foiling classes in 10+ knots:
 Start – 1 – 1a – 3 – 1 – 1a – 3 – Finish

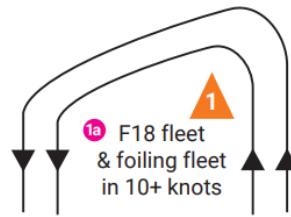
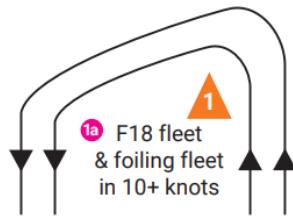


Finish line is an obstruction unless finishing.

Marks 1 and 3 are yellow tetrahedrons.
F18 class & foiling classes in 10+ knots:
 Mark 1 is an orange tetrahedron
 and Mark 1a is a pink ball.

upwind finish

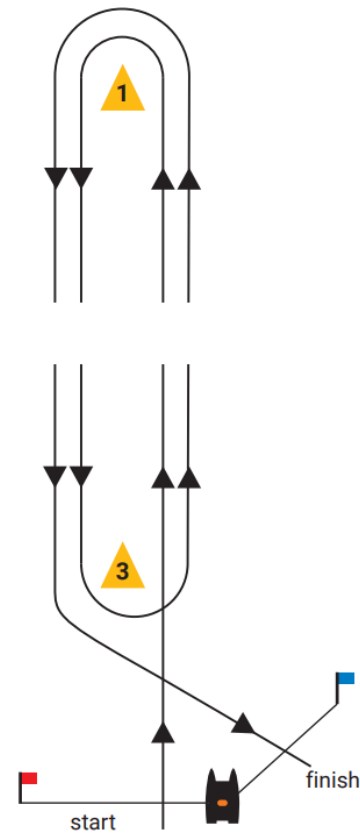
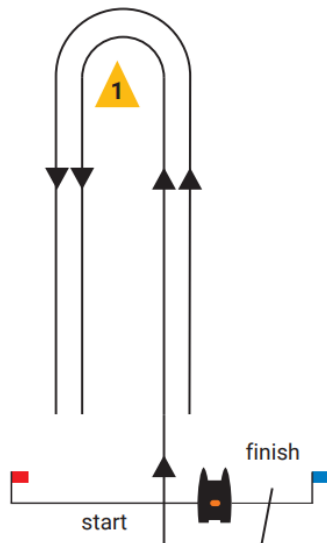
downwind finish



Code flag "F"



Foiling classes will use the orange windward mark in winds over 10 knots. This condition will be indicated on the RC boat with the display of code flag "F". In wind conditions lower than 10 knots foiling classes will sail to the yellow windward mark. This condition will be indicated by the absence of code flag "F" from the RC boat.



Course 5 – Triangle with reaching start and finish

Start – 2 – 3 – 1 – 2 – Finish
F18 class (& foiling classes in 10+ knots):
 Start – 2 – 3 – 1 – 1a – 2 – 3 – Finish



Finish line is an obstruction unless finishing.

Marks 1, 2 and 3 are yellow tetrahedrons.
F18 class (& foiling classes in 10+ knots):
 Mark 1 is an orange tetrahedron
 and Mark 1a is a pink ball.

Code flag "F"



Foiling classes will use the orange windward mark in winds over 10 knots. This condition will be indicated on the RC boat with the display of code flag "F".
 In wind conditions lower than 10 knots foiling classes will sail to the yellow windward mark. This condition will be indicated by the absence of code flag "F" from the RC boat.

