

# SAILING INSTRUCTIONS

## 2020 Warren Jones International Youth Regatta

A World Sailing Grade 2 Event • Monday 27<sup>th</sup> – Friday 31<sup>st</sup> 2020

Hosted By Royal Freshwater Bay Yacht Club • Managed By Swan River Sailing



### ABBREVIATIONS

PC – Protest Committee

RC – Race Committee

OA – Organising Committee

NA – National Authority

RRS – Racing Rules of Sailing

SI – Sailing Instructions

RFBYC – Royal Freshwater Bay Yacht Club

NoR – Notice of Race

SRS – Swan River Sailing

### 1 RULES

1.1 The event will be governed by

- a) the 'rules' as defined in the RRS, including Appendix C.
- b) the rules for Handling of Boats (SI Appendix C), which also apply to any practice sailing and sponsors races. Class rules will not apply.
- c) any prescriptions of the national authority that will apply will be posted on the official notice board.

1.2 Boats may be required to race with observers on board. Observers will be weight equalised by fixing weights near the stern. Observers will not take part in sailing the boat or communicate with the crew while racing.

1.3 Add to RRS 41: (e) help to recover from the water and return on board a crew member provided the return on board is at the approximate location of the recovery.

1.4 Add after the first sentence of Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'

1.5 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

1.6 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Appendix E.

1.7 Add new RRS C7.2 (g)

If one boat has finished a match and the other boat has a penalty outstanding, the umpires may signal under RRS C7.4(c) that the penalty is cancelled.

### 2 ENTRIES AND ELIGIBILITY

2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.

2.2 To remain eligible, the entire crew shall complete registration, pay an entry fee of AUD\$1,500 and deposit of AUD\$2,000 for damage and complete crew weighing in the race office at Swan River Sailing, inside the grounds at the Royal Perth Yacht Club, Crawley between 0700 and 0800 on Monday 27<sup>th</sup> January, unless extended by the OA.

2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper may be required to restore the deposit to the original value to maintain eligibility.

- 2.4 Each skipper is responsible for any damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment. The substitute crew member shall comply with SI 7.2 and 7.3.

### 3 COMMUNICATIONS WITH COMPETITORS




- 3.1 Notices to competitors will be posted on the official notice board located in the vicinity of the picnic benches on the eastern lawn or Swan River Sailing Office at Royal Perth Yacht Club Crawley.
- 3.2 Signals made ashore will be displayed from the flag mast located on the official notice board.
- 3.3 Skippers shall attend the first briefing at 1045 on 27<sup>th</sup> January in the vicinity of the picnic benches on the eastern lawn of the Royal Perth Yacht Club, unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately following the first briefing on 27<sup>th</sup> January.
- 3.5 A daily morning briefing will be held at 1045 on the days of racing in the vicinity of the picnic benches on the eastern lawn of the Royal Perth Yacht Club except on Friday the 31<sup>st</sup> where the briefing will be at Royal Freshwater Bay Yacht Club.
- 3.6 Skippers will be issued with VHF radios. These radios shall be used to make and receive communications from the RC, officials or Media vessel and to report damage. Failure to receive information from the RC will not be grounds for redress. This changes RRS 62.1(a).

### 4 AMENDMENTS TO THE SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and PC representatives.
- 4.2 Flag L over the numeral pennant of the most recent L amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

### 5 BOATS AND SAILS

- 5.1
  - a) The event will be sailed in Foundation 36 boats provided by SRS.
  - b) The mainsail, jib, genoa and spinnaker to be used will be allocated by the OA and shall remain on each boat for the duration of the event.
  - c) Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.
- 5.2 The sail combination to be used will be signalled from the RC vessel at least 5 minutes before the attention signal. No sound signal is required. The signals shall have the following meanings:

Signal	Flag	Sail Combination to be used
None		Genoa + full mainsail + spinnaker
Flag J		Jib + full mainsail + spinnaker
Flag R		Jib + reefed mainsail + spinnaker
Flag Z		Jib + reefed mainsail + no spinnaker

- 5.3 Other restrictions or instructions from the RC may be relayed to the boats by VHF radio or verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

## **6 IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by numbers on the bow and stern.
- 6.2 The mainsail shall display the skippers name as provided by the OA. A breach of this rule is not open to protest by boats. This changes RRS 60.1.
- 6.3 Boats will be allocated for Stage 1 by the OC.
- 6.4 Boats will be paired by the OC for the knock-out series. This may be done to satisfy sponsor commitments and shall not be grounds for redress. This amends RRS 62.1.

## **7 CREW MEMBERS, NUMBER AND WEIGHT**

- 7.1 The total number of crew, including skipper, shall be 5 or 6 (5, 6 or 7 for all female crews), excluding persons placed on board by the RC.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirt shall not exceed 437.5 kg (476 kg for all female crews), determined at the time of registration or such time as required by the RC.
- 7.3 Team members shall not have reached their 25th birthday prior to and including Friday 7th February 2020.
- 7.4 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## **8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2
- In a knock-out series between two skippers, they shall alternate assigned ends for each match.
  - In each knock-out series, the higher placed skipper from Stage 1 shall have the starboard entry for the first match.
  - When a knock-out series between two skippers has been decided, further matches between these two will not be sailed.
  - Teams will NOT exchange boats during a knock-out series.
- 8.3 The racing days are scheduled as 27<sup>th</sup> January to 31<sup>st</sup> January 2020.
- 8.4 The latest time for an attention signal on Friday 31<sup>st</sup> January 2020 will be approximately 1900.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 The intended time of the first attention signal each day will be 1200 except on Friday 31<sup>st</sup> January when the intended time will be 1500.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. The warning signal for a blank start will be a pink flag and there will be no other signals for the blank start.

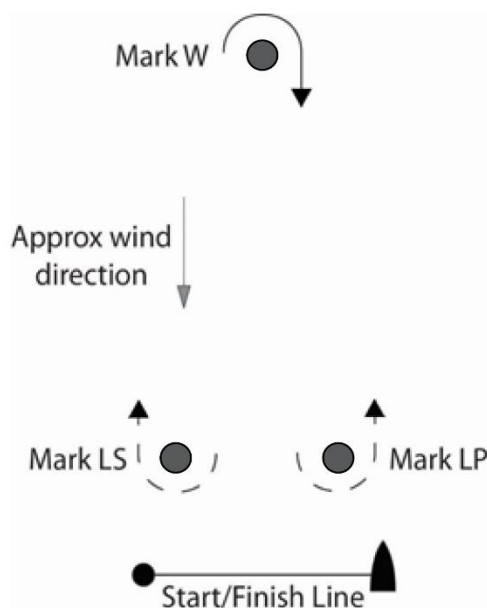
8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be advised by VHF radio or verbally by an umpire.

**9 RACING AREA**

The racing area will be Perth Water located in front of the CBD on the Swan River, Perth.

**10 COURSE**

10.1 a) **Course Configuration C 1, C 2 (not to scale)**



c) **Course signals and courses to be sailed**

Course signals will be displayed from the RC vessel at or before the warning signal.

Signal	Course
C 1	Start – W – Finish
C 2	Start – W – LS or LP – W – Finish

d) **Descriptions of Marks**

The RC vessel will be identified by an orange flag.

The starting/finishing line mark will be a black and white chequered mark.

Mark W will be a Yellow inflatable mark.

LS and LP will be Yellow inflatable marks.

The replacement marks will be green or red inflatable marks.

## 10.2 Starting/Finishing Line

The starting and finishing lines will be a straight line between the course side of the starting and finishing marks and the flag mast on the RC vessel displaying an orange flag.

## 10.3 Course Limits

a) A number of white buoys may be laid close to the shore and/or pier to define the limits of the racing area. While afloat, no part of the hull shall cross the imaginary straight line between any two adjacent buoys.

The diagram in SI Addendum F shows where these buoys may be placed when sailing in the race area.

b) These imaginary lines between the buoys shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.

c) There is no penalty for touching these buoys or objects defining these areas.

d) A breach of this sailing instruction is not open to protests by boats but is subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

## 10.4 Abandonment and Shortening

a) RRS 32 is deleted and replaced with: "After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical."

b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

c) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters Race Signals.

d) The course may be shortened after the start whilst boats are in the general vicinity of Mark W. A shortened course will be signalled by a RC vessel approaching the two boats concerned, displaying flag S and making a repetitive sound signal. Boats shall proceed to the finish at the starting/finishing line rounding Mark W if they have not already done so. This alters Race Signals 'S'.

## 11 BREAKDOWN AND TIME FOR REPAIRS

11.1 Before the attention signal of a flight or within two minutes of finishing or within 5 minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible close to the leeward side of the RC vessel and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the sole discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.1.

## 12 STARTING PROCEDURE

12.1 Starting signals will be made in accordance with rule C3.1 except that the table of signals is changed to the following:

Time to the Start [Minutes]	Visual Signal	Sound Signal	Means
7	Number 7 displayed	One	Attention Signal

6	Number <b>6</b> displayed Number <b>7</b> removed	None	
5	Number <b>5</b> displayed Number <b>6</b> removed	One	Warning Signal
4	Number <b>4</b> displayed Number <b>5</b> removed	One	Preparatory Signal
3	Number <b>3</b> displayed Number <b>4</b> removed	None	
2	Number <b>2</b> displayed Number <b>3</b> removed Blue or yellow flag or both displayed*	One*	End of pre-start entry time
1	Number <b>1</b> displayed Number <b>2</b> removed	One	1 Minute
0	Number <b>1</b> removed	One	Starting Signal

\* This signal will only be made if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

Within a flight, the match number will be displayed on a black board with yellow lettering positioned aft on the RC vessel. The next flight number will be displayed on a black board with yellow numbers positioned on the cabin top of the RC vessel.

### 13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W.

#### 13.2 Change of Course Signals (Amends RRS 33 and Race Signals)

- Flag C and a coloured flag or shape means; the windward mark has been changed. Sail to the mark of the same colour as this flag or shape.
- When a change of course after starting only affects some matches, these shall be designated by the appropriate numeral pennant.

#### 13.3 Signalling Vessel

- When a change of course is made for the first leg, the signal shall be displayed from the RC vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- When a change of course is signalled after the first leg, it shall be displayed from a vessel in the vicinity of mark LS or LP followed by a series of repetitive sound signals.

## 14 COACH BOATS

### 14.1 Coach boats shall conspicuously display identification of the team being coached.

14.2 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.

## 15 MEDIA, IMAGES AND SOUND

15.1 If required by the OA, guests or media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.

15.2 The OA shall have the right to use any images and sound recorded during the event free of any charge.

## 16 PRIZES

16.1 The principal prize for first place will be the inscription of the winners' names on the Warren Jones perpetual trophy which will stay in Perth.

### 16.2 Travel grants provided by the Warren Jones Foundation will be distributed as follows:

1<sup>st</sup> Place – AUD \$5,000, 2<sup>nd</sup> Place – AUD \$1,500, 3<sup>rd</sup> Place – AUD \$1,000

16.3 The 'Traveller's Trophy' will be awarded to the highest placed non-Australian team.

16.4 Other prizes may be awarded.

16.5 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

## 17 CODE OF CONDUCT

17.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute. See SI 17.5.

17.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.

17.3 Competitors provided with accommodation shall comply with all guidelines and regulations for the respective establishments.

17.4 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:

- Excessive attempts to verbally coerce, coach or influence umpire decisions;
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR Call M4).

17.5 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the reduction or withdrawal of any prizes or the withholding of deposits.

17.6 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

17.7 Any cost associated to damage or loss ashore may be deducted from the team's damage deposit by decision of the OA.

## 18 DISCLAIMER

All those taking part in this event do so at their own risk and responsibility.

Swan River Sailing, the Royal Freshwater Bay Yacht Club, the Royal Perth Yacht Club, Regatta Officials, Warren Jones Foundation and other associated sponsor disclaims any and every responsibility for loss, damage, injury or inconvenience that might occur to persons and things both ashore and at sea, as a consequence of participation in any way in this event.

Specific attention is drawn to RRS Part 1, Fundamental Rules, in particular rule 4, which states that "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

**APPENDIX A - ELIGIBLE SKIPPERS & PAIRING LISTS**

<b>SKIPPER</b>	<b>COUNTRY ID</b>	<b>YACHT CLUB</b>	<b>WS RANK</b> <b>11 Dec 2019</b>
Nick Egnot-Johnson	NZLNE2	Royal New Zealand Yacht Squadron	2
Harry Price	AUSHP2	Cruising Yacht Club of Australia	5
Tom Grimes	AUSTG18	Cruising Yacht Club of Australia	17
Aurélien Pierroz	FRAAP39	Société des Régates du Havre	20
Matthew Whitfield	GBRMW91	Penarth Yacht Club	22
Emil Kjaer	DENEK3	Royal Danish Yacht Club	24
Will Boulden	AUSWB16	Royal Freshwater Bay Yacht Club	30
Jeffrey Petersen	USAJP231	Balboa Yacht Club	44
Johanna Bergvist	SWEJB32	Royal Gothenburg Yacht Club	55
Ethan Prieto- Low	AUSEP7	Royal Freshwater Bay Yacht Club	110
Conor Nicholas	AUSCN6	South of Perth Yacht Club	234
Marcello Torre	AUSMT33	Royal Freshwater Bay Yacht Club	325



## **APPENDIX B - EVENT FORMAT**

### **1. STAGE 1 – ROUND ROBINS**

- a) All skippers will sail a multiple round robin - each skipper is scheduled to sail each of the other skippers twice.
- b) The four highest placed skippers shall qualify for Stage 2.

### **2. STAGE 2 – SEMI- FINAL KNOCKOUT**

- a) The highest placed skipper from Stage 1 shall select their opponent when requested to do so by the RC. The remaining two skippers will sail each other.
- b) The first two skippers to score TWO points shall proceed to Stage 4. The others shall proceed to Stage 3.

### **3. STAGE 3 – PETIT FINAL KNOCKOUT**

The first skipper to score TWO points shall be awarded third place, the other fourth place.

### **4. STAGE 4 – FINAL KNOCKOUT**

The first skipper to score THREE points shall be awarded first place, the other second place.

## APPENDIX C - HANDLING BOATS

### 1 GENERAL

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This alters RRS 62.

### 2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 Replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or on race days, prior to one sound signal being made by the RC or while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting tensions to battens in the mainsail.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Altering the number of falls on the mainsail.
- 2.15 Marking or writing directly on the deck or hull with permanent pens.
- 2.16 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 Cleating genoa or mainsail halyards using either of the cabin top camcleats.
- 2.19 The use of electronic instruments (including portable radios and telephones) other than watches and VHF radios to the extent permitted in SI 3.6.
- 2.20 Removing the boom topping lift.
- 2.21 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor and the vang.
- 2.22 Using the windward jib/genoa sheet as a barber hauler.
- 2.23 Using a winch handle for the purpose of hiking.
- 2.24 Using cable ties to secure the jib sheet to the headsail.
- 2.25 Securing the outhaul to the reefing cringle.
- 2.26 Tying tweakers to the winch handle pockets.
- 2.27 No crew member shall climb the mast without an approved bosun's chair.
- 2.28 A breach of C2.21, 2.22 and 2.23 is not open to protest by boats but may be subject to action by the umpires in accordance with C8.2. This amends RRS C6.2 and C8.2.

### 3 PERMITTED ITEMS and ACTIONS

- 3.1 Taking on board and making appropriate use of the following:
  - a) basic hand tools
  - b) adhesive tape
  - c) line (elastic or otherwise of 4 mm diameter or less)
  - d) marking pens
  - e) tell-tale material
  - f) hand held compasses, watches, timers and small personal video devices such as GoPro
  - g) shackles and clevice pins
  - h) velcro tape
  - i) bosun's chair

- j) spare flags
- k) PFD's

3.2 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

#### **4 MANDATORY ITEMS AND ACTIONS**

The following are mandatory:

- 4.1 The completion of a written damage report and submitting it to the RC representative before leaving a boat, even if no damage or loss is recorded. The report shall include any damage or loss of equipment, however minimal or slight, any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, in case of no form the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
  - a) Folding, bagging and placement of the sails as directed.
  - b) Leaving the boat in the same state of cleanliness as when first boarded that day.
  - c) Releasing backstay tension
  - d) Returning any damaged sails to the SRS Regatta Store.
  - e) Returning VHF radio to SRS Maintenance.
- 4.3 At the end of the final day for a particular boat, the crew shall clean the boat (cabin and decks), remove all trash and remove all tape and marks including (if directed), sponsorship signage.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the RC and worded to permit a yes/no answer.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 Infringement of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7 At the conclusion of racing, each team must return to the SRS Office the following items:
  - One VHF radio
  - Two skipper's name mainsail banners
  - National flag
- 4.8 City of Perth flag to be displayed on back stay.
- 4.9 Competitor National flag to be displayed on back stay

## APPENDIX D - EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

### (a) SAILS AND SAILING EQUIPMENT

- Mainsail and set of battens
- Genoa
- Jib
- Spinnaker
- Sail bags and boom cover
- Two locking winch handles
- Two genoa cars
- One spinnaker pole
- Two jib sheets
- Two spinnaker sheets
- Two tweakers
- Tiller extension
- Front hatch spinnaker protector
- One blue flag
- One yellow flag
- One Y flag
- One red protest flag
- One green damage flag
- One VHF radio

### (b) SAFETY EQUIPMENT

- One horseshoe life buoy
  - One life ring with 27.5m of float rope and light
  - Fourteen life jackets and whistles
  - Two red metal buckets with lanyard and sponge
  - One torch
  - Two manual bilge pumps with hoses and pump handles
  - Life lines and Stanchions stored below
  - Other safety items required by regulation including flares and first aid kit. (Note: it is the responsibility of the skipper to ensure that a knife and the correct quantity of water is carried on board)

### (c) MOORING EQUIPMENT

- Two fenders
- One boat hook

**APPENDIX E – PENALTIES FOR DAMAGE  
 RESULTING FROM CONTACT BETWEEN BOATS RACING**

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reason to do so, it may apply a different penalty.

**Damage will be divided into 3 levels.**

Level	Extent	Effect
Level A – Minor Damage	Does not significantly affect the value, cosmetic appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B – Damage	Affects the value and/or cosmetic appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C – Serious Damage	The normal operation of the boat is compromised in that its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of labour.

**Point Penalties - to be applied without a hearing (as per Appendix C8.6);**

Level	Round Robin	Knock Outs
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

**Deductions from Damage Deposit**

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be assessed on the assessment of damage level made on the water. Subsequent assessments of damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.



**APPENDIX F – COURSE AREA**

