



**2018 U.S. MATCH RACE CHAMPIONSHIP**  
**For the Prince of Whales Bowl**  
**October 18 - 21, 2018**

**SAILING INSTRUCTIONS**

**Abbreviations:**

PC – Protest Committee

OA – Organizing authority

RRS – Racing Rules of Sailing

NOR – Notice of Race

RC – Race Committee

NA – National Authority

SI – Sailing Instructions

**1. RULES**

1.1 The regatta will be governed by:

(a) the 'rules' as defined in the RRS, including Appendix C.

(b) the Rules For Handling of Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.

(c) The US Sailing Championship Conditions found at:

<https://www.ussailing.org/competition/resources/championship-conditions/> and the USMRC Conditions found at:

<https://www.ussailing.org/wp-content/uploads/2018/01/Conditions-for-the-USMRC-1.pdf> .

1.2 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.

1.3 If the first boat has finished leaving the second boat in the match owing a penalty, the umpires may signal according to RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.2(d).

1.4 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.

1.5 Boats may be required to race with on board observers to give information to the umpires, sponsors or media. 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.

1.6 Delete RRS C8.6 and replace with:

When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under rule C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Addendum E is appropriate, they shall act under rule C8.4.

1.7 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35, 63.1 and A5.

1.8 RRS 62.1(a) is changed to read: "A boat may not request redress under RRS 62.1(a). The protest committee may decide to consider giving redress under that rule if it believes that the redressable improper action or omission has been made." This changes RRS 60.1(b) and 62.1(a).

## 1.10 USE OF PERSONAL FLOTATION

- (a) Regulation 10.04 A 1: For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing. This modifies RRS 40 and the preamble to Part 4.
- (b) Competitors will need to bring their own PFD's

## 2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit \$2,500 for damage and complete crew weighing, between 1200 and 1800 on October 18, 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 will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the 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 authorize an original crew member to substitute in accordance with the Championship Committee Conditions.
- 2.7 When a registered crew member is unable to continue in the event the OA may authorize a substitute, a temporary substitute or other adjustment. The substituted sailor must be eligible to compete.

## 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the tent at the Chicago Yacht Club, Monroe Harbor patio.

- 3.2 Signals made ashore will be communicated verbally.
- 3.3 Skippers shall attend a daily morning briefing, which will be at 0900 in the tent at the Chicago Yacht Club, Monroe Harbor patio unless excused by the OA.
- 3.4 Skippers are encouraged to attend Coffee with the Umpires at 0830 in the tent at the Chicago Yacht Club, Monroe Harbor patio.
- 3.5 After racing, there will be an Umpire debrief along with appetizers.

#### **4 AMENDMENTS TO 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 the PC representatives
- 4.2 Amendments made afloat will be communicated verbally the umpires, the OA or RC. Flag third substitute is not necessary.

#### **5 BOATS and SAILS**

##### **5.1 Boats**

- (a) the event will be sailed in Sonar-type boats.
- (b) the sails to be used will be allocated by the RC.
- (c) competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<b><u>Signal</u></b>	<b><u>Sail combination to be used</u></b>
K	No Spinnaker
R	Jibs must stay at full hoist the entire race

- 5.3 Other restrictions or instructions may be given to the boats 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 OA, PC or 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 Bow Numbers 1-8.
- 6.2 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

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

- 7.1 The total number of crew, including the skipper, shall be 3 or 4, 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 shirts, shall not exceed 262 kg (579 LBS), determined at the time of registration or such time as required by the RC.
- 7.3 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 Addendum B.
- 8.2 In a knock-out series between two skippers:
  - (a) they will alternate assigned ends for each match. The higher placed skipper from Stage One will enter from starboard for the first match in the series.

- (b) when the series has been decided, further matches between these two will not be sailed.
- (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.

- 8.3 The racing days are scheduled as October 19 through October 21, 2018.
- 8.4 The latest time for an attention signal on the last day of racing shall be 1600.
- 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 impracticable to attempt to hold the remainder of 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 is 1000.
- 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 may be moved forward. In this event, the RC or Umpires will notify the affected boats.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

## **9 RACING AREA**

The racing area will be south section of Monroe Harbor or outside on Lake Michigan between the break walls.

## **10 COURSE**

### **10.1 Configuration, Signals and Course to Be Sailed**

- (a) Configuration (not to scale)

Mark W (Y) and change Marks R & G o R o Y o G

Mark L1 & L2                    o o

Start/Finish Line o----- o

**(b) Signals and Course to be Sailed**

Course signals will be displayed from the RC boat bow, at or before the warning signal.

Mark W shall be rounded to starboard. Marks L1 and L2 shall be rounded as a gate. If Mark L is a single mark, it shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

**(c) Description of Marks**

The RC boat will be identified by an orange flag.

The starting/finishing mark will be a yellow inflatable sphere.

Mark W will be a yellow inflatable mark.

Mark(s) L1 and L2 will be orange inflatable mark(s).

The Change Marks R & G will be red and green inflatable marks respectively, and they can be laid in any configuration.

**10.2 Starting/Finishing Line**

(a) The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the staff with an orange flag on the RC boat.

(b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

**10.3 Course Limits**

(a) While racing, no part of a boat's hull shall sail inside the area 2 hull-lengths from the break wall.

- (b) These lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) A breach of this sailing instruction is not open to protest by boats but is subject to action by 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.

### **11 BREAKDOWN and TIME FOR REPAIRS**

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L 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 to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the 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.

### **12 STARTING PROCEDURE**

- 12.1 The attention signal will be displayed 7 minutes before the first starting signal in each flight. In the event of a postponement (AP), there will be no Foxtrot attention signal; the next signal (approximately one minute) after AP



comes down will be the numeral pennant for the next match. This changes RRS C3.1 and C3.2(b).

- 12.2 If there is no C flag displayed at the preparatory signal, the mark for the first leg of the course will be a yellow mark. If there is a change of course for the first leg of a match, flag C will be displayed as the preparatory signal with a red or green flag. This changes RRS C3.1.

### **13 CHANGE OF POSITION OF THE WINDWARD MARK**

#### **13.1 Change of Course Signals (changes RRS 33 and Race Signals)**

- (a) Flag C and a colored flag means: 'The windward mark has been changed. Sail to a mark the same colour as the flag.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

#### **13.2 Signalling vessel**

- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat as the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of Mark(s) L1 and/or L2 or from the bow of the signal boat.

### **14 TIME LIMIT**

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

### **15 COACH BOATS**

This event is designated as a US Sailing Grade 3 Event for coaching purposes. No private/team coaching nor US Sailing-supplied coaches. Private/team

spectator boats only if permitted in the NoR. The OA may arrange for spectator boats. The US Sailing's Coaching and Support Boat Policy is available online at:

<https://www.ussailing.org/competition/resources/coaching-and-support-boat-policy/>

## **16 MEDIA, IMAGES and SOUND**

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

## **17 PRIZES**

17.1 The Prince of Wales Bowl, a perpetual trophy, will be awarded to the winner of the Championship Finals; the perpetual trophy will be kept on display at US Sailing. The winner will receive a framed photograph of the Prince of Wales Bowl, with a similar framed photograph to go to the winner's club or association.

17.2 Only a team that is composed of 100% U.S. citizens or resident aliens throughout the Championship Final event may be declared the U.S. National Champion. U.S. citizen and resident alien will be determined as described in 12.5 of the current USMRC Conditions.

17.3 If not already invited, the top finisher of the USMRC earns an invitation to the 2019 Ficker Cup, hosted by Long Beach Yacht Club (LBYC). If the winner does not accept the invitation for any reason, the invitation reverts to the invitation committee.

17.4 US Sailing Gold, Silver and Bronze Medals will be awarded to the skippers and crews placing first through third.

## **18 CODE OF CONDUCT**

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 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).
- 18.4 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 withdrawal of any prize money or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

### **18.6 PROHIBITED SUBSTANCES (US Sailing Regulation 10.03)**

- (a) For adult US Sailing championship events, no competitor shall use or possess, either on or off the water: marijuana or any other substance if possession is illegal under state or federal law.
- (b) For Junior and Youth events or for junior or youth competitors in any US Sailing championship, no participant or competitor shall use or possess, either on or off the water:
1. marijuana or any other substance if possession is illegal under state or federal law; or
  2. any alcoholic beverages.
- (c) An alleged breach of one of these regulations shall not be grounds for a protest. This changes rules 60.1(a), 60.2(a), and 60.3(a). However, when the protest committee believes that a competitor may have breached one of



these regulations, it shall follow the process described in the Championships Code of Conduct. If a competitor is found to have breached one of the elements within the Code of Conduct, they shall be excluded from the remaining races of the series and, where practicable, removed from the regatta venue and sent home.

## **19 DISCLAIMER**

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused

## **20 FURTHER INFORMATION**

Event Chair: Sydney Symons, [regattamanager@chicagoyachtclub.org](mailto:regattamanager@chicagoyachtclub.org) (312) 861-7777 ext 5562

Principal Race Officer: Darcy Cook, [dcookd@sbcglobal.net](mailto:dcookd@sbcglobal.net)

Chief Umpire: Lance Smotherman, [lance.smotherman@comcast.net](mailto:lance.smotherman@comcast.net)

U.S. Match Racing Championship representative: Glen Oliver, [gaoliver@cox.net](mailto:gaoliver@cox.net)

USMRC Homepage: <https://www.ussailing.org/competition/championships/u-s-match-racing-championship/>

## **ATTACHMENTS:**

Addendum A COMPETITOR LIST

Addendum B EVENT FORMAT

Addendum C RULES FOR HANDLING BOATS

Addendum D EQUIPMENT LIST

Addendum E DAMAGE PENALTIES

Addendum F DAMAGE COST

### SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

Skipper Name	World Sailing ID	World Sailing Ranking
Christopher Poole	USACP77	18
Pearson Potts	USAPP2	19
Peter Holz	USAPH81	26
Nicole Breault	USANB20	38
David Hood	USADH117	41
Steve Lowery	USASL11	69
Christophe Killian	USACK60	72
Janel Zarkowsky	USAJZ20	81
Ryan Seago	USARS160	94
Jack Barton	USAJB392	274

Pairing lists will be distributed at the competitor meeting.

## **SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES**

### **EVENT FORMAT**

#### **1 First Stage – Round Robin**

- a) All skippers will sail a round robin.
- b) The eight highest scoring skippers shall qualify for the Quarter Finals.

#### **2 Second Stage – Quarter Finals**

- a) The four highest ranked skippers from the First Stage, shall select his/her opponent, with the highest seed choosing first and the rest to follow.
- b) The first skipper in each pair to score at least 3 points shall proceed to the Semi-Finals.

#### **3 Third Stage – Semi-finals**

- a) The highest ranked skipper from the First Stage will choose his/her opponent, and the remaining skippers will sail each other.
- b) The first skipper in each pair to score at least 3 points shall proceed to the Finals, and the losing skippers shall proceed to the Petite Finals.

#### **4 Fourth Stage – Finals and Petite Finals**

- a) The first skipper in the Finals to score 3 points, as determined by the OA and/or RC, shall be the winner. The other skipper will be awarded second place.
- b) The first skipper in the Petite Finals to score one or two points, as determined by the OA and/or RC, shall be the third place. The other skipper will be awarded fourth place.

## SI ADDENDUM C – HANDLING of BOATS

### 1 GENERAL

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

### 2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire 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 The 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, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Moving the mast blocks.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 The use of electronic instruments other than compass, watches, small cameras and supplied VHF radio.

- 2.15 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.16 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets. Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard.
- 2.17 Using a spinnaker pole to wing out the foresail.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 A breach of SI C 2.12, 2.13, 2.14, 2.15, 2.16, 2.17 and 2.18 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2. A breach of SI C 2.9, 2.10, and 2.11 will result in a charge against a skipper's damage deposit and the cost will be at the discretion of the bosun.

### **3 PERMITTED ITEMS and ACTIONS – the following are permitted:**

#### **3.1 Taking on board the following equipment:**

- (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 clevis pins
- (h) velcro tape
- (i) PFD's
- (j) supplied VHF

#### **3.2 Using the items in 3.1 to:**

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard



- (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix C6
  - (g) personal safety
- 3.3 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.
- 3.4 Changing the number of mainsheet or jib sheet purchases.
- 4 MANDATORY ITEMS and ACTIONS** – the following are permitted:
- 4.1 All competitors shall report any damage to the Bosun. This can be done verbally or via radio but shall be done after finishing and before starting the next race or before changing boats. Skippers shall verbally confirm damage or lack thereof with the umpires when rotating out of the boats, otherwise they will be assumed responsible for damage later discovered.
- 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
- 4.3 At the end of every day removing all trash and removing all tape and marks. Trash, including tape, left onboard may result in a cleaning fee of \$100.00.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

## **SI ADDENDUM 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.

### **SAILS and SAILING EQUIPMENT**

- Mainsail and set of battens
- Jib
- Spinnaker
- Three Sail bags
- One continuous jib sheet
- Tiller extension
- Yellow, Blue, Red, Lima and Yankee Flags

### **SONAR AND SAFETY GEAR**

- Life jackets for each crew member (supplied by competitors)
- Foghorn
- First Aid kit
- Flares - 4
- Bilge pump
- Paddle
- Bucket and Sponge
- Throwable Flotation Device
- Ground Tackle – Anchor, chain and yellow anchor/tow line
- One fender and two dock lines

**SI ADDENDUM E – DAMAGE PENALTIES**

**Match Racing Penalties for Damage resulting from contact between boats**

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 reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

<b>Level</b>	<b>Extent</b>	<b>Effect</b>
Level A - Minor Damage	Does not significantly affect the value, general 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 general 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 - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

**Point Penalties - to be applied without a hearing (this amends RRS C8.6);**

<b>Level</b>	<b>Round Robin</b>	<b>Knock Out</b>
<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 when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

### **Deductions from Damage Deposits**

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 based on the assessment of damage level made on the water. Subsequent assessments of the 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.

## SI ADDENDUM F – DAMAGE COST

The charges below are all applicable where it is obvious that damage or loss was caused due to misuse. The definition of the damage will be decided by the event Bosun or OA.

<b>DAMAGE</b>	<b>DEFINITION</b>	<b>COST</b>
Hull	Gelcoat nicks (per instance)	\$200.00
	Minor damage not requiring lamination	\$500.00
	Heavy damage requiring lamination or new capping	\$1,000.00
Keel/rudder	Minor damage	\$400.00
	Heavy damage	\$1,000.00
Boom	Boom break or heavy damage	\$500.00
Mast	Mast break or heavy damage	\$1,000.00
Shrouds	Bent shrouds/turnbuckles	\$250.00
Sails	Rips smaller than 10cm	\$50.00
	Rips larger than 10cm up to 40cm	\$100.00
	Rips larger than 40cm	TBD
	Complete loss	\$1,000.00
Flags	Loss	\$50.00
Sheets	Damage or loss	\$100.00
Halyards	Damage or loss	\$200.00
Spinnaker pole	End fitting damage (per fitting )	\$100.00
	Pole break or loss	\$500.00
Deck fitting	Damage or loss-small items	\$50.00
	Damage or loss-large items	\$100.00
Tiller	Damage or loss	\$200.00

Tiller extension	Damage or loss	\$50.00
Hatch	Minor damage	\$100.00
	Major damage or loss	\$300.00
Radio	Missing or damaged	\$175.00

**\$100 will be deducted for failure to bail out water or remove trash at the end of each day. Satisfactory bailing to be determined by the event Bosun.**

Other charges may be made if other equipment is found to be missing or damaged. This will be determined by the event Bosun.