



2025 Pacific Coast Collegiate Sailing Conference (PCCSC) Single-Handed Championship

Hosted by the Stanford University
Redwood City, CA – September 20-21, 2025

Sailing Instructions

The Organizing Authority for the 2025 PCCSC Single-Handed Championship will be: Stanford University Sailing

1. RULES

- 1.1 The regatta will be governed by rules as defined in the Racing Rules of Sailing, and by the ICSA Procedural Rules, the PCCSC Standing Rules, PCCSC Championship Conditions, this Notice of Race and the Sailing Instructions.

2. ELIGIBILITY

- 2.1 All PCCSC Regular or Provisional Member Schools in good standing are eligible to sail. 2.2 A maximum of four (4) female competitors per school will be allowed to compete in ILCA Radials. 2.3 A maximum of four (4) male or female competitors per school will be allowed to compete in ILCA Standard. 2.4 Sailors must meet all ICSA eligibility requirements and may be required to verify enrollment at the school they are representing.

3. ENTRY

Eligible teams must sign up via the google sheet PCCSC Live Schedule:

https://docs.google.com/spreadsheets/d/1e5nFEqbXMoP7fH6AvDoAEiDuLcoVvaYxf0D_WgSxNjM/edit?usp=sharing at least fourteen (14) days prior to the event with their intent to participate. Schools signing up after this time will only be allowed to compete at the discretion of the OA. Schools signing up and then 'dropping out' within fourteen (14) days of competition may face conference sanctions by the PCCSC Executive Committee.

4. FEES

There will be no entry fee.

5. SCHEDULE

5.1 Saturday, September 20, 2025

Time Event Location

1000 Report Time Stanford Rowing and Sailing Center – 300 Cardinal Way, Redwood City

1015 Competitor Meeting

1100 First Warning

Sunday, September 21, 2025

1000 Report Time Stanford Rowing and Sailing Center

1015 First Warning

1500 No First Warning Signal after this time

- 5.2 14 total races are scheduled except that if 10 races have been completed on the first day of racing, the regatta will be complete and there will be no races on the second day. No more than 10 races will be sailed on any one day.

- 5.3 Should the number of registered boats by 10a Thursday, 9/18 be fewer than 10 teams per regatta. The total number of races sailed for each event will match the number of teams registered.

6. BOATS/SAILS

6.1 Each competitor entered is responsible for providing one complete class legal Laser/Radial. Sails need not have the school's assigned sail number for this event and may use the original sail numbers.

6.2 Limited charter boats are available through Vela Charters (charters@vela-la.com). Vela charters are for high quality hulls and spars and they may have additional items upon request.

6.3 Breakdowns:

6.3.1 Boats shall be inspected prior to launch to ensure equipment is in good condition. If a boat or part of its equipment is found to be in poor condition, the competitor will not receive redress for breakdowns of the equipment found to be in poor condition.

6.3.2 If a competitor experiences a breakdown during a race, then they may request redress for the race where they experience a breakdown per the PCCSC Standing Rules and ICSA Procedural Rules. 6.3.3

If a competitor experiences a breakdown, they will receive redress only for the race in which the breakdown occurs. Inability to source replacement parts will not be grounds for redress in subsequent races. All teams are asked to bring adequate replacement parts on the coach boat on the water so repairs can be made when reasonable prior to starting the next race.

6.3.4 Redress will not be granted for items that are part of routine rigging of the boat, including, but not limited to:

- pins and rings;
- vang purchase;
- hiking strap lines;
- travelers and mainsheet blocks
- drain plugs or cockpit autobailer

6.3.5 Judges/Umpires will evaluate the following that are likely to break on older boats:

- gudgeons
- traveler eye straps (especially if they've been replaced with the plastic eye straps)
- traveler line, especially where chafed running through the eye strap
- hiking strap and line
- mainsheet ratchet and shackle
- Cunningham/outhaul turning block on deck
- tiller universal
- rudder downhaul
- centerboard bungee

7. FORMAT/ROTATIONS

Competitors will sail the boats/sails they brought for the duration of the event.

8. QUALIFICATION

8.1 This event shall serve as the PCCSC Qualifier for the ICSA Open & Women's Single-Handed National Championships. The number of advancing teams is determined by the ICSA Championship Berth Allocations. 8.2 Eligible teams not planning to go on to the next level of competition must declare so by 5pm the Monday after the Conference Championship ends so the next eligible team may be notified. Failure to do so may result in sanctions by the PCCSC Executive Committee.

9. SAILING INSTRUCTIONS

Sailing Instructions will be available online at scores.collegsailing.org.

10. RACING AREA

The sailing area will be the 'outside venue' in San Francisco Bay to the east of the Northeast corner of Bair Island.

If conditions for racing are suitable to sail in the Redwood City Turning Basin, that secondary venue

may be used.

11. THE COURSES

A Course Chart will be provided with the Sailing Instructions and will describe the marks and courses, including the approximate angle between the legs, the order in which marks are to be rounded or passed, and the side on which each mark is to be left. Courses will be a windward-leeward configuration.

12. SCORING

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

13. COACHING

Coaching will be done from host provided support boats.

14. PROTESTS & APPEALS

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

15. PARKING

Parking for teams is available in the business park next door to the Stanford Rowing and Sailing Center or at the Stanford Rowing and Sailing Center. Please do not park at the Marine Science Institute.

16. 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.

17. CONTACT INFORMATION

For more information, contact the Stanford Sailing Head Coach, Chris Klevan at chris.klevan@stanford.edu.