

Attachment 1 - Bender Championship Regatta and Qualifying Series

1. There are 8 qualifying races for the Bender Championship Regatta. They are: 1A, Mason, Dornin, Martinelli, Oko, Barnes, Meyers and Wells.
2. To qualify a skipper must sail in a minimum of five of the eight races. There is no owner skipper rule or requirement. Scores will be kept by skipper. A skipper that qualifies for the Bender Championship by sailing in more than one boat may choose any one of the boats in which he or she qualified to sail to determine their qualifier score. When multiple races are sailed on a Bender Series qualifier, the skipper's score for that event is the finish order from the total score of the number races listed for that event on the schedule. Ties will be broken according to Appendix Rule A8.1 and A8.2 of The Racing Rules of Sailing.
3. Each of the 8 qualifying race days is separate and the number of crew and crew size can be different in each. In the Bender Championship Regatta each of the races must be sailed with the same number of crew and in the same boat as in the first race of the regatta. During the 8 qualifying race days any formal protest must be in writing and filed with the race committee within 45 minutes of the last boat finishing the last race of the day. RRS 44 is hereby amended to allow a one turn penalty unless the infraction occurs within the zone in which case a two turn penalty will apply and this does not change the applicability for RRS 31, touching a mark
4. For the Bender Championship Regatta formal protests must be filed with the PRO of the day within 45 minutes of the last boat finishing of the last race of the day. USSA protest procedures are to be followed including those relating to flying of protest flags and notification to protested boats.
5. There are two fleets for the qualifying series: the Open Division and the 110 Fleet. The Open Division will have the first start at the start time shown on the IYC Schedule for 2018. The 110 Fleet start is scheduled 10 minutes later.
For scoring races with mixed handicaps, we intend to honor the wind velocity factors that affect the handicaps and RN (Regatta Network) is capable of such calculations: The Beaufort number wind scale for the adjustments to handicap based on four bins: Bn 0-1, Bn 2-3, Bn 4, and Bn 5-9. Wind pressure data should be considered with input from the end of the dock as well as the crash boat observations at the weather mark. The wind pressure estimate used for handicapping should be considered through the course of time of the entire race from the start time to the last boat finishing in a class.
Our limit for starting a race is Beaufort 6, 22 to 27 knots, above that, races may not be started. Races can be abandoned at the discretion of the RC.
6. The four skippers from each fleet with the lowest scores from five of the eight races will be the qualifiers for the Bender Championship Regatta. In the event one or more qualifiers withdraw from the Bender Championship Regatta, the next skipper(s) with the lowest score from that fleet will be eligible to race in the Bender Championship Regatta, and so on until all four spots are filled or the roster has been exhausted. Skippers being added to the Championship Regatta in this manner need not have attained the five-race minimum.
7. A Bender Series skipper who serves on the IYC Race Committee for a Bender series race day will be awarded a 2nd place for that race day and may use that to replace one of their other five Bender scores. The Championship Regatta will consist of the 4 lowest score qualifiers from each fleet. All eight will race as one fleet using the IYC Handicap ratings and scoring for all boats.
8. A minimum of three races and a maximum of five are required for the Bender Championship Regatta. There will be no throw outs.
9. Decisions of the protest committee are final.

10. No additional race fees are charged. If you paid for the entire season the regatta is included. If not, the fee is \$10 per race day.

Attachment 2 - IYC 2018 Race Protocols and Procedures

These protocols and procedures are advisory to the race committee and informational to the competitors. They are not subject to protest of any kind.

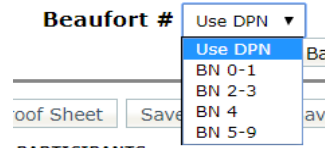
1. Starts

1. Endeavor to adjust the length of the start lines to the number of participants. A good rule of thumb is 1.5 X the combined boat lengths of the competitors.
2. Attempt to bring the west end of the start line closer to the dock if eel grass will allow. However be aware of the angle of the wind's impact on port end starters' ability to clear nearby obstructions and of velocity variance over the length of the line (i.e., if the inboard end is in more of a hole than the outboard end, no need to pull it in close to the dock).
3. Starting signals will be made in accordance to RRS 26: Visual signals supersede sound signals or their absence. When hoisting the AP (Postponement) flag two sounds will be made. When lowering the AP flag one sound will be made (6 minutes to start). Multiple sounds (at least 4) will be used to alert the racers to stand by at approximately 6 minutes before the Warning. Class Flag hoisted with sound at 5 minutes.
4. **OCS:** The race committee will fly the OCS flag, make one sound and attempt to verbally hail the violators. OCS boats may be notified by radio. The safety boat(s) may also attempt to hail the offending boats but may or may not chase them down.
5. **Starting Order:** The Open Division will start first at the scheduled time and the 110 fleet will start 10 minutes later. Every effort should be made to start on time by both the committee and the competitors. There should be no delays for personal reasons of individual competitors. However, the committee should exercise independent judgment whether or not to postpone a start if for reasons out of their control (e.g., tide height, # of competitors) individual competitors would have insufficient time to start on time.
6. **Taking a Penalty:** Do your turns! RRS 44 is amended to allow a one turn penalty unless the infraction occurs within the zone in which case a two turn penalty will apply. This does not change the applicability for RRS 31, touching a mark.
7. **Time Limit:** 1.5 hours from the start for the first boat to finish for Bender Races and 3 hours for all other club races. One boat finishing within the time limit extends the time limit for all boats.
8. The tides have been researched and start times set accordingly as best as the different sources allow. (*The IYC web site now lists the times at which the incoming tide reaches 2' and the outgoing tide reaches 3'. Refer to it!*) Keel boats or boats with deep rudders are encouraged to anchor out, on two day regattas but also when possible on one day regattas (the night before). When boats anchor out, the committee should endeavor to have shore boats available.

2. Handicaps

1. **Determining Handicaps:** The wind ratings for Portsmouth are based on Beaufort and they are wide categories. We don't need precise wind speed. Attempt to average weather mark pressure with end of dock measurement. The wind speed should reflect the time weighted conditions from the time of start until the last boat in a class finishes then pick which Beaufort range most reflective of the conditions for the race. The options and definitions as they appear on **Regatta Network** scoring tool are:

- BN 0-1 for 0 to 3 knots
- BN 2-3 for 4-10 knots
- BN 4 for 11-16 knots
- BN 5-9 for above 17 knots



The BN is entered just to the right of the race number and date:



The BN needs to be entered for each race scored. IYC does not intend to use the default option of DPN. Decision of the Race Committee is final and not subject to protest.

3. Protests

1. Except for the 110 Districts, FD Invitational and the Bender Championship Regatta formal protests are not encouraged. If there are unresolved incidents then we encourage an informal protest hearing and discussion which is to be kept friendly.

4. Female Skipper

1. The Lake Race no longer requires that the skipper be a woman. However, competitors in that event are encouraged to maximize the number of female crew aboard in any capacity.