

2026 Pacific Coast Interscholastic Sailing Association (PCISA) Singlehanded Championship / Cressy Qualifier

Hosted by the PCISA / SBYSF
Santa Barbara, CA – September 26-27, 2026

Sailing Instructions

The Organizing Authority for the 2026 PCISA Singlehanded Championship will be:
The Pacific Coast Interscholastic Sailing Association (PCISA) The Host is: The Santa Barbara Youth Sailing FDN
(SBYSF)

1. RULES

- 1.1 The regatta will be governed by *rules* as defined in the Racing Rules of Sailing (RRS), and by the ISSA Procedural Rules (as modified by the PCISA), the rules of the ILCA Class (except as altered by the Notice of Race, or ISSA/PCISA), and by the Sailing Instructions.
- 1.2 If there is a conflict between these Sailing Instructions and the Notice of Race, the Sailing Instructions shall take precedence.
- 1.3 In accordance with ISSA Procedural Rule 20(b), the right of appeal is denied at all District Championships. Decision of the Protest Committee shall be final.

2. NOTICES TO COMPETITORS

Notices to competitors will be announced verbally and posted on the Official Notice Board located on Techscore at: <https://scores.hssailing.org/f26/pcisa-singlehanded-pccs-open-ilca-boys-girls/>

3. CHANGES TO THE SAILING INSTRUCTIONS

Any change to these sailing instructions will be announced verbally and posted 20 minutes prior to the race it will affect. Any schedule change will be posted by 1800 on the day before it takes effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be announced verbally in the Santa Barbara Harbor Launch Ramp area.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in race signal AP.

5. SCHEDULE

Saturday, September 26, 2026

Time	Event	Location
0930	Report Time	Santa Barbara Harbor Launch Ramp
1000	Registration Ends	Santa Barbara Harbor Launch Ramp
1000	Competitor Meeting	Santa Barbara Harbor Launch Ramp
1200	First Warning	Santa Barbara Channel

Sunday, September 27, 2026

1000	Report Time	Santa Barbara Harbor Launch Ramp
1200	First Warning	Santa Barbara Channel
1530	No First Warning Signal after this time	

Awards will be presented immediately after racing at the Harbor Launch Ramp

6. BOATS/SAILS

Each competitor entered is responsible for providing one complete class legal ILCA and sails.

7. FORMAT/ROTATIONS

Competitors will sail the boats/sails they brought for the duration of the event. A maximum of 14 races will be sailed.

8. QUALIFICATION

This event will serve as the PCISA Qualifier for the 2026 ISSA Cressy Singlehanded National Championships. The number of advancing teams is determined by the ISSA Championship Berth Allocations. PCISA will get two berths to each of the following championships at the Cressy Singlehanded National Championship, each sailing separately and to be held at American Yacht Club (NESSA) on October 31st and November 1st, 2026:

- ILCA 6 - Boys (2 PCISA Berths - 12 Boats Total)
- ILCA 6 - Girls (2 PCISA Berths - 12 Boats Total)
- ILCA 7 - Open (2 PCISA Berths - 12 Boats Total)

9. RACING AREA

The sailing area will be the Santa Barbara channel within one nautical mile of the SB Harbor entrance as described in 'Attachment B – Racing Area'.

10. THE COURSES

- 10.1 The diagrams in Attachment C 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.
- 10.2 The course number will be hailed from the Race Committee (RC) Signal Boat.

11. MARKS

Turning marks will be inflatable shapes of colors.

12. THE START

- 12.1 Races will be started in accordance with ISSA Procedural Rule 7.9 (a).
- 12.2 The starting line will be between a staff displaying an orange flag on the RC signal boat at the starboard end and the course side of the port-end starting mark as shown in Attachment C.
- 12.3 General Recalls will be done in accordance with ISSA PR 7.9 (c).

13. ON COURSE SIDE (OCS)

The RC may attempt to hail the sail number of a boat OCS, but failure to receive or hear this hail shall not be grounds for redress. The order in which boats are hailed shall not be grounds for redress. It is each boat's responsibility to start correctly.

14. CHANGE OF COURSE

The RC may move any mark of the course without signal before a boat has rounded the previous mark.

15. THE FINISH

The finishing line will be between a staff displaying an orange flag on the RC finish boat and the course side of the finishing mark as shown in Attachment C.

16. TIME LIMITS AND TARGET TIMES

- 16.1 There will be no time limit. However, the RC may choose to finish boats 'on the course' if their position in the race has been established in order to expedite the next start or rotation.
- 16.2 Target times for races will be as outlined in ISSA Procedural Rule 7.8(b).

17. PENALTY SYSTEM

The penalty system shall be as described in RRS 44.1 and 44.2.

18. PROTESTS

- 18.1 Protest forms will be available at the regatta headquarters tent.
- 18.2 Protesting boats must notify the RC of their intent to protest immediately following the finish of the race in which the incident occurred. They must also notify the competitor they are protesting.
- 18.3 Protests and request for redress must be filed within 30 minutes of the last boat reaching the shore, after the last race of the day.

19. PROTESTS APPEALS

In accordance with the ISSA Procedural Rules, the right of appeal is denied at all Conference Championships. Decisions of the Protest Committee shall be final.

20. SCORING

The scoring system shall be as described in the ISSA procedural Rules.

21. COACHING

Coaching will be done from host provided support boats.

22. SAFETY

- 22.1 Competitors shall wear US Coast Guard approved Type III lifejackets.
- 22.2 A boat that retires from a race shall notify the race committee either before leaving the course or, if that is not possible, immediately after arriving ashore.

23. 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.