1 RULES

1.1 The event will be governed by:
(a) The “rules”, as defined in the 2013-2016 RRS, including Appendix C.
(b) The rules for Handling Boats (SI Attachment C), which also apply to any practice sailing.
Class rules will not apply.

1.2 Major Alterations to the RRS:
(a) RRS 63.7 is replaced by: “If there is a conflict between the USWMRC Conditions and the Notice of Race, the Notice of Race shall govern. If there is a conflict between the USWMRC Conditions or the Notice of Race and the Sailing Instructions, the Sailing Instructions shall govern.
(b) RRS 40 and the preamble to Part 4 of the RRS are modified in accordance with US Sailing Regulation 10.01.D: “Competitors in US Sailing championships or qualifiers for US Sailing championships shall wear a U.S. Coast Guard (USCG) approved personal floatation device (PFD) while on the water, other than for brief periods while adding or removing clothing. Where the ISAF Offshore Special Regulations (OSR) apply, they replace this requirement. Competitors from outside the U.S. may wear a PFD approved by their nations’ certification authority to the extent permitted by international treaty.”

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

1.4 Add to RRS C6.2 - (e) the Class rules

1.5 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 Attachment 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 Attachment E is appropriate, they shall act under rule C8.4.

1.6 If the first boat has finished leaving the second boat in a match owing a penalty, the umpires
may signal according to C 5.5 that outstanding penalty is now completed and remove the corresponding penalty flag. Once they have then finished, the second boat may be scored with a loss without the requirement of completing their penalty turn before finishing. This changes RRS C 7.2(d).

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

2 ENTRIES and ELIGIBILITY
2.1 Only skippers invited by the OA are eligible for the event. The skippers invited are listed in SI Attachment A.
2.2 To remain eligible the entire crew shall complete registration, deposit $2500 or authorize a charge of $2,500 against the skipper’s credit card for the initial damage deposit, and complete crew weigh-in before 1100 on June 14, 2013, unless extended by the OA.
2.3 The damage deposit is the limit of liability of each skipper for any one incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to its original amount before the skipper will be permitted to continue in the event.
2.4 Skippers are responsible for damage or loss to their boats unless responsibility is otherwise assigned by the umpires or PC. Damage that occurs during practice will be divided equally among boats involved. This will not be grounds for protest or redress by any boat. This changes RRS 62.
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 crewmember to substitute.
2.7 When a registered crewmember is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.
2.8 All coaches must register with the OA during the registration period.

3 COMMUNICATIONS WITH COMPETITORS
3.1 Notices to competitors will be posted on the Official Regatta Notice Board located on the CMRC Houseboat.
3.2 Signals made ashore will be displayed from the CMRC Houseboat.
3.3 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the Race Signal AP.
3.4 Skippers shall attend the Competitors’ Briefings to be held on the CMRC Houseboat at 1130 on June 14 and 0800 on June 15 and 16, unless excused by the OA. The first meeting with the umpires will immediately follow the briefing on June 14.
3.5 Umpires will provide daily debriefings on all race days.
3.6 The RC may make VHF radio broadcasts; the channel will be provided to competitors at the Competitor’s Briefing. In emergencies, to report damage, or in response to a request from the RC, competitors may contact the RC on this VHF channel. All teams are requested to monitor their VHF radios between stages as the RC may broadcast pairing information for the next stage. Failure to receive these broadcasts will not be grounds for redress. The umpires may provide this pairing information to the competitors either verbally or by VHF.

4 AMENDMENTS TO SAILING INSTRUCTIONS
4.1 Amendments to the SI made ashore will be posted on the official notice board or communicated on the water directly to the competitors by the RC, OA and/or the umpires.
4.2 Amendments made afloat will be signaled by the display of flag 3rd substitute with three
sound signals. An umpire may communicate these either verbally, by VHF, or in writing.

5   BOATS AND SAILS
5.1  Boats
(a)  The event will be sailed in Tom 28 type boats supplied by the OA.
(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 signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<table>
<thead>
<tr>
<th>Signal</th>
<th>Sail Combination to be used</th>
</tr>
</thead>
<tbody>
<tr>
<td>No signal</td>
<td>Mainsail, Jib, Spinnaker</td>
</tr>
<tr>
<td>Code Flag Z</td>
<td>Mainsail, Jib (no spinnaker)</td>
</tr>
<tr>
<td>Code Flag R</td>
<td>Reefed Mainsail (may be flown with Code Flag Z)</td>
</tr>
</tbody>
</table>

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 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.
6.2  Boats will be drawn either by the competitors or a designated official supervised by the OA each day or at the beginning of each stage as decided by the RC and/or OA.
6.3  Boats will be exchanged in accordance with the pairing list and race schedule.
6.4  Boats shall not be taken for practice until registration is complete, including paying the damage deposit, and each team should take the boat that is assigned to them for racing that day.

7   CREW MEMBERS, NUMBER and WEIGHT
7.1  The total number of crew, including the skipper, shall be five (5), all of whom shall be women. 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 340 kg, determined at the time of registration and at such other times as required by the RC.

8   EVENT FORMAT AND STARTING SCHEDULES
8.1  The event format is described in SI Attachment B. The pairing sheets will be distributed each day at the Competitors’ Briefing. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
8.2  In a knock-out series between two skippers:
(a)  They will alternate assigned ends for each match, as indicated in the pairing sheets. The higher ranked skipper from the round robin will initially be assigned to starboard entry to alternate each match.
(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.
8.3 The racing days are scheduled as June 14-16, 2013.
8.4 The number of matches to be sailed each day will be determined by the RC.
8.5 (a) The OA may terminate any stage or the event when, in its opinion, it is impractical 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.
(b) Add RRS C10.3(b): ‘A single round robin must be completed to constitute a championship.’
(c) OA may with advance notification to the competitors, change the event format at anytime.
8.6 The intended time of the first attention signal is 1300 on June 14 and 0900 on June 15 & 16.
8.7 Each subsequent flight will be started as soon as practicable after the previous flight.
8.8 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. No starting sequence flags will be displayed for a blank start.
8.9 When, in a knock-out series, the winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.

9 RACING AREA
The racing area will be on Lake Michigan outside Belmont Harbor.

10 COURSE
10.1 (a) Course Configuration (not to scale)

Mark W (and change marks)  (R o)  W o  (G o)

Mark L  (o) o

Start/Finish Line  o-------- ()

(b) Course signals and course to be sailed
Course signals will be displayed from the bow of the RC signal boat at or before the warning signal.

<table>
<thead>
<tr>
<th>Signal</th>
<th>Course</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Signal</td>
<td>Start - W - L - W - Finish</td>
</tr>
<tr>
<td>S</td>
<td>Start - W - Finish</td>
</tr>
</tbody>
</table>

(c) Description of Marks
The RC boat will be identified by an orange start/finish line flag.
The starting/finishing line mark will be a yellow cylinder.
Mark W will be a large white cube.
Change marks R and G will be, respectively, large red and green cubes.
Mark L will be a large white cube. Mark L may be a gate.
If a gate is used, both marks will be large white cubes.

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

(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) The area extending two boat lengths from the Belmont Harbor seawall will rank as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.

(b) 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) After the starting signal the RC may shorten or abandon any match for any reason, after consulting with the match umpires when practical. This changes RRS 32.1

(b) 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 close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall 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 Match warning signals will be as described in RRS C3.1 amended by SI 12.3 and 13.3(a).

12.2 The next flight number will be displayed on the transom of the RC signal boat.

12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK
13.1 The default W Mark is a white cube. Changes to the course will be made by designating a replacement mark R or G as follows:

13.2 Change of W Mark from default (amends 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 color as the flag.’

(b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

13.3 Signaling 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. This changes RRS C3.1.

(b) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark L or 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
(a) This event is designated as a US Sailing Grade 1 Coached event. Details available online at: http://championships.ussailing.org/Adult/Coaching_and_Support_Vessels.htm
(b) Coach boats shall conspicuously display identification of the team being coached. A coach boat is any boat that is under the direction or control of a person gathering information or giving material support for the benefit of particular competitors either on the water or off.
(c) The organizers will not provide berths for coach boats.
(d) Any interference by a coach boat with the racing or event organization may result in a penalty applied at the discretion of the protest committee to the appropriate skipper or team.

16 MEDIA, IMAGES AND SOUND
16.1 If required by the OA:
   (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
   (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
   (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
16.3 The OA shall have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES
17.1 Perpetual Trophies will be awarded for first and second place: The Allegra Knapp Mertz Trophy, emblematic of the U.S. Women’s Match Racing Championship; and the Mrs. Charles Francis Adams Memorial Trophy, emblematic of the Runner-up position.
17.2 US Sailing Gold, Silver and Bronze medals will be awarded to the skippers and crews placing first through third, respectively. Only a US citizen may be declared US National champion.
17.3 The winning skipper will be awarded an automatic invitation to the 2013 USMRC.
17.4 The winning skipper will be awarded an automatic invitation to the 2013 Grand Slam Series. Acceptance of invitations to these events must be made by July 1, 2013. Drop-downs will be considered if the winning skipper can not attend every event.
17.5 The winning skipper will be awarded an automatic invitation to the 2013 New York Women’s Invitational, July 11-14.
18 CODE of CONDUCT

18.1 Prohibited Substances
   (a) US Sailing’s Regulations 10.01C apply at all levels of competition as follows:
      (i) For adult US Sailing championship events, no competitor shall use, either on or off the water: marijuana or any other controlled substance (as defined in 21 U.S. Code 802) the possession of which is unlawful under 21 U.S. Code 841.
      (ii) For Junior and Youth events or for junior or youth competitors in any US SAILING championship, no participant or competitor shall use, either on or off the water: marijuana or any other controlled substance (as defined in 21 U.S. Code 802) the possession of which is unlawful under 21 U.S. Code 841, or alcoholic beverages (distilled spirits, wine and beer, each as defined in chapter 51 of the U.S. Internal Revenue Code and intended for beverage use).
   (b) An alleged breach of one of these regulations shall not be grounds for a protest. However, when the protest committee believes that a competitor may have breached one of these regulations, it shall follow the process described in racing rule 69.1, and a competitor found to have breached one of these regulations shall be excluded from the remaining races of the series and, where practicable, removed from the regatta venue and sent home. The competitor’s boat shall be disqualified from all races of the series.

18.2 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.

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

18.4 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 ongoing objection to an umpire decision (verbal or otherwise);
   - Abuse of umpires before or after a decision (See also Call MR4).

18.5 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 withdrawal of any prize money or the withholding of deposits.

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

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.

Contact Info:

PRO: Darcy Cook - dc37@ntrs.com
Chief Umpire: Kathy Lindgren - kathy.lindgren@wi.rr.com
USWMRC Chair: Suzy Leech – s@leechline.co
SI ATTACHMENT A - ELIGIBLE SKIPPERS SKIPPERS:

<table>
<thead>
<tr>
<th>Name</th>
<th>ISAF ID</th>
<th>ISAF Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stephanie Roble</td>
<td>USASR16</td>
<td>35</td>
</tr>
<tr>
<td>Sandy Hayes</td>
<td>USASH</td>
<td>68</td>
</tr>
<tr>
<td>Shala Lawrence</td>
<td>USASL4</td>
<td>85</td>
</tr>
<tr>
<td>Clerc Cooper</td>
<td>USACC162</td>
<td>109</td>
</tr>
<tr>
<td>Jennifer Wilson</td>
<td>USAJW40</td>
<td>211</td>
</tr>
<tr>
<td>Rachel Austin</td>
<td>USARA45</td>
<td>NA</td>
</tr>
<tr>
<td>Madeline Gill</td>
<td>USAMG108</td>
<td>NA</td>
</tr>
<tr>
<td>Katie Maxim</td>
<td>USAKM31</td>
<td>NA</td>
</tr>
</tbody>
</table>

SI ATTACHMENT B – EVENT FORMAT AND SCHEDULE OF RACES

EVENT FORMAT

**Stage 1: Double Round Robin**
(d) All skippers will sail a double round robin, with each skipper sailing every other skipper twice.
(e) The four highest finishing skippers from will advance to the third stage, while the four lowest finishing skippers will advance to the second stage.

**Stage 2: 5th-8th Double Round Robin**
(a) The four lowest finishing skippers in the First Stage will sail a double round robin. This stage will determine the places 5th-8th; points will not carry over from stage one. These matches will be sailed concurrently with semi-finals.

**Stage 3: Semi-finals**
(a) The highest ranked skipper from the first stage shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
(b) The first skipper to score three points will advance to the finals while the losing two skippers advance to the petite finals.

**Stage 4: Finals and Petite Finals**
(a) The higher ranked skipper will enter on starboard in the first match to alternate subsequent entries.
(b) The first skipper in the finals to score three points shall be the winner; the first skipper in the petite finals to score two points shall be the third place.

SCHEDULE OF RACES

Pairing sheets for Stage 1 will be issued at the Competitors' Briefing. Pairing sheets for Stages 2 and 3 will be issued prior to the start of that stage.
SI ATTACHMENT C - HANDLING BOATS

1 GENERAL
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 an umpire otherwise, the following are prohibited:

2.1 Launching, storing, or handling the spinnaker from anywhere aft of the mast. (Spinnaker must be launched from the bow area)
2.2 Any additions, omissions or alterations to the equipment supplied.
2.3 The use of any equipment for a purpose other than that intended or specifically permitted.
2.4 Replacement of any equipment without the sanction of the RC.
2.5 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
2.6 Moving equipment from its normal stowage position except when being used.
2.7 Boarding a boat without prior permission.
2.8 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.
2.9 Hauling out a boat or cleaning surfaces below the waterline.
2.10 Using a flattener as a reef.
2.11 Attaching lines to the fabric of spinnakers.
2.12 Perforating sails, even to attach tell tales.
2.13 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
2.15 Using a winch to adjust the mainsheet, backstay or vang.
2.16 Using a reef line as an outhaul.
2.17 Cross winching foresail sheets.
2.18 Omitting any headsail car or turning block before sheeting onto a winch.
2.19 The use of electronic instruments other than compass and watches.
2.20 Using the spinnaker pole to wing out the foresail.
2.21 Marking directly on the hull or deck with permanent ink.

3 PERMITTED ITEMS and ACTIONS
The following are permitted:

3.1 The use of non-working control lines is permitted for hiking out. This changes RRS 49.1 and UMP 26. Example, the spinnaker sheet twing line may be used for hiking.

3.2 Taking on board the following equipment:
(a) electrical tape (excluding black)
(b) line (elastic or otherwise of 4 mm diameter or less)
(c) marking pens
(d) tell tale material
(e) watch, timers and hand held compass
(f) velcro tape
(g) spare flags

3.3 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

3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory:

4.1 At the end of each sailing day:  
(a) rolling mainsail and jib, and 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) Y Flags and name placards shall be returned to the OA after the conclusion of racing on Sunday.  
(e) Leave spinnakers on the boat overnight.

4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

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

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

4.5 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 ATTACHMENT D - EQUIPMENT LIST

1 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 to the bosun.

SAILS and SAILING EQUIPMENT
Mainsail and set of battens
Headsail
Spinnaker
One winch handle
One spinnaker pole
One continuous spinnaker sheet
One continuous headsail sheet
Tiller extension
Genoa cars
Two sail ties

SAFETY GEAR
Life jackets for each (5) crew member
Bucket
Sponge
Tow line
VHF Radio
SI ATTACHMENT E – MATCH RACING PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Attachment 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.

<table>
<thead>
<tr>
<th>Level</th>
<th>Extent</th>
<th>Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level A - Minor</td>
<td>Does not significantly affect the value, general appearance or normal</td>
<td>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.</td>
</tr>
<tr>
<td>Damage</td>
<td>operation of the boat</td>
<td></td>
</tr>
<tr>
<td>Level B - Damage</td>
<td>Affects the value and/or general appearance of the boat</td>
<td>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</td>
</tr>
<tr>
<td>Level C - Major</td>
<td>The normal operation of the boat is compromised and its structural</td>
<td>The boat will need some repair work before racing again. Requires more than 3 hours of work.</td>
</tr>
<tr>
<td>Damage</td>
<td>integrity may be impaired</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Level</th>
<th>Round Robin</th>
<th>Knock Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>B</td>
<td>Half point</td>
<td>Three quarters of a point</td>
</tr>
<tr>
<td>C</td>
<td>One point</td>
<td>One point</td>
</tr>
</tbody>
</table>

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.

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.