2018 Congressional Cup
World Sailing Grade 1
April 17-22, 2018

SAILING INSTRUCTIONS

The Congressional Cup (CC) will be hosted by Long Beach Yacht Club (LBYC). LBYC is the Organizing Authority. LBYC is located at 6201 Appian Way, Long Beach CA 90803. Phone number is (562) 598-9401. Club and Event information are available at www.lbyc.org.

Abbreviations:

PC – protest committee	RC – race committee
OA – organizing authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – International Jury	NOR – notice of race

1 RULES

1.1 The Event will be governed by:
(a) the 'rules' as defined in the RRS including Appendix C, except as amended by the NOR and these SI.
(b) The rules for Handling of Boats (Addendum C of SI) which also applies to any practice sailing and sponsor races. Catalina 37 Class Rules shall not apply.
(c) Any US Sailing Prescriptions that apply shall be posted on the Official Notice Board.

1.2 A PC or IJ will be appointed by the OA. If appointed, the IJ will be in accordance with RRS Appendix N and the right of appeal will be denied in accordance with RRS 70.5.

1.3 Boats may be required to race with on-board observers to give information to the umpires. Observers will be weight-equalized by carrying weights or fixing weights near the stern. Observers will not take part in sailing the boat or communicate with the crew while racing.

1.4 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.

1.5 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.**

1.6 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.

1.7 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum F.

1.8 Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. **This changes RRS 62.1 (a).**

1.9 If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty need not be taken. **This changes RRS C 7.2(d)**

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, damage deposit of $2500 US and complete crew weighing.
2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made to 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.
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.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the Official Notice Board located in the lower-floor hallway, north of the Regatta Room at LBYC.
3.2 Signals made ashore will be displayed on the LBYC flagstaff.
3.3 Skippers shall attend the first briefing on April 18 at 1000, unless excused by the OA.
3.4 Skippers shall attend the first meeting with umpires immediately following the first briefing.
3.5 Skippers shall attend the daily briefing at 1000 on race days.
3.6 Skippers shall attend a press conference each day of racing except the last approximately 30 minutes after returning to LBYC after racing.
3.7 The RC will announce at the competitor's briefing the VHF channel used to communicate on the water.
3.8 On shore postponements (AP Signal) shall be signaled from the RC Signal Boat Loynes. Competitors will be notified when allowed to leave the dock.

4 AMENDMENTS TO THE SAILING INSTRUCTIONS

4.1 Amendments to the SI made ashore will be posted on the Official Notice Board at LBYC before 1000 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect and will be signed by the RC and the PC/IJ.
4.2 Code flag Lima over a numeral pennant corresponding to the number of the most recent change will be hoisted from the LBYC flagstaff to signal the change.
4.3 Oral amendments made afloat per RRS 90.2(c) will be signaled by the display of the Lima flag with three sound signals. Competitors are then instructed to sail near the RC signal boat to receive instructions. An umpire may also communicate these changes either verbally or in writing.

5 BOATS AND SAILS

5.1 The event will be sailed in Catalina 37 type boats, provided by the OA.
5.2 11 boats will be provided.
5.3 Boats shall be supplied with a mainsail, a genoa, a jib and a spinnaker. Sails shall remain with the boats.
5.4 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. **This changes RRS 62.1(a).**
5.5 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.
5.6 The RC may permit a substitute boat or sail when it is satisfied the original boat or sail is damaged and that repairs in the time available are not practical.
5.7 The sail combination to be used will be signaled from the RC boat before the attention signal of a flight. The signals will have the following meanings:

Signal	**Sail Combination**
None	Main, Genoa, Spinnaker
Code Flag J	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, No Spinnaker

5.8 Other restrictions or instructions may be given to the boats verbally by an umpire. Lima flag is not required.

6 IDENTIFICATION AND ASSIGNMENT OF BOATS

6.1 Boats will be identified by hull number
6.2 Boats will be allocated by the OA for each stage in accordance with a predetermined draw.
6.3 Boats will be rotated per SI Addendum E

7 CREW MEMBERS, NUMBER AND WEIGHT

7.1 The total number of crew, including the skipper, shall be 6 or 7, excluding persons placed on board by the OA. All registered crew shall sail all races.

7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 525 kg (1156 lbs). Once registered, there will be no additional crew weighing, except for replacement crew.

7.3 If a registered Skipper is unable to continue the event, the OA may assign another crewmember to substitute.

7.4 If a registered crewmember is unable to continue the event, the OA may authorize a temporary or full replacement

8 EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format and match pairing lists are detailed in SI Addendums B and D. The matches to be sailed in a flight will be displayed in order of starting on the RC signal boat.

8.2 In a knock-out series between two skippers:

(a) They shall alternate assigned ends for each match. The initial assigned end shall be decided as per SI Addendum B.

(b) When the series has been decided, further matches between these two shall not be sailed.

(c) Crews shall exchange boats after odd matches of the series, unless otherwise agreed by both skippers.

8.3 The racing days are scheduled as April 18-22, 2018

8.4 The latest time for an attention signal on the last day of racing shall be 1700.

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 favor of later stages.

8.7 The intended time of the first attention signal each day will be announced at the daily competitors briefing.

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.

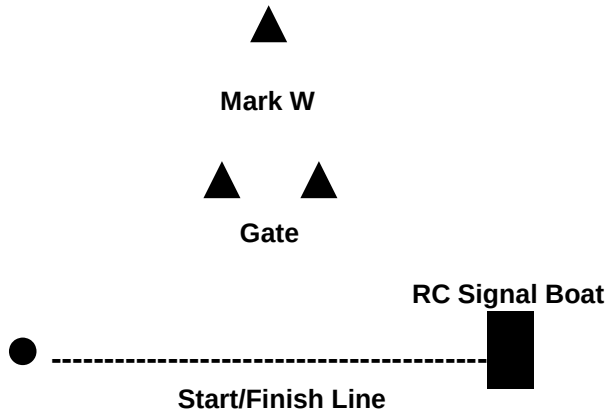
8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area is in Long Beach Harbor, near the Belmont Pier on the Congressional Cup Stadium Course.

10 COURSE

10.1 Course Configuration (not to scale)



SIGNAL	COURSE
NONE	Start – W – Gate – W – Finish
CODE FLAG “S”	Start – W – Finish

(Signaled at Warning Signal – WHITE SQUARE FLAG WITH BLUE SQUARE IN CENTER)

10.2 Mark W shall be rounded to starboard. Boats shall pass between Gate Marks from the direction of previous mark. In the event one Gate Mark is missing, the remaining Mark shall be rounded to starboard.

10.3 Mark W will be a YELLOW tetrahedron. Gate Marks will be ORANGE tetrahedrons. New Marks as described in SI 13.1 will be either a RED, GREEN or YELLOW tetrahedron.

10.4 The Belmont Pier is a hazard to navigation for boats sailing in the prestart area. In addition to concrete pilings and overhangs, there are light poles and fixtures and other equipment protruding from above.

a) No part of the boat shall come into contact with the Belmont Pier or its fixtures or attachments.

b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.

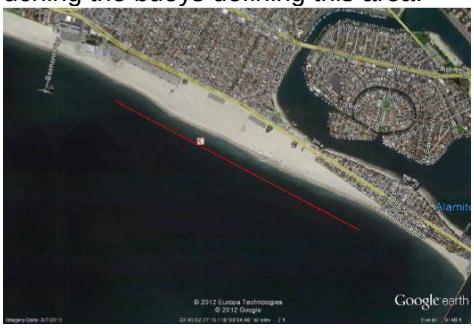
c) A breach of SI 10.4 (a) is not open to protest by boats but may be subject to action by the umpires, in accordance with RRS C8.2. The umpires shall penalize a boat if they see contact. **This changes RRS C6.2 and C8.2.**

10.5 There are a number of small buoys laid parallel to the shoreline, just east of the Belmont Pier marking the Swimming area. The buoys are white and may have orange and/or black markings. (SEE AERIAL PHOTO BELOW).

a) No part of the boat shall cross the imaginary straight line between any two adjacent buoys or their extensions.

b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.

c) There is no penalty for touching the buoys defining this area.



10.6 The Starting/Finishing mark will be a black and gold inflatable sphere.

10.7 The Starting/Finishing line will be a straight line between the course side of the Starting/Finishing mark and a staff displaying a black and gold flag on the RC signal boat.

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

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

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 starboard of the RC boat and remain there, until 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 a 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 Races will be started in accordance with RRS C 3.1 **as amended by SI 12.2 below.**

12.2 The FOXTROT (F) flag will be displayed SEVEN (7) MINUTES prior to the first start of each flight. **This changes RRS C 3.1.**

12.3 The flight number will be displayed as a numeral placard from the RC signal boat

12.4 To alert competitors that a starting sequence is about to commence, multiple sound signals will be made approximately one minute before the attention signal and the FOXTROT flag.

13 CHANGE OF THE POSITION OF THE NEXT MARK

13.1 To change the position of the next mark, the RC will lay a new mark as soon as practicable. The change will be signaled before the leading boat has begun the leg toward the new mark, although the new mark may not yet be in position.

13.2 A change of course will be signaled near the mark beginning the leg being changed by an RC boat that will display code flag "C" over a pennant matching the color of the new mark and a numeral pennant corresponding to the match or matches affected and sound a horn periodically. **This changes RRS 33.**

13.3 Signaling Vessel

(a) When a change of course is made for the **first leg**, the signal shall be displayed from the RC signal boat with the preparatory signal. The preparatory signal shall be followed by a series of repetitive sound signals.

(b) When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of the Gate Marks.

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

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

15.2 The OA will provide limited berthing for coach boats during the event, subject to availability.

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

16 MEDIA, IMAGES AND SOUND

The OA may require television personnel (or dummies) and equipment to be carried on board while racing and may require competitors to be available for interviews. The OA shall have the right to use any and all images and sound recorded during the event free of charge.

17 PRIZES

17.1 The principal prize will be the Congressional Cup and a replica of the Crimson Blazer. Medals will be awarded to the top 3 teams. Prize money will be awarded as described in NOR 13.

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

18 CODE OF CONDUCT

(a) 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.

(b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI ADDENDUM C.

(c) 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 ongoing objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also Call MR13).

(d) 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.

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

19 DISCLAIMER OF LIABILITY

Competitors participate entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Racing this event is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport (and these events in particular) and accept responsibility for the exposure of themselves, their crew and any boat supplied to them to such inherent risk whilst taking part in the event;
(b) They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore;
(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
(d) By participating in any race, they are satisfied that any supplied boat is in good order, equipped to sail in the event and they are fit to participate;
(e) The provision of a race management team, safety boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities;
(f) The provision of safety boat support is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
(g) They have considered their own personal insurance position and are satisfied they have adequate cover for the event.

20 FURTHER INFORMATION

Waterfront Director	Rick Roberts	raceoffice@lbyc.org	(562) 493-5173
Principal Race Officer	John Busch	johnbusch20@msn.com	(562) 412-1043
Chief Umpire	Russell Green	russgreen53@gmail.com	

ATTACHMENTS:

Addendum A COMPETITOR LIST
Addendum B EVENT FORMAT
Addendum C RULES FOR HANDLING BOATS
Addendum D ROUND ROBIN PAIRING SHEET
Addendum E BOAT ROTATION LIST
Addendum F DAMAGE PENALTIES

SAILING INSTRUCTIONS
ADDENDUM A
COMPETITOR LIST

	NAME	Nation	WS RANK
CAN	Taylor Canfield	USA	2
WIL	Ian Williams	GBR	3
PRI	Harry Price	AUS	4
GIL	Sam Gilmour	AUS	9
STE	Chris Steele	NZL	10
MON	Eric Monnin	SUI	13
ASC	Joachim Aschenbrenner	DEN	30
DIC	Scott Dickson	USA	66
BER	Johnie Berntsson	SWE	93
BAR	Dean Barker	USA	N/A

WS Rank as of 4/1/2018

SAILING INSTRUCTIONS
ADDENDUM B
EVENT FORMAT

STAGE 1 DOUBLE ROUND ROBIN SERIES

All skippers will sail a Double Round Robin – each skipper sails against all of the other skippers two times. The pairing lists (SI Addendum D) will be available at the initial skippers briefing.

Skippers shall be ranked from 1st to last based on points from Stage 1. Ties will be decided as described in RRS C11. In the event that Stage 1 is not completed, RRS C10 shall apply.

If the event format must be changed or shortened and a knockout series is required, the skipper with the higher ranking in the combined completed or partially completed round robins will enter from starboard in the initial match and alternate thereafter.

STAGE 2 SEMI-FINALS

When requested by the RC to do so. The skipper finishing first in Stage 1 shall select his opponent from the other three skippers who qualified for Stage 2. They will be Match 2.

The remaining two skippers shall race each other and will be Match 1

The skipper in each match with the highest score in Stage 1 shall enter the course for the first match from the starboard end of the starting line and alternate for each subsequent match.

The first skipper in each Stage 2 match to score 3 points shall proceed to the Stage 3 Final. The losing skippers shall proceed to the Stage 3 Petite Final

STAGE 3 PETITE FINAL & FINAL

The losing skippers in Stage 2 shall sail against each other in the Petite Final. The skipper with the highest score in Stage 1 shall enter the course for the first match from the starboard end of the starting line and alternate for each subsequent match. They will be Match 1.

The first skipper to score 2 points shall be awarded 3rd place, the other skipper will be awarded 4th place.

The winning skippers in Stage 2 shall sail against the other in the Final. The skipper with the highest score in Stage 1 shall enter the course for the first match from the Starboard end of the starting line and alternate for each subsequent match. They will be Match 2.

The first skipper to score three points shall be the winner of Congressional Cup 2018. The other skipper will be awarded 2nd place.

SAILING INSTRUCTIONS
ADDENDUM C

RULES FOR THE HANDLING OF CATALINA 37 BOATS

1 GENERAL

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging, of any kind, are permitted. While all reasonable steps are taken to equalize 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 the Race Committee 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
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 the “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 tails
2.11 Radio transmission (including cell phones), except to report damage, emergency or in response to request from the RC
2.12 Adjusting or altering the tension of the standing rigging
2.13 Using a winch to adjust the mainsheet, backstay or boom vang
2.14 Adjusting life line tension
2.15 Cross winching of fore sails
2.16 Omitting any headsail car or turning block before sheeting onto a winch
2.17 The use of electronic instruments other than compass or watches and the use of GPS functions in watches or compasses.
2.18 Marking directly on the hull or deck with permanent ink
2.19 After the starting signal and while sailing close hauled for more than 10 seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, by the boom vang or by the traveler.
2.20 End-for-end gybes – spinnaker poles are to be gybed with the inner end attached to the mast at all times

2.21 Customization of spinnaker poles – they are to be used as rigged without any additional equipment or modification. The length of the trip line shall remain as rigged.
2.22 Taking apart a winch
2.23 Spare
2.24 Removal of any of the battens from the mainsail while sailing
2.25 Use of duct tape anywhere on the boat
2.26 Writing instructions or making marks directly on the boat, unless on tape strips

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

3.1 A ditty bag containing:
   a. Basic hand tools
   b. Vinyl or masking tape
   c. Line (elastic or otherwise, of 4mm diameter or less)
   d. Marking pens
   e. Tell tale material
   f. Watches or timers, and a hand held compass (Except those containing GPS)
   g. Shackles and clevis pins
   h. Velcro tape
   i. Boson's chair or climbing harness
   j. Personal gear
   k. VHF Radio

3.2 Using the contents of the bag to:
   a. Prevent the fouling of lines, sails or sheets
   b. Attach tell tales
   c. Prevent sails being damaged or falling overboard
   d. Mark control settings
   e. Make minor repairs

3.3 A crewman is permitted to go aloft only to inspect the mast or rigging, or to make a necessary on-the-water repair while racing. Additional taping of spreader tips is not permitted by crews. If additional spreader tip taping is required, a repair request must be submitted to a Race Committee member for handling by the regatta rigger.

3.4 Four dock lines and two fenders shall be carried aboard while racing. Dock lines may be used for flossing.

4 MANDATORY ITEMS AND ACTIONS

The following shall be mandatory:

4.1 Compliance with directions for use of the Catalina 37's type boats and this ADDENDUM. The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boats are exchanged on the water, 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 sails as directed
b. Leaving the boat in the same state of cleanliness as when first boarded that day

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

4.4 Any request to alter, in any way the equipment on a boat, shall be in writing and be worded to permit a yes or no answer.

4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving and returning to the berth or mooring.

4.6 The engine gear lever and transmission shall be in the reverse position while racing. The gear shift shall be taped in place with clear packaging tape provided by the OA.

4.7 When shifting from forward to reverse or reverse to forward, idle the engine before engaging the new gear.

4.8 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.

4.9 The spinnaker foreguy shall be rigged as 2 for 1 purchase systems, with the tail ends dead ended at the fore guy cleats.

4.10 Spinnaker sheet turning blocks shall be attached to the outer aft eye strap near the shear line, with the sheets led through the blocks, inside the life lines. The spinnaker sheet and guy shall remain attached to the spinnaker at all times while set. The sheet and guy shackles may be connected to facilitate attachment to the sail.

4.11 Three fore guy blocks shall be attached (one to the spinnaker pole, two the fore guy eye on the deck).

4.12 Luff hanks are to remain attached to the headstay while sailing and taped to prevent sail damage

4.13 Halyards shall remain in the mast while sailing

4.14 The outhaul shackle, clew strap, tack pin and main cunningham hook shall remain attached to the mainsail while sailing.

4.15 Jib lead cars shall be attached to jib tracks with the detent pin facing aft.

4.16 Jib sheets shall be led through jib sheet lead cars, through the turning blocks and to the forward cockpit winches.

4.17 Stern lifelines shall be attached while racing.

SAILING INSTRUCTIONS
ADDENDUM D

(PAIRING SHEET)

Pairing Sheet will be provided at the initial skipper's briefing.

SAILING INSTRUCTIONS
ADDENDUM E

BOAT ROTATION SCHEDULE

BOAT ROTATION SCHEDULE WILL BE PROVIDED AT THE COMPETITOR'S BRIEFING AND POSTED ON THE OFFICIAL NOTICE BOARD.

ADDENDUM F
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 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, 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 Appendix C8.6);

Level	**Round Robin**	**Knock Outs**
A	**None**	**None**
B	**Half point**	**Three quarters of a point**
C	**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 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. 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.