



# Junior Sailing Parenting Handbook

“What to Expect When You’re Expecting Your Kids to Sail”





## Table of Contents

Welcome .....	Page 1
Overview .....	Page 1
Age vs. Skill Level .....	Page 2
What is Junior Sailing? .....	Page 2 - 4
What About Girls? .....	Page 4
Expectations of Parents .....	Page 4
Sailing Progression .....	Page 4
High School Sailing .....	Page 5 - 6
College Sailing .....	Page 6
Beyond College .....	Page 7
Sabot Learning and Racing .....	Page 7 - 8
Buying a Sabot .....	Page 9
Sabot Pieces and Parts .....	Page 10
Other Equipment .....	Page 10 - 11
Home Regattas .....	Page 11
Away Regattas .....	Page 11
Sabot Regattas .....	Page 12
Regatta Checklist .....	Page 12
Southern California Yacht Club Facilities .....	Page 12 - 14
Parents to Jr. Program Relationship .....	Page 14
Important Contacts .....	Page 15

# Welcome to San Diego's Youth Sailing Scene!



These pages are meant to be a guide for new parents and juniors in navigating their way through the great sport of junior sailing. After scanning this for the first time you'll realize it carries a San Diego Yacht Club / Southern California-centric focus, but there are applicable lessons and tips for all youth sailing programs in the U.S. Hopefully this can serve as the roadmap to fun for new parents and sailors, and as a quick cheat sheet for those veterans of past campaigns. You'll find everything from which yacht clubs have the best race day hamburger stand, to how to get your kid on the road to becoming an Olympic or America's Cup sailor. If you find it useful,

please make a copy and turn a school friend, cousin, or neighbor on to our wonderful sport.

Many sailors begin sailing in their late teens or early twenties as dinghy crew. Some of the very best high school and college sailing crews are lighter weight girls who have never even sailed before! Don't let age discourage your teenager from learning sailing, especially as a FJ or 420 crew. Not every great dinghy crew has to be an ace Sabot skipper, but it sure helps!

## An Overview of Youth Sailing

Junior Sailing in the U.S. / West Coast / San Diego / SDYC can be like any other full-time sport like soccer, baseball, or lacrosse – what you put into it is more than made up for by what you get out of it. Some skill sets learned are: self-confidence, self-reliance, lifelong friendships, learning personal commitment, appreciation of the outdoors & nature, competitiveness, working towards a goal, working as a team, accountability, consequence, discipline, and motivating others. These are all great preparation for advanced studies and life experiences, and are some of the traits that are exemplified by graduates of the areas youth sailing programs.



Area yacht clubs are very good at providing a framework for our kids to learn to race and perfect that one facet of sailing: competition. Unfortunately, at this time the 'bandwidth' of these systems is not wide enough to foster and support those kids who may just want to sail and not race. This is not intentional, but merely a reality that non-competitive or 'adventure' sailing does not lend itself to year-round youth programs. Remember: here we're talking about the difference between summer-time only, community sailing and year-round racing oriented sailing.

Is my child cut out for sailing? That's a trick question. We've all seen those kids who are natural athletes at any sport: coordinated, strong, excellent hand / eye coordination, etc... these are some of the same skills that great sailors possess. That being said, sailing is as much if not more a mental game. Wits and tenacity might beat out a natural born skill in 9 of 10 races. That's the trick: it depends on your kid.



## Age vs. Skill Level



*Racing a sailboat for the 1<sup>st</sup> time will be humbling (and therefore probably discouraging) to a Tween or Teen.* If your child loves sailing but doesn't like racing, make sure to talk with junior directors, other parents, or older teenage sailors who may have been in their situation. If racing is still something your kid just can't get in to, there are many avenues within the sport your child can pursue including great adventure and learning programs available through the city at places like Mission Bay Sportcenter or Mission Bay Aquatic Center. There

is absolutely nothing wrong with a kid who would rather sail keelboats with a bunch of friends on the weekend vs. traveling to race Sabots in Newport – as long as they're learning to sail and learning to enjoy it. There is also nothing wrong with a kid who wants to crew on bigger keelboats on Wednesday night or weekend races, and SDYC is the perfect place to network for these opportunities.

The goal of any sailor should be to master the skills for a given ability group. It is of the utmost importance that parents remember to bear this in mind when placing their child in any program. Ensuring that a participant is in a program with their peer group is just as important as the skills they will be working on. Moving a child up in a program too quickly can often lay the foundations for burn out. We have an opportunity with our juniors to grow an appreciation and enjoyment of sailing to lead to lifelong participation in the sport.

**Time Commitment:** based on their level of interest, your sailor could be practicing one or more days during the week (during school), and racing most weekends per month, and traveling to out of town regattas. Alternatively, we could see you just during the summer months and maybe once a month for a local SDYC regatta on a Sunday, which is great too!

### **What Junior Sailing & Racing IS:**

- A worldwide sport with opportunities for every kid to shine regardless of affluence, sex, or race.
- A great individual and team sport.
- Offers kids at a very young age true independence and freedom - learn some skills, get in the boat and go...no license, no age minimums, no problem.
- An Olympic sport – baseball, soccer, tennis, and of course football are not!
- A platform to introduce your son/daughter to unique life experiences and amazing, high quality people.
- Sailing is a true co-ed sport even at the high school and collegiate levels. Not many sports offer a level competitive playing field for both women and men

## What It Is NOT:

- For the wealthy. For boys. For just one ethnicity.
- Easy.
- An “occasional” sport that you can flitter in and out of and expect to maintain your kids’ high skill level and therefore interest.

## Youth Sailing Paths:



Unlike other sports, sailors have a longer ‘sport lifespan’ than most if not all sports. The average Olympic sailor is 30+ years old. The SDYC Junior Program was established by Joe Jessop Sr. who sailed well into his 90’s. SDYC member Jack Sutphen is still competing in his 90’s – and winning championships too! Consider that an average high performance athlete has a 10-12 year timeframe in which they will commit to a sport at the amateur level, and for the ½ per-

cent that go professional - most careers are over by 40. The intention of Junior Programs is to cultivate a life long love of the sport.

Generally a racing kid will start out in Sabots up to about 12-14 years old. After that it’s usually more comfortable for everyone to start in a larger two-person boat like a Flying Junior (CFJ) or 420. As the younger ones grow and advance in their ability to drive their own boats, they usually top out in the Sabot as a high school freshman. After that they’re usually just too big. Next is Laser’s if they enjoy sailing alone, or a CFJ/420 or 29er if they want to crew or drive double-handed. You should encourage them to ask around about sailing on even larger boats, which are *a/ways* looking for pickup crew.

## Pick One Of The Following Statements

1. We gave it our best shot, but sailing just doesn’t seem to be our son/daughter’s love.
  - a. Make sure to ask other parents and instructors if maybe there’s some way to keep him/her interested with one more try – maybe Windsurfing? Maybe double-handed? Maybe keelboats?
2. My kid loves it and can’t believe summer is over!
  - a. Sign them up for the fall regattas, racing in easy-going regattas like the SDYC Luff-ins to get started. You can find these dates on the Jr. section of the SDYC website.
3. My son / daughter seems interested in racing, but is shy.
  - a. Tell someone and we’ll find them a role model / buddy and make sure they’re supported and nurtured!
4. I’ve been bringing my kid to after school sailing and he really wants to start sailing double-handed boats with his buddies.
  - a. Great! Don’t be shy – ask an instructor!



## What about Girls?

As mentioned earlier, Youth Sailing is unique as it is a true co-ed sport. However the sport is incredibly supportive of girls competing among themselves. Special regattas, special clinics and even female Olympic Classes offer women incredible opportunities in the sport – not to mention the mentoring, role modeling, and stewardship from excellent female competitors.

## Expectations of Parents

Just like in soccer or baseball, there are sets of 'guard rails' to keep parents involved, but not too involved, in youth sailing:

- Leave the coaching to the coaches.
  - If you're unhappy with the level of coaching during a scheduled coaching time, make sure to take it up with the Jr Program Director.
  - If you have a coaching idea, tell it to the coach and try letting them deliver the message.
- Lending your sailing advice and expertise is (believe it or not) sometimes un-welcome from your sailor!
  - Coaching from the shore, especially during racing, is very, very bad form for a parent and is prohibited by the rules. Take a deep breath and walk away.
- Respect everyone around you.
  - Obviously, watching your kids in an individual sport, standing next to the parents of other kids that your kid is either A). Beating or B). Getting beaten by, you need to remain aware of what you say and how you say it!
- Involvement.
  - Just like in school, the more the parent is involved the more the kid is going to get out of it! Do you know your kids coaches name? Have you asked them for a progress report for your sailor?
  - The same can be said for your relationship with the Jr. Director, who is the coaches' manager.



## Sailing Progression = Sea Urchins to the Olympics

- Sabots to Lasers, or to FJ/420/Laser/Laser Radial/29er/ multi-hull to Keel boats with family & friends.
  - Let your kid show you (or Grandpa / Uncle) what they've learned!
- High School Sailing = Lasers, FJ/420's
  - There are over 380 high schools in the U.S. with sailing teams.
  - Local schools with current programs include Pt. Loma, Coronado, Bishops, Francis Parker, Torrey Pines, Cathedral Catholic, La Jolla, Coronado and more..



Setting up your own HS sailing program is not impossible! Go to [www.highschoolsailing.org](http://www.highschoolsailing.org) and search the site for a pamphlet titled "Start a Team" with all the how to's to join the fun of high school sailing!

## High School Sailing



The popularity of high school sailing has exploded in the last twenty years in Southern California. High School sailing is GREAT!!! Nationwide over 380 high schools participate in high school sailing under the rules and guidelines of the Inter-Scholastic Sailing Association (ISSA). High school sailing is unique as it is a truly a co-ed varsity level sport with young women and men competing equally. The ISSA had its origins in the preparatory schools of the Northeast in the 1930's, and is now a nationwide organization with seven active districts (these districts are overlaid with the districts in college sailing).

Regional Districts are: Northeast (NESSA), Mid Atlantic (MASSA), South Atlantic (SAISA), Southeast (SEISA), Midwest (MWISSA), Northwest (NWISA) and here in the West, the Pacific Coast (PCISA) with approximately 85 active schools in California and Hawaii.

High school sailing primarily involves doublehanded dinghies – mainly 420's and CFJ's. There is singlehanded competition as well in Laser Full Rig and Radials. A district elimination regatta and a National Singlehanded Championship (Cressy Trophy) regatta are held in the fall of each school year. From October through May schools compete regionally in their Districts. A competing school advances to the Co-ed Dinghy and Team Race National Championships by competing successfully in district championships - each district is allocated a prescribed number of berths in the National Championships based upon the size (number of schools) of the district. The PCISA for example has been the largest district and is allocated 3 Cressy, 5 Mallory and 3 Baker Championship berths. High School sailing has true 'National' Championships with sailors from all across the country competing in the finals.

The Baker Trophy is awarded to the Team Race (3 on 3) Champion and the Mallory is awarded to the school capturing the two-division fleet racing (co-ed dinghy) in doublehanded championship.

The Mallory, the oldest trophy in high school sailing was donated by Clifford D. Mallory in 1930. Few schools have boats and equipment of their own, so high school sailing relies on the support from colleges and universities, community sailing programs and yacht clubs throughout the country. SDYC is crucial to the success and popularity of high school sailing in San Diego. The Club hosts hosts 5-6 area high schools. In the past few years, high school sailing has developed rapidly, and it continues to do so. A 'grass roots' program, the Interscholastic Sailing Association has enjoyed support from US SAILING, USSF, ASAP (Sail America) and NSIA as well as the active participation of many volunteers and benefactors who see this opportunity for young sailors as a natural partner to junior and youth sailing, as well as excellent preparation for the large number of school sailors who go on to college sailing and beyond.



- SDYC has hosted several national champion high school teams including University High School and Point Loma High School winners of the Mallory, Baker and Cressy Championships.
- As of this writing, SDYC hosts five high school sailing programs from the greater San Diego area. High school practice schedules are coordinated by the SDYC Junior Director. Each program functions as an independent guest of the Club. The Club makes facilities, equipment (boats, whalers, marks, trailers and the like) available to each high school team on various afternoons of the week. Coaching is provided and paid for through each individual high school program. A very reasonable equipment/facility fee is charged to each high school sailor for the season by the Club. There are similar arrangements made to various high schools in the community through other area yacht clubs.
- The H.S. sailing calendar is generally repeated each year and runs from October through May:
  - Cressy Trophy = Singlehanded Nationals in Lasers = October / November
  - Mallory Trophy = Doublehanded Team Nationals = May
  - Baker Trophy = Team Racing = May
- SDYC supported schools practice in La Playa basin. Other area schools practice in Coronado and Mission Bay.
  - Usually teams will seed their sailors via intra-squad regattas to determine who sails in one of two divisions at the weekend regattas, either A or B.
  - Five in-district regattas held each year as well as the Pacific Coast Championship determine which schools qualify from the PCISA for the Mallory Trophy (co-ed dinghy national championship)
  - A single Baker Elimination (PCC's) regatta determines the schools that will represent the PCISA at the Baker Trophy (co-ed team race national championship)
  - A single Cressy Elimination regatta determines the PCISA representatives in the co-ed Radial and Full Rig Laser single-handed Cressy Trophy National Championship.
  - The PCISA Roy Disney trophy is awarded annually to the PCISA member school with the highest scores in all the PCISA elimination series.
  - Go to [www.pcisa.org](http://www.pcisa.org) or [www.highschoolsailingusa.org](http://www.highschoolsailingusa.org) for more information.

### **Colleges = Lasers, FJ/420's**

- Oversight of college sailing falls to the Inter-Collegiate Sailing Association (ICSA)
- College sailing is a Varsity sport at some universities and colleges and a 'club sport' at others. Scholarships for college sailing are not offered by any school.
- Admission to universities and colleges may become easier based on the "well rounded" scholar / athlete.
- Just about every major university has a racing program!
  - Examples of sailing-centric schools: Old Dominion, St. Mary's (Maryland), Naval Academy, King's Point, Cal Maritime Academy
  - Other top programs: USC, Stanford, Harvard, Yale, Boston College, College of Charleston, University of Texas and more!
  - Schools you never thought of: U of Wisconsin, Ohio State, Hobart William Smith
  - Go to [www.collegesailing.org](http://www.collegesailing.org) for more information



## Beyond College?

- Olympic campaigns have become the next steps for talented college sailors. We won't cover everything needed to know here, but suffice it to say it's a full-time and multi-yearlong commitment to making the U.S. Olympic Team in Sailing, currently in seven men's disciplines and four women's.
- Professional Sailing. Yes, there is such a thing. Talented tacticians can provide a living for themselves based on results, while sailing with some of the most successful business people from around the world. Talent with one's hands and mind as a boat captain or sailing crew can lead to great adventures running racing programs for yachts around the globe as well.



## Sabot Learning and Racing Progression

In Southern California the Naples Sabot are what we teach kids to sail and then race in. There are many, many reasons why the Naples Sabot has stuck as the boat of choice for Southern California youth sailing (a modified version is used in much of Australia). If you have the time, feel free to ask one of the veteran parents (going back 40 years) on why. Again, save some time for the story! We will not cover or debate it here.



The "Ladder" approach has worked for many, many years in all different types of sailing fleets. The Sabot rules for all different geographic fleets work like this: if the sailor wins any two-day (more regional regatta like Gold Cup at NHYC or Jr. Commodore's at MBYC), or any two separate one-day regattas (usually Luff-ins or Season Series at SDYC), they **MUST** move to the next fleet up. This is designed to keep kids learning, challenged, motivated, and from cleaning up with too many trophies. The rule states they **MUST** move up. It does not state

that you **MAY NOT** move up if you don't accomplish these goals. The discretion lies with the Jr. Director in the case of SDYC, instructors, and of course parents. There are sometimes exceptions in either scenario, and it falls back to the Jr. Directors to make the judgment calls. A racer who needs more honing could possibly move back down the ladder too.

- **C3 Fleet:** Jr. Sabot sailors start out racing in the C3 Fleet. This fleet is by far the most important time of their budding racing career – everyone involved tries to make it as much fun, as rewarding, and as easy as possible for these yacht club members of tomorrow.
  - o C3 usually sails the same courses as the rest of the fleet when at SDYC / La Playa. They sail "safer", less windy & choppy courses in Oceanside, Mission Bay, and Coronado. The skill set mastered here is to keep the boat moving around the course!

- o These kids tend to be the youngest (though not always), and therefore the lightest. It takes skill and some size to keep a Sabot under control when it's windy (> 10 knots). Usually C3 will be the first fleet to bail out if the wind (therefore carnage) gets to be too much – C3 is the time the equipment usually takes a pretty severe beating...but that is part of the fun! Sailors (and parents) learn the sport of sailing is equipment intensive and keeping track and taking care of the gear is important as you progress.



- Moving up the ladder to C2
  - o Your child will move up to the next fleet, C2, by qualifying as noted above. Here is where they start understanding more about starting, finishing, rules, and overall boat handling and basic tactics.
- C1 Fleet
  - o Kids who make it here are almost ready for the big time. The coaching becomes more intense, and the kids' commitment and enthusiasm is what will get them to the next level. Consistent starts, keeping the boat moving, and being capsized free are the skills mastered here.
- B Fleet
  - o The goal of B Fleet is to truly challenge the sailor and make sure they are ready for the big leagues of sailing against best-in-class competition in their next move. Rules, boat handling, and intermediate tactics are the focus of the coaches. Boat handling, good tactics and understanding windshifts at least 50% of the time are mastered.
- A Fleet
  - o An SDYC A fleet sailor has advanced enough to be considered (and will prove that) they are developing into the best youth sailors in the world. The top A Fleeters will recognize shifts and master tactics 100% of the time.
  - o Your child will be exposed to many opportunities for national and international travel, often in other one-design fleets, like Optimists, Lasers, 29ers, etc...

## **How Long Will it Take My Son/Daughter to Get From C to A Fleet?**

It depends. On the kid, on the boat, on your/their commitment to practicing, coaching, and traveling to regattas to race. If they 'get it' right away, embrace racing and progress, count on three FULL calendar years of sailing before they're on the big stage.

- Join US Sailing and the Naples Sabot Class!  
To race regattas > C3 Fleet your sailor needs to be a member of US Sailing and International Naples Sabot Association (INSA). Go to [www.ussailing.org](http://www.ussailing.org) and [www.naples-sabot.org](http://www.naples-sabot.org) for information on joining these organizations!



## What To Look For In Buying A Sabot

From C Fleeters to National Champs

- There are generally four classifications of Sabots:
  - o < \$500 beginner boats good through C fleet,
  - o > \$500 to \$1,500 boats that are just fine for B fleet.
  - o \$2,500 - \$3,500 + will get a very competitive Sabot (for your B Fleet / A Fleet level sailor) that can (and have) win Nationals. In fact the Sabots that have won the Sabot Nationals the past several years are all about 20 years old – some are even 40+ years old! But you have to shop. Remember, a Sabot is a “square” boat. No need to break the bank. A good boat, some elbow grease, new rigging a new mast, sail and lots of practice can make your “square” boat fast!
  - o \$5,500++ for a brand new boat

A typical example: your uncle who hasn't sailed in years hears you're getting your kid into sailing. They've got one they learned on back in '73 sitting in their garage, or worse yet being used as a rowing dinghy (with oarlocks!) to get them out to their boats' mooring... the fun, sweat, and camaraderie involved in getting one of these up to C Fleet racing speed can be worth it. Or not! Do the math, consider the time and money spent, and then shop.

The wise parent will wait until their child has made it through summer sailing, through some fall regattas, and is into the “I want more” phase before plunking down real money. Remember those “C3, C2 and even C1 years” are TOUGH on the equipment!

- Tip: Your C3 sailor can use a SDYC boat to try their first regattas.



## Shopping For A Sabot

We race Naples Sabots. North of Long Beach (Marina Del Rey, Ventura, etc...) they race US Sabots. It's a different boat, so make sure you're looking at boats with leeboards vs. dagger boards. <http://www.naples-sabot.org/>

- Yacht Club Jr. Directors are usually a great source for Sabots. Don't be shy about calling up to Alamitos Bay (Long Beach) or Newport Harbor and asking them. They will try to protect their A Fleet Sabots for their own members, but will be helpful in finding you a strong starter boat.
- Yacht Club bulletin boards or classified ads. SDYC Jr. area bulletin board constantly has flyers, as does MBYC and NHYC.
- Check the International Naples Sabot Association website.
- Ask, ask, and ask other parents & Grandparents.
- Call a manufacturer and buy a new one. Phoenix, Corsair, Driscoll Boat Works San Diego, and Schock Boats in Corona are new boat places to start.

## Sabot Pieces & Parts

Do you need hi-tech sail control lines (ropes)? Micro sized blocks that cost \$30 each? How about a carbon fiber boom and mast? The answer is maybe. The analogy is akin to 'needing' the latest and greatest gear in baseball – does a \$250 bat help your slugger hit the ball *that* much better? If you believe it does, and want to leave nothing to chance, then by all means – make the commitment.

- Making a Sabot (or any sailboat) faster is a matter of starting with a strong, stiff hull. The next most important item is the boat bottom – it needs to be smooth and free from major bumps and cracks. Third most important is the sail – newer is better. And finally, make sure that the control lines and systems all work smart and work well.
- Must Haves to Stay Competitive (and therefore keep it fun):
  - o Faired (sanded smooth and true) rudder and leeboard
  - o Smooth bottomed boat, wet sanded to 600 (any more is overkill).
  - o Newer sail.
  - o 9' tube to roll the sail around (vs. folding – available for \$5 at Home Depot)
- Nice to Haves:
  - o Carbon mast & boom – saves weight. Making the boat as light as legal is always your goal.
  - o Spectra sheets and control lines – weight savings here too.
  - o Racing rudder and leeboard (sanded smooth and true).
  - o Equipment bag.
  - o Hull cover.



## Other Equipment Needed To Be Successful

- Label Everything. Label Everything. Label Everything!
- Life Jackets. They are mandatory for all.
  - o Your local marine store can serve up suggestions, but most seem to prefer the Xtrasport brand. It's a personal choice, but it's also something they'll be in for hours and months and years, so spending an extra \$15 on a comfortable and functional model is worth it.
    - Xtrasport are available at Sailing Supply on Canon Street near SDYC, with a discount for junior program participants.
- Sunscreen.
- Sunglasses. Some kids sail without them, some with. Most of the time your kids will be happier with them. You do not have to buy special sailing glasses. It helps if they're polarized, but they'll cost more and kids are famous for sitting on them or leaving them 'somewhere'...?
- Wristwatch. A must for C2, FJ's, Lasers, 420's – digital with a countdown timer adjustable to 3 minute increments. There are tons of options from Timex and Nike for around \$15.



- Shoes. If you're hiking over the side of a Sabot you generally want something to keep you from slipping. Most kids use their 'play' shoes – just something you don't mind getting wet. Sandals are fine too.
- Hats. Make them wear a hat – it keeps the sun off their forehead and nose, and helps keep their hair from getting stuck in the boom / mainsheet!
- During the Winter/Spring, you may want to get kids into dry jackets – these are totally waterproof with neck and wrist Velcro to keep them warm.



## Home Regattas

By 'Home' we mean sailing in La Playa, between SDYC and Southwestern YC (SWYC). Viewing is available from 'Race Dock' at the end of E dock, or the public beach off Scott Street.

- Food (for the sailors) is sometimes provided during the Luff-in's or other two-day regattas. You can *usually* tell if lunch is provided by the amount of your entry fee.
- Trophies are generally right after the regatta ends – same day for Luff-in's, or after the Series ends. Trophy presentations are shared with SWYC, and take place either on their sail drying lawn or on ours.

A typical Sabot racing day:

- Rigging begins at around 9:30 or 10:00. Coaches may request the kids there at a different time based on their teaching goals. Let your kid rig on their own, but be available for the inevitable missing pin, life jacket, sunscreen, etc..!
- Skippers meeting around 10:30.
- Racing begins around 12:00 and breaks for lunch after 2 to 3 races. Kids come into the racing dock between each race for water, consoling, coaching, etc...
- Boats are generally put away by 4:00. Again, let the kid learn how to become responsible by doing their own work, but be there to check for leeboard handles, sails, life jackets, etc...! this is where they learn responsibility, accountability, consequence and discipline! Coaches are able to assist, especially with parents new to sailing.
- If trophies are awarded, they'll be out of here by 4:30 at the latest.

## Away Regattas

How Often and Where?

- Defined here as any regatta that we have to put our boats on a trailer.
  - o At most there's one regatta per month. Sabots are in either Newport or Long Beach, or locally in Mission Bay or Coronado. Lasers / double-handed go all the way up to Santa Barbara.



Do I have to go?

- Of course not. It is a great experience though, and with lots of support from other parents and coaches you'll find it's fun and easy.

Do I have to tow? Yes.

- Any normal sized car can tow our six boat trailer.
- Pitch in, help lighten the load on the same parents always having to tow over and over.
- If you drive, drive slower – speed limit for trailers is 55.  
Remember: you're not allowed in either the 'fast' lane or the one next to that – it's purely the 'slow' lane and the passing lane next to it!
- Towing a 1,000lb trailer can seem like a daunting task at first. Just remember to make sure you're hooked up correctly (ball size, lights, safety chain), and to take it easy – use lots of space behind people, use your blinkers, drive 55.

## Sabot Regattas Not To Miss

- SDAYC Luff-ins – varied clubs
- SCYYRA North Series (four regattas at four So. Cal venues during the school year)
- Season Series' – Sundays in La Playa
- Jr. Commodore's Regatta – MBYC October
- Jr. Invitational – SDYC January
- Gold Cups – NHYC varied times of year
- La Playa to Coronado "Dutch Shoe Marathon" – July
- Junior Sabot Nationals – August



## Regatta Checklist

Check <http://www.sdyc.org/juniors> for the latest calendar.

- Place mouse over the calendar item to see NOR = Notice of Race, which explains everything about that event. Also check for SI's = Sailing Instructions, more detailed information about starts, timing, location, etc...
- Leeboard handles, rudder, tiller, sail, mainsheet, boom, bailer, paddle?
- Items to bring to regattas: tool box, duct tape, pliers, wrench, screw driver, extra leeboard handle, extra goose neck bolt, extra clothes, short wet suit, extra lunch and snacks.
- Make a check list of parts. Before you leave your house or the Club go down the check list. There are a lot of parts to a Sabot! Don't pull into an away regatta with the "oops I forgot the \_\_\_\_."

## Southern California Yacht Club Facilities

*We are all guests of the host yacht club.* It is important we all show respect, proper behavior, sportsmanship, and above all the understanding that SDYC kids and parents are representing all the members of our program. The 'Golden Rule' applies even more so when in someone else's waters, on their property, and using their equipment.

- SDYC has a hard-earned reputation in the sailing community for our well-mannered kids (and parents) – reinforce this with yours and we'll be invited back every time!



- **Newport Harbor YC (NHYC)** – generally 3x per year
  - Hosts “Gold Cups” – Spring, Summer, and Fall.
  - Very friendly environs with strained viewing available from the main dock. Binoculars a must. Electric boats (Duffy’s) can be rented over on Lido Isle for \$65/ hour. They seat 6-8, so it may be worth it to make the short 10 minute cruise down to the race course with friends!
  - Food and drinks are available at the club for cash. There is a small market within walking distance just South (out the club, turn left) on the main drag, as well as lots of choices including a supermarket just a short drive back North on the peninsula.
  
- **Alamitos Bay YC (ABYC)**
  - Hosts several regattas during the year, including a rotational Sabot Nationals every 3<sup>rd</sup> year and a Turkey Day regatta the weekend before Thanksgiving.
  - Viewing is available from a beach next door to the YC, or from park benches “behind” the racecourse near the cul-de-sac of what seems like 1,000 palm trees. Bring binoculars both ways, and a lawn chair if on the beach.
  - There are lots of options for food in the neighborhood – Naples Island. There are Starbucks and restaurants on 2<sup>nd</sup> Street – but it’s a drive. During the summer months the ABYC grill is open with the usual fare. There is a small market within walking distance from the viewing area off of Ocean Ave.
  
- **Mission Bay YC (MBYC)** – generally 4x per year
  - C3 course has great viewing from the beach. Bring your beach chairs, a cooler, and some reading material.
  - All other fleets usually are viewed through binoculars from the front deck.
  - Food: the YC has a grill with the usual fare, and a bar. All can be paid in cash. There are lots of options in the Mission / Pacific Beach areas within a car ride. Great Breakfast Burritos at the YC, and cheap drinks.
  - Launching is done either off of the beach North of the clubhouse, or South of the juniors clubhouse. Either way is fine, however team trailers are kept near the North beach.
  
- **Coronado YC (CYC)** – generally 3x per year.
  - Viewing for C3 fleets is right off the main dock.
  - All other fleets are usually completely out of sight of even binoculars. Don’t worry; your kid won’t see you either.
  - Food is available at the YC snack bar during weekends. You’re a short walk away from lots of eateries and small stores across from the Hotel Del.
  - Launching and storage are simple: on the grass or in the parking lot of the club.
  
- **Chula Vista YC (CVYC)** – generally 1x per year
  - There is a park to view the racing area from. Bring lawn chairs and binoculars.
  - Food: there is a nearby sit-down restaurant, but no food available at the YC.
  - Launching and sign ups are in two separate areas. Make sure to get the lay of the land early.

- **Oceanside YC (OYC)** – generally 2x per year.
  - o C3 course has great viewing right from the main dock. Bring lawn chairs.
  - o All other fleets are run outside the harbor but inside the breakwater – viewing is available, better with binoculars, from the breakwater next to the YC. Bring lawn chairs.
  - o Drinks are available at the YC. There is a Del Taco with a short drive, but otherwise no other quick food options. Plan ahead.
  - o Launching is a chore. Sabots are transferred on to carts that you walk down the docks. These are public docks with regular folks just looking for some peace & quiet – please oblige them!

## **Parents to Jr. Program Relationship**

### Junior Advisors

- One lucky family is chosen for a term as the Junior Advisor to the yacht club board, and is the liaison to the Jr. Director. This is best viewed as a steering and leadership position, with responsibility for the Jr. Activities Committee, a standing committee like any other at the club.

### Junior Activities Committee

- An SDYC committee made up of 5-8 parents, including former Jr. Advisors, current Advisors, and concerned parents.

### Role of Jr. Director vs. Jr. Advisors

- It is the Jr. Directors role within the organization of the yacht club to manage a successful racing and learning program, with eyes towards racing results, asset management, break-even planning, and management of a staff of up to 13 instructors. The Jr. Director reports directly to the General Manager of the yacht club. The Jr. Advisor is there to help the JD with issues that infringe on their ability to accomplish the above.

### Parent Meetings

- Generally held once per quarter.
- Up to date information regards to calendars, long range planning updates.

### Junior Board

- A long standing tradition dating back to the founding of the junior sailing program by Joe Jessop Sr., the Junior Board of Directors at SDYC has responsibility for managing many facets of the program from planning regattas, planning fundraisers, designing t-shirts, choosing trophies, and of course picking out lunch! Past Commodore's and junior board members have learned the valuable skills of leadership, working in a group, ownership and accountability to tasks, and provide a role model to hundreds of kids that look up to them.



### Volunteer Opportunities

- “Ask not what your program can do for you...”
- Trophy Committee = think up and shop for trophies (fun and simple!)
- Fix lunches.
- Take pictures.

### Coaches Duties and Expectations

- Each fleet of SDYC sailors is paired with a coach for both home and away regattas. Their role is to prep the kids for the days conditions and idiosyncrasies



## Important Contacts

- **San Diego Yacht Club Junior Sailing Office**  
<http://www.sdyc.org/juniors>; (619) 758-6320; juniors@sdyc.org
- **Coronado Yacht Club Junior Sailing Office**  
<http://juniors.coronadoyc.org>; (619) 435-0522; jrdirector@coronadoyc.org
- **Southwestern Yacht Club Junior Sailing Office**  
<http://www.southwesternyc.com>; (619) 222-0438
- **Silver Gate Yacht Club Junior Sailing Office**  
<http://www.sgyc.org>; (619) 222-1214; jrsailing@sgyc.org
- **Newport Harbor Yacht Club Junior Sailing Office**  
<http://www.nhyc.org>; (949) 723-6856; noncalm@nhyc.org
- **Alamitos Bay Yacht Club Junior Sailing Office**  
<http://www.abyc.org>; (562) 434-9955; abyc@abyc.org
- **Mission Bay Yacht Club Junior Sailing Office**  
<http://www.mbyc.org/juniors>; (858) 488-0121; juniors@mbyc.org
- **Chula Vista Yacht Club Junior Sailing Office**  
<http://www.cvyc.org>; (619) 422-7888; juniors@cvyc.org
- **Oceanside Bay Yacht Club Junior Sailing Office**  
<http://www.oceansideyc.com>; (760) 722-5751

Let's stop here! This is the first cut at a Parenting Handbook of its kind here in Southern California. As your experience grows with your juniors' career, you will be able to add many more notes and ideas to help keep this a "living and breathing" document. Hopefully you've found it useful as a planning tool that will help navigate you through your choices when it comes to paths taken in Junior Sailing. See you on the water!



John & Lisa Reiter and the 3 Reiter Boys

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