**ILYA Parent’s Guide to Sailing**

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**125 Years Strong**

**2024 Edition**

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The Inland Lake Yachting Association (ILYA or the Inland) is the administrative body for scow sailing primarily in the Midwest. Scows are boats utilized by our older teen and adult sailors. They are flat-bottomed, pointy in the front and fast. While there are scows coast to coast, east to west, north to south, the majority of our member clubs are located in WI, MN, IA, IL and MI. We are 50 clubs strong with five sanctioned scow classes: A, E, C, MC and Melges 15. All our scows are built in Zenda, WI by Melges Boatworks. Our member clubs train our youth from ages 5-16 in primarily Optimist Dinghys and X boats. Some clubs venture out into Lasers, 420s, Butterflys, Sunfish or other boats. X boats are the only youth boat built by Melges.

The significant aspect of ILYA sailing is the family feel. Many or most of our adult sailors began as youth and still sail against their friends and family into late adulthood. Our clubs thrive due to the intergenerational aspect and relationships. It is a rare sport where grandparents,parents and youth all sail on the same time schedule and many on the same boats or race course.

The ILYA is home to Olympians and beginners. College All-Americans, World Champions and America’s Cup sailors. There is a central organizing body which cherishes the strengths of all its member clubs. Most of our clubs administer sailing schools. These summer institutions build the future members of a club.

The ILYA hosts eleven regattas each year: three invitationals which are adult fleet regattas scattered throughout the ILYA region for E, MC and C and a championship event in the A, E, C, MC and Melges 15 classes. Our youth regattas are held in both Optimist Dinghies and X boats. More information is contained within this manual.

Welcome to the ILYA and youth sailing.

**The basics of sailing school**

Our member clubs host sailing schools in differing formats: one-week classes, weekly classes for our youngest sailors and adults but most frequently for the avid student there is a 6-8 week program of multiday instruction. This instruction results in regatta attendance where a club team will travel together to another local lake. It is here that our friendships really broaden.

A typical sailing school day will consist of a classroom session on land followed by on the water instruction for an hour or several hours. Some actual races may be included with the sailing school experience.

Coaches are trained by local sailing school boards but also some coaches are US Sailing Certified. US Sailing is the National Governing Body for the sport of sailing. This means US Sailing is recognized by the federal government as “the voice” of sailing. The National Olympic Committee, for instance, recognizes US Sailing as the determining entity for Olympic sailing participation. Those certifications assure your child will be experiencing the best practices with safety foremost, training, and skill development. Coaches are First Aid and SafeSport certified as well as US Sailing certified. In addition, some of your sailing school board members are also SafeSport certified. The ILYA also provides annual training in areas that impact your child’s education. Bottom line, the ILYA and its member clubs work diligently to keep our coaches and board members apprised of the nation’s best practices.

Sign up for classes and enjoy the summer as you meet new friends and learn about the sport of sailing.

**What to Wear:**

Wearing clothes appropriate for sailing will make the sailing experience more enjoyable. Sailors should learn to dress for outdoor safety and comfort and should expect to get wet every day.

|  |  |  |
| --- | --- | --- |
| **Ideal**  | **Acceptable** | **Not Appropriate** |
| Swimming suit, rash guard,  (preferably long-sleeve), boardshorts | Shorts & T-shirt | Blue Jeans due to weight |
| Deck shoes, cheap tennis shoes,dinghy boots | Water-shoes meant for swimming | Flip-flops, or anything open-toed |
| Spray top & pants, Rain jacket | Windbreaker, wool sweater  | Cotton sweatshirt – again due to water absorbency and weight |
| Sunglasses with strap | Hat or cap | Cheap sunglasses |
| **Type III USCG Approved PFD** - Zhik, Gill, MTI, Etc |  | Water wings, "noodles";non-Coast Guard approved PFD |

**What Else to Bring:**

• Water bottle

• Sun screen

• Small snack for on the water or after class (granola bar etc.)

• Dry clothes, dry shoes, and a towel for after class

• If attending an all-day class, please bring a lunch. Some yacht clubs provide lunches for sale.

**Optimist Dinghy Sailing**

Welcome to the Optimist fleet. It is the largest youth training class in the world. It is truly sailed internationally and championships are held on six continents. Your child will be sailing the premier training boat in the world. It is a safe, sturdy boat which is the entrée into high school, college and Olympic sailing. It can be sailed as simply as desired or its intricacies can be astounding. Enjoy this time with your young sailor. It all starts here.

 **What boat do I use?**

In the early years, your child will use boats owned by the sailing school. All Optimist dinghies are the same. If you child continues in this boat beyond about two years, you will undoubtedly want to purchase your own boat. Customizing the name is often fun for a family. The boat number and the sail number are determined at the time the boat is built. There is no ability to customize a sail number.

**Color Coded Fleets**

In sailing school, the classes may be called Beginner, Intermediate or Advanced. At regattas, Optimists are divided into two categories based on skill level.

The **Green fleet** is just that - “green”. Sailors can be aged 6-15 but it is their ability to handle the boat, go around and understand the course, sail in moderate wind, know basic rules.

The **Red, White and Blue fleet** is based solely on age. These sailors have spent 1-2 years in Green fleet and are most comfortable sailing around a course and sailing in big and light wind. Both are challenging.

Red is aged 13-15

Blue is aged 11-12

White is 10 and under.

Your sailing coach will help you determine where your child should sail. Once your child moves up to RWB at home, they should not sail in the Green fleet at regattas. You may not change regatta status during the year. If at your first regatta you determine your child is placed in the RWB but belongs in the Green, most regatta Principal Race Officers will agree to move your child down during that event. The object is to enjoy racing and have friends in your fleet who are similar in skill level. The Green races are about 12-15 minutes in length. RWB races are 30-40 minutes.

The No Tears, Pram Power and TRAC Green are the first regattas you should attend. Most Optimist regattas will host Green and Red/White/Blue events concurrently. That way your older and younger children can attend the same event. An Optimist sailor can proceed as far as traveling internationally. This boat sails nationally all year round. A typical Optimist sailor will attend 3-4 events a year.

**The Optimist Dinghy**

This is a one design boat. That means they are all built to very tight specifications so there is no difference in the design of a manufacturer and, theoretically, there is no difference in the model year. An Opti is an Opti is an Opti. The upgrades come in the form of the sails, the boards (rudder and centerboard) and the rigging (mast and boom). As your child gains weight or improves in skill level, you might consider upgrades. Homemade boats or “clones” of similar looking boats are held to the same high specifications. Essentially, it is most difficult to build this boat to be legal due to the tight constraints in the configuration measurements. The boat is 70+ pounds so it is easily carried by two persons. It can be cartopped, placed in trucks and hatchbacks or trailered. Parents helping parents is a bonus with this boat. They are called one design because the governing body of this class, USODA, sets measurements specifications and tolerances to assure all boats are the same. This one design classification is to control the costs and performance. There is a plate with an ID number in every class-legal boat. Some schools have “clones” which are made with thicker sides to withstand the use in sailing schools. These “clones” are not allowed in regattas.

The boat is built to be safe. Yes, your child will tipover and have fun swimming. That will not occur very often but the boat is built to float. Those airbags on the sides and in the back are important. Do not send your sailor out with faulty airbags. Some of the side airbags are contained within the hull; other designs allow you to see all three bags externally. You access the covered airbags on the side via portholes. You will want to open those compartments and check to see they are dry and the water-free. The rear airbag is never contained. Check to see that all airbags are inflated. They are filled via a tube with a valve. Do not overinflate on hot days as the bags will expand in the heat.

There is one rigging component which is really important to check for safety. The mainsheet (the rope your child pulls to manage the sail) attaches to the boom (the horizontal tube – if you don’t duck, it goes “boom” on your head) via a clamp. The triangular distance between the boom and the clip with the mainsheet should not be more than three fingers width. Look at the diagram below. You do NOT want your child’s arm to fit through that space. The clip where your child attaches the mainsheet should be nearly flush with the boom – no space there. In the case of an unlikely tipover, you want no place where your child can become attached to the boat. You want your child to always be able to swim away from the boat. If they are under the sail, they will swim out from under it. If the boat is completely tipped over so it is vertically upside down, you want your child to swim away from it. They learn this; they practice this; they have fun in the warm weather playing like this. We always assure the boat has safety built into it.

The rope on the front of your boat is called a “painter”. It is a tow rope that you may use to pull your child behind a motorboat. It seems inordinately long. The rope should be floatable and thin. It coils up neatly and gets tucked under the lip of the bow of the boat. The length is nearly 30’. It is the perfect length to tow the boat and other boats behind it without your sailor feeling like he is playing whiplash when a motorboat is traveling at higher speeds to get the boats off the water in the case of a storm. DO NOT CUT THE LENGTH OF THIS ROPE. You should also tie a loop in the end. Your child will be taught how to run the next boat’s painter through his. Your child will always add another boat to the daisychain of boats until the successive total number of boats is 6-8 at a max. Coaches and race committee will always pick up boats if there is an emergency. The race committee is the LAST boat off the water.

Each boat has an official number. As boats and sails get traded, the official number on the sail may not be the same as on the hull. The hull is your number. As long as no one else has your sail number, you may use it. However, if the legal owner of a number appears along side your borrowed or used sail, you will be asked to modify your sail so there is no duplication of sail numbers. Race committee truly will work with you on this.



**Rig the sail**

[Watch Marek Valasek teach how to rig the sail](https://www.youtube.com/watch?v=BOPTCXSuevY)

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**Optimist Regattas**

Your child should learn to sail and have fun on your homelake first. A race course is a designated pattern (which can be variable) that all boats must complete. The boats “go around” the course. The course will have your sailor encountering varying wind directions in each race. Your child will learn to sail upwind and downwind and sometimes across the wind in a perpendicular direction. There will be “marks” in the water - buoys the sailor must go around in the correct direction. The race may be one or multiple times around the buoys. There is a timed start which is usually a 5 minute sequence. The start has an anchored boat with an orange flag. The finish line will be a boat with an orange or blue flag. You are allowed and SHOULD cheer at the finish. For the rest of the course, do not give direction to your sailor. That is considered assistance and is against a universally agreed-upon set of rules. And they are universal. Every four years, right after the Olympics a new set of rules is published. All nations, all classes compete under the same rules. Besides, your coach is so much better at directing your child. There are designated times and series where coaches are allowed to help and give direction. Here’s the norm – if you talk to your child, they cry; when coaches talk to your sailor, they learn.

**Equipment to have for regattas**

Sail tie material – your child’s sailing ability is improved with a properly tied sail. But there is always one that falls off or gets lost. Most sailors carry a couple extra in the boat. Use the proper size rope and tie the sail a fingers’ breadth from the rigging.

Masthead fly – this is a knitting needle with a flag on top. It fits on the top of the mast and tells your child the wind direction. It is also known as a wind indicator. Buy an extra.

Put your name or better yet the boat number on everything – blades, rig, life jacket. They all look alike.

You will want to have a tape measure to assure the right “mast rake” – right length from tip of mast to front of boat.

Ask how others are towing the boats. A favorite is the Thule strap which is protective to affix the boat to your cartop. You may use a strap with a ratchet but throwing it over the boat may result in injury or scratches.

**X Boat sailing**

**The Boat**

An X boat is a doublehanded boat sailed solely in the Midwest. There are over 175 boats currently sailing. The boat is One Design, like an Optimist, so they age well and remain competitive. There is only one builder, Melges Boatworks. Many local boat repair shops are familiar with the boat. It is 675# and is towed on a trailer. It has two sails: a mainsail and a jib. The skipper (helmsman, captain, usually owner) controls the mainsail; the crew handles the trim of the jib. A team may be co-ed, family-related but both sailors must be under 16 years of age on 1/1 of any year. These boats sail on homelakes and at regattas. There are 4-7 regattas per year depending on the travel desires of the owner’s family. The “national championship” is called the Inlands and is divided into a Junior and Senior Fleet. There is only one other regatta, TRAP (Training Regatta at Pine) where the sailors are divided by age.

The boat requires teamwork. You will often see a 14-15 year old sailor pair up with an 8-10 year old for the best weight pairing to control the boat. Since it is a doublehanded boat, the skipper’s parents are usually responsible for the care and feeding of the crew. Both sets of parents may attend regattas but it is usually the skipper’s parents who pay for the registration, lunches, parties, softgoods for the crew. That is an arrangement worked out between the two sets of parents. Sailing schools usually do not “broker” the pairings of the two sailors. You will see next year’s sailors pair up as early as July.

The X boat holds its value exceptionally well. Boats purchased are often passed down 3-4 times in a lifespan. Boats that are 15 years old are often as competitive as the new boats, thanks to the fine craftsmanship of Melges Boatworks. You can expect to sell your boat with only a fraction decrease during your time of use.

The boat should be kept on a lift on the water. The boats are fiberglass and will scratch but are somewhat a “bathtub” except in collisions. Dings and scratches can often be sanded or buffed out. The boat is built with strictly regulated flotation so they float when turned over. In addition, most boats have holes drilled and covered in the stern (back of the boat). Those patches are poked if the boat fills with water and needs to be towed dry. Most experienced sailors can upright their boats. Coaches often help the younger sailors.

The tools you will need are an adjustable wrench and a tape measure. You will want straps to affix the boat to the lift or your trailer. Electrical tape and duct tape are essential – just buy out the store? You will use electrical tape to tie down the wires when trailering. Duct tape fixes the world! Make it fun and buy colorful electrical tape.

Each X boat must have a name and deck numbers. This assists race committee in identifying the boat but it clearly allows folks on the water to identify a boat if in need. The boat name goes on the stern (back) of the boat. The sails carry the same number as the boat deck.

The race officials communicate via marine radios. The channel will be announced at the Competitors’ Briefing which occurs before the first race. The race committee will use two channels – one for competitors and one for communications amongst the volunteers running the race. Sailors are NOT permitted to communicate on the radios. Sailors are not allowed to communicate with any electronics during the race. ---- EXCEPT in an emergency. Coaches will most likely be the first to respond to any problem on the course.

**Regattas** –

These are the best. Sailors from neighboring lakes participate. The sailors and their parents become the best of friends. These contacts will return again and again on the ski slope, in high school sports, college sailing and also later business life. Sailors are a tight knit group of fine individuals who you will cherish the rest of your life.

Coaches attend regattas but your child is really your responsibility. There are usually spectator boats so you can get out on the water and watch your child. You may take your own motorboat to observe. You should not, not talk to your sailor from the time the race starts until it ends. It will result in disqualification of your boat. If there is an incident, coaches are present to assist. The race committee counts the starting and finishing boats and also knows how many are around the marks on a course. Sailors are to report if they leave the race course. Safety is most important.

**How to learn the ropes?**

Other parents and the coaches are your primary resource. Most yacht clubs have independent sailing schools which run on weekdays. Experienced youth serve as coaches. They are trained and hired by a Board which oversees daily operations. Most yacht clubs require you to be members of the yacht club due to insurance concerns. There are a few regattas where an additional membership is required.

**Sailing – simply the best**

This is a sport which is challenging physically, mentally and organizationally. There is expensive equipment, complicated rigging and caring for boats but, PROMISE, your child will learn responsibility, the ability to adapt and make modifications, discipline and communication skills. The most telling example of all your child will learn in sailing is in ten years when your sailor applies for a job. The skills your child learned while sailing will lead to a most confident and prepared interview. Good luck this season and always ask questions.

**General Regatta information for X boats and Optis**

Regattas are hosted usually by home yacht clubs. The X boats will have two organizational events: WYA (Wisconsin Yachting Association which is limited) and ILYA (called the “Inlands” – Inland Lake Yachting Association). Optis may sail USODA (United States Optimist Dinghy Association) and the Inlands.

There is an early bird discount sometimes. Expect fees to be around $100. The events may be one or two days. They may include T-shirts or that may be an extra charge. Same with lunches. Regattas usually allow the purchase of extra lunches for the parents. The X boat skipper’s parents pay usually for their crew’s expenses. Rarely is there housing provided. Lakes will make a block hotel reservation so you are all together – if there is a team leader who handles that.

If the event is two days, there is usually a social event in the evening.

You may take your own motorboat but see where the launching will occur. That is contained in a document called the Notice of Race (NoR). That document tells you how the event will be run. The NoR is everything you need to know before you get there. There is an additional document, Sailing Instructions (SI’s) that tell you how the event will be sailed. The SI will include the schedule of races, a chart of the race area and diagrams of different race courses. The scoring and other on water policies are listed here. Both are usually listed on a club’s website. Before the sailors are sent out to the race course, the Race Committee will hold a Competitors’ Meeting (approximately one hour before the race start time) where details of the regatta will be reviewed, including any pertinent local information, safety issues, etc. It is imperative that your sailor attend this meeting. On the club’s website an emergency card is usually posted. This will tell you where to meet the emergency services on the lake, the pharmacy and hospital closest to the lake.

Prior to the Competitors’ Meeting, all sailors should have rigged their boats and be dressed for sailing. Typically, boats leave the docks to head for race course immediately following the Competitors’ Meeting. Coaches will have a Coach/Team meeting either just before or immediately following the Competitors’ Meeting. Be sure that your sailor attends. The coaches will discuss wind, factors specific to the venue, and weather forecast. The coaches will also collect any lunches or extra gear that need to be in the coach boat. At the conclusion of the regatta, there will be an Awards Ceremony. Even if you’re not receiving an award, everyone is encouraged to stay and cheer for their teammates.

The race is officiated by about ten people on 3-4 official boats. These volunteers are monitoring the weather and wind. There will be no wind times and wind that is so gusty that is unsafe. The Race Committee is constantly monitoring the conditions to keep your sailors safe.

Regattas are an opportunity for the parents to meet other lake’s parents. These friendships will last a lifetime. Some of you with several children will span 10-15 years of regattas. They will be your best memories of joining friends every summer.

Checklist for a regatta:

✓ Sailing Instructions with course chart (or review before the event)

✓ Rule Book – your family should own one. Buy one at US Sailing or join US Sailing and receive a free rulebook. The rulebook is good for four years (to coincide with the Olympics)

✓ Water bottle

✓ Sunglasses & hat

✓ Sunscreen

✓ Sailing gloves and boots

✓ Lifejacket (with Whistle for Optis). The Lifejacket should be Coast Guard approved, Type III. All sailors must wear their lifejackets at all times while on the water – no exceptions.

✓ Stopwatch with count down timer

✓ Foul weather gear

✓ Spare parts: blocks, lines, shackles, pins, electric tape. You can never have enough shackles and pins. Or get a metal detector for under your child’s lift!!!!!

✓ Opti Blade bag with rudder, tiller, tiller extension, centerboard. The centerboard for an X is installed in the boat. The rudder and tiller usually are stowed in the boat while trailering.

✓ Mast

✓ Boom

✓ Sail

✓ Sail Ties for Opti

✓ Bailer/sponge and paddle

✓ Required safety equipment – a throwable and lifejacket are required by state regulations. You might also check the state’s regulations for children when spectating. IA, for example, is stricter than WI

✓ Snacks

✓ Positive attitude

**What to bring**

* Boat – spare trailer, tire, extra rope, electrical tape, duct tape. Make sure trailer lights work
* Child – sunglasses, hat, shoes, lifejacket – NAME in jacket, SUNSCREEN
* Snacks – Load a few on the boat; carry a few extra or assure your coach has plenty for the team
* Sails – they can fit in the boat for trailering
* Foul weather gear for sailors and yourself
* Water, water, water
* Medicine – if your child has medical issues, have the coach carry anything necessary. Coaches are allowed to get into the race course. Coaches do carry medical information sheets. Lakes do have emergency plans. Please check at registration to assure you feel confident if there are special issues.
* RADIO to hear what the race officials are planning.
* Book or something to entertain you during a no wind day.

Example of a local club’s JUNIOR PROGRAM CODE OF CONDUCT

1. No students on docks without supervision and a life jacket

2. Life jackets must be worn and always secured on docks, piers, boats, or in the water (by students,

instructors, and coaches)

3. Closed toed footwear to be worn at all times

4. No running

5. No swimming (except with the permission of the instructors)

6. No jumping off boats (except with the permission of the instructors)

7. Respect one another – no hitting, pushing, or roughhousing

8. Use respectful language – no swearing, foul, or rude language

9. No littering on land or water

10. Stay with the class unless you have permission from an instructor to leave

11. All sailors must make an effort to sail out and return to docks together or with a buddy

12. Prior to drills, all boats must stay within hailing distance of the safety/coach boat

13. No destruction of club or private property

14. No playing on or near ramps

15. Watch fingers and feet between boats, docks, and moving parts

16. Check for overhead wires in boat storage and launching areas

17. Club owned boats must be properly returned and put away after use

18. Sailors must make every effort to avoid collisions

**And this is from one of our Past Commodores:**

**Keeping Perspective – Dr. Tom Hodgson**

Sailing can be a remarkably important part of your child’s education and development, and as a parent, you play a vital role in keeping everything in perspective. Some important points to help your child remember:

* The “good stuff“ in any athletic endeavor doesn’t reside on the top of the mountain, it resides in the climb up the mountain. The effort put forth to try to earn the trophy is always are more important in the long run.
* Your child’s best effort, their 100%, is exactly the same as any one of their competitors‘ 100% effort and worthy of their respect.
* The most effective way to achieve peak performance in any athletic endeavor is to focus on the process—those skills and strategies needed to produce the best results. Your child’s coaches will be reinforcing this. Fixating on winning short circuits this process.

Always place fun, learning, and sportsmanship above winning. The great memories created at sailing regatta‘s will last a lifetime, long after everyone has forgotten what place anyone finished.

Sailing Glossary

**Bailer**: A bailer is a required piece of equipment for a Sabot. It is used to remove water from the boat,

especially after capsizing. It is easy to make a bailer out of an old bleach bottle. Simply cut out the

bottom and make sure the cap is tightly fastened.

**Batten**: Thin fiberglass slats that are inserted in the leech of the sail for added support.

**Block**: A pulley that is encased in its own housing. A block will help to add purchase when pulling on a

line.

**Boom**: Horizontal spar that supports the bottom of a sail.

**Boom Vang**: A line that runs from the boom to the base of the mast. The boom vang helps pull the

boom down.

**Bowline**: Essential knot for all sailors. Used to create a loop (eye) of fixed diameter that does not slip.

Can support large loads and still be untied (broken).

**Centerboard**: a pivoted board that can be lowered through the keel of a sailboat to reduce sideways

movement.

**Class**: Similar boats are grouped together to form a class.

**Cleat**: Fitting in which a line can be secured.

**Clew**: The outermost lower corner of a sail is the clew. It is where the foot and the leech of the sail

meet. The outhaul is attached to the clew.

**Corinthian Spirit**: Displaying good sportsmanship, honoring the game of sailing and playing by the

rules.

**Course Chart**: A description of the course that will be sailed in a particular race.

**Dolly**: A trailer that is used to transport boats around the boatyard.

**Downhaul**: A line attached to the tack of the sail that pulls the luff of the sail down. It is also the

Cunningham.

**Foot**: The bottom edge of the sail between the tack and the clew.

**Gooseneck**: A hinged fitting on the mast that connects the mast to the boom.

**Grommet**: A metal ring in a sail that allows lines to be connected to the sail. Both the clew and the tack

have grommets.

**Head of the Sail**: The top of the sail. It is the part of the sail where the luff meets the leech.

**Hiking**: The action of hanging over the side of a boat in order to keep it from healing over while sailing.

**Hiking Strap**: A nylon strap in the center of the boat to secure your feet while hiking.

**Leech**: The edge of the sail where the battens are. This part of the sail controls the amount of twist.

**Luff**: The part of the sail next to the mast. This part of the sail controls the depth of the sail.

**Mast**: The vertical spar that supports the sail.

**Mast Can**: A tubular shaped can in the bottom of the boat into which the mast fits.

**N**

**otice of Race**: An advertisement about upcoming races. The NOR has information about the entry fee,

date and location of the regatta.

**Outhaul:** The line that pulls the sail to the end of the boom. The outhaul is connected to the clew of the

sail.

**Painter**: A piece of line attached to the bow used to tie up to a dock and for towing. Also called a bow

line.

**Port**: Port refers to the left side of the boat. Port also refers to which tack the boat is on. If a boat is on

port tack then the wind is coming over the left hand side of the boat. The color red also indicates port.

**Ratchet Block**: One way turning block that uses friction to decrease load. Ratchet blocks are

commonly used for the mainsheet and jib sheets.

**Rudder**: A foil on the transom that steers the boat.

**Shackle**: A “U” shaped hook containing a pin which is used to connect objects or lines together.

**Sheets**: All the ropes or lines on boats which are adjust sail trim.

**Starboard**: Starboard refers to the right side of the boat. Starboard also refers to which tack the boat is

on. If a boat is on starboard tack then the wind is coming over the right hand side of the boat, and

starboard has right of way over those boats on port tack. The color green also indicates starboard.

**Square Knot**: Essential knot for all sailors, used for joining 2 pieces of line of equal diameter.

**Tell Tales**: Tell tales are small pieces of yarn that are attached to both sides of the sail on the luff. They

indicate wind flow over the sail and aid in both steering and sail trim.

**Regatta list for all years. The actual NoRs are listed below for 2023**

**TRAP (Training Regatta at Pine)** June dates – this is a trainer event meaning it is the only event where coaches can speak to X boaters during racing. It is divided into a junior and senior fleet so the young sailors get an opportunity to sail with their peers. This is a weekday regatta.

**LBSS Opti** – Lake Beulah Sailing School event – last Monday of June. This is typically the first event of the year. You can expect 70-100 sailors. There is a green and RWB fleet.

**QUAD** – only sailors from the originators Beulah, Cedar, Nagawicka and Pine. Mendota and Oshkosh have been added. Week before or after July 4th. This is a weekday regatta.

**Quint** – LaBelle, North, Okauchee, Nagawicka and Pine June weekday and not always held

**TRAC** – Training regatta at Cedar for Optis. Green fleet and RWB fleets are sailed on consecutive days. Weekday regatta

**GLSS (Geneva Lake Sailing School)** – largest starting line all year. Second M-T of July for X, W-R for Opti, F for Melges 15. This is an event you cannot miss if you are a competitive sailor. This is the best competition of the year. Expect 60-80 X boats.

**X Treme** – M-T following GLSS. Oshkosh. Lazy later in the day start on Monday. Again, a most competitive regatta. This event is known as the most fun due to the grand party on Monday night. The parents enjoy outdoor leisure and the sailors are upstairs in the Grand Ballroom being entertained by a fabulous committee. For the regatta ready sailor, Oshkosh and Geneva are large lake sailing which is essential for the ILYA. The ILYA Champs will feature windward legs which are nearly one mile in length. These large lakes with the wave pattern, long legs and open water where boat speed are so important are mandatory for success at the ILYA.

**WYA** – only member clubs may participate; third weekend of July. This is a large regatta but only one starting line for all the sailors. It has a long history.

**No Tears Opti** – last Monday of July. Only the most beginner of Optis may attend. No RWB sailors are invited. This is many parents first experience with a regatta. The No Tears Regatta is for those sailors who are early in their sailing careers. You may not participate if you placed in the top five of last year's event or if you are sailing in RWB regattas or on your home lake this year. Membership in the ILYA is required. Boats must be class legal – there is a safety measurement form which will begin the training process for the early sailor and parent.

**Inlands** – this is the national championship for X boats. 100-110 boats will attend. The fleet is divided into Junior and Senior. This one is the most fun all year. This is a MUST! Registration is one whole day and sailing is the three following. There is an Opening Ceremony where each lake marches in carrying its club’s banner. The fun at the parties and at the hotels is amazing! There is an extra charge since you must be an ILYA member to attend. Your homelake is also a member of the ILYA.

**ILYA Opti Championships** – since Optimists have a national class organization, this is not the national championship but a large regional event. There will be 120-140 boats. Green and RWB sail on different parts of the same lake. Follows or precedes X Inlands immediately in the same vicinity. Last week of July and first several days of August depending on the calendar for the year. Again, you must be a member of the ILYA.

**PRAM POWER** – the very earliest of Opti regattas at North Lake. Every child should go to Pram Power once in the sailor’s life. The person who invented Shrinky Dink lives there and that started a craft portion that cannot be duplicated. Your child may not sail but it will be the best day ever! Thursday in early August.

**Both the X and Opti have Blue Chips**. These are invitation-only events held on Cedar and LaBelle, respectively. Your child will receive an invitation based on the season’s performance. If invited, these are a no-miss events. It is an honor to sail the Blue Chips.

2024 OPTIMIST REGATTAS

[Regatta calendar as of Jan 26, 2024 in Excel](2024%20Regatta%20calendar%20012624.xlsx)

**Lake Beulah Fun Regatta (Beulah)–** Monday, June 24 This is a perfect regatta for the child that has

never been to a regatta before. The focus is on fun and lots of learning!

**Opti TRAC Regatta: GREEN FLEET (Cedar)** Friday, June 28 Training Regatta at Cedar, great for a first

regatta for a Green Fleet sailor. More info:

**Opti TRAC Regatta: R,W,B FLEET (Cedar)** – Friday, June 28 Training Regatta at Cedar, great for all levels,

competitive R,W,B fleet.

**GLSS Opti Regatta (Geneva)–** Wednesday & Thursday, July 10-11 Annual regatta put on by the Geneva

Lake Sailing School, great for all levels of sailors. Typically geared for a more advanced sailor.

**Opti No Tears (Pine)** – Monday, July 22. A junior and senior fleet based on AGE, not skill. No RWB.

**Opti Inland (Cedar)–** Thursday- Saturday, July 28-30 The Champs!! This is the two-day event where

Opti sailors from the Midwest compete for the title! Both Green and RWB fleets. More info:

**Opti Pram Power (North Lake)–** Thursday, August 1 Fun regatta where the kids get to race and do

crafts between racing! Great for the new sailor who practiced all season and now ready for a regatta.

**Opti RWB Chip (Labelle)** - Monday and Tuesday, August 4-6 By invitation only. Sailors must qualify for this regatta throughout the summer. Information will be disseminated as regatta results are established.

**2024 X-BOAT REGATTAS**

**Cedar WI Spring X (Cedar, WI)** – May 11-12. This may be a cold regatta and require extra protection for the weather.

**LaBelle**  - (Oconomowoc WI) – May 18-19 This may be a cold regatta. This is a small event probably not for first-year sailors.

**Gordy Bowers X Clinic** – For Clear Lake and Okoboji sailors June 3-5 at Okoboji

**AJX Regatta** – (Cedar, WI) for Cedar, Oshkosh and Pine X boaters. This definitely is for every sailors in your fleet.

**X TRAP Regatta (Pine)** – Wednesday-Friday, June 18-20 Junior and Senior Fleet separated. Coaching during the races.

**West Water X (Clear)** – June 25

**Quad Lakes X Regatta (Cedar)** – July 1-2 Beulah, Cedar, Nagawicka, Pine, Oshkosh and Mendota. Usually 30-40 boats so opportunity for a first X regatta of the year for a smaller starting line. Register here:

**Quint X Regatta (Nagawicka)-** Date TBA This regatta is open to all X boat sailors from Lac

La Belle Yacht Club, Nagawicka Lake Yacht Club, North Lake Yacht Club, Okauchee Yacht Club,

Pewaukee Yacht Club. Your entire fleet should attend this event.

**GLSS X Regatta (Geneva)–** Monday & Tuesday, July 8-9 Great practice for the X-Inland with a

big fleet.

**Oshkosh Xtreme (Oshkosh)–** Monday and Tuesday, July 15-16 X boaters are encouraged to compete

at the annual Oshkosh X-treme, geared for the more advanced X-boat sailors on big waters.

**X WYA (Beulah)** – Saturday & Sunday, July 20-21 This Regatta is open to skippers and crews

who are members of a member WYA yacht club in good standing as of 2024.

**X Inland (Delavan)**– Wednesday thru Saturday, July 24-27 Championship regatta. Divided into

Junior and Senior fleets; race at same time on separate courses.

**X Blue Chip (Cedar)**– Friday and Saturday, August 9-10 Sailors must qualify for this regatta throughout the summer. It’s the best of the best racers. Invitations will be handed out at each event. Typically the senior fleet will invite down to 15-20th. Registration to follow when regatta results are established.