



**U.S. YOUTH
MATCH RACING
CHAMPIONSHIP
FOR THE ROSE CUP**



June 26-30, 2019

Organizing Authority: US Sailing

Host: San Diego Yacht Club

Sailing Instructions

Abbreviations:

RC – race committee **PC**– protest committee

OA – organizing authority **RRS** – *The Racing Rules of Sailing*

SI – sailing instructions **NoR** – notice of race

SDYC – San Diego Yacht Club

1 RULES

1.1 The event will be governed by

(a) the ‘rules’ as defined in RRS, including Appendix C and the prescriptions of US Sailing. The prescriptions to rules 63.2 and 63.4 are deleted.

(b) the US Sailing Regulations that govern all US Sailing Championships. In particular, Regulations 2, 4.02, 10, 13, and 14.04 apply, although other Regulations may be applicable as well. The US Sailing Regulations can be found at:

www.ussailing.org/wp-content/uploads/2019/04/Regulations_Amended_2019-05-13.pdf

(c) the Conditions of the United States Youth Match Racing Championship found at the following address:

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

(d) the US Sailing Championship Conditions found at:

<https://www.ussailing.org/competition/resources/championship-conditions/>

(e) the rules for Handling Boats (SI Addendum C), which also apply to any practice sailing. Class rules will not apply.

1.2 World Sailing Regulation 20, Advertising Code, will apply. Advertising on the supplied equipment is available to the OA in accordance with ISAF Regulation 20.4.1.3.

- 1.3 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.
- 1.4 RRS 40 is changed to read: “Each competitor shall wear a USCG approved life jacket that is 100% dependent on foam for flotation and the appropriate size for the sailor, at all times while on the water, except for brief periods while adding or removing clothing. A breach of this instruction may be protested by race officials or a competitor; however an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee.” This changes rule 64.1.
- 1.5 RRS 41 is changed to add: “(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.”
- 1.6 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 a redressable improper action or omission has been made.” This changes RRS 60.1(b) and 62.1(a).
- 1.7 When there is a conflict, the SI’s shall prevail over the NOR. This changes RRS 63.7.
- 1.8 RRS C6.3 is deleted and replaced with: “A boat intending to request redress because of circumstances that arise before or after she finishes or retires 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.”
- 1.9 If the first boat in a match 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 C7.4.
- 1.10 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E.
- 1.11 The final two sentences of C11.3(a) are deleted and replaced with the following sentences: “When the RC decides that a sail-off is not practical, the tie shall be decided in favor of the competitor who has the highest score in the round robin after eliminating the score for the first race for each tied skipper or, should this fail to break the tie, the second race for each tied skipper and so on until the tie is broken. When a tie is partially resolved, C11.1 and/or C11.2 should be re-applied to the remaining ties.”

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. 10 skippers will be invited. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay the \$750 entry fee, deposit the \$500 damage deposit, and complete crew weighing, Wednesday, June 26 from 1000 until 1300 or Thursday, June 27 from 0830 until 0900, at the San Diego Yacht Club unless the time is 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.
- 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 on the Bay side of the SDYC Malin Burnham Sailing Center building.
- 3.2 Signals made ashore will be displayed on the flagpole located on the SDYC sail wash lawn.
- 3.3 Sailors shall attend the daily morning briefing at 0900 at the SDYC beginning Thursday, June 27, and on each subsequent day of the event.
- 3.4 Sailors shall attend the Opening Ceremony, which will be on Thursday, June 27 at 1900 at the SDYC.
- 3.5 The first meeting with the umpires will be Friday, June 28 at 0900 at the SDYC.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted by 0900 on each race day.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the sailors have departed the SDYC.
- 4.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either orally or in writing.

5 BOATS and SAILS

- 5.1 (a) The event will be sailed in J/22 type boats.
(b) The sails to be used will be allocated by the RC.
- 5.2 When flag Z is displayed no later than the warning signal, spinnakers shall not be used for that match.
- 5.3 Other restrictions or instructions may be given to the boats orally by an umpire. Flag 3rd substitute is not required.
- 5.4 The OA 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 Y flag, blue and yellow flags, green flag and red flag shall stay on the boats.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by their sail numbers.
- 6.2 Boats will be allocated by the OA as set forth in the pairing list in SI Addendum A.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew (including the skipper) shall be four. There shall be at least one female and one male in the crew. All registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and a shirt shall not exceed 680 pounds determined at the time of registration or such other time as required by the OA.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addendum A and B.
- 8.2 (a) In a knock-out series: the initial assigned ends shall be determined by the standings in the round robin. The skippers with the higher round robin standing will be assigned the starboard entry for the first match of the knockout series. Teams will change boats after each odd race, unless after the first race of the series both teams agree to not change boats.
 (b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
- 8.3 The racing days are scheduled as June 28 - 30.
- 8.4 The intended time of the first attention signal each racing day is 1100 hrs.
- 8.5 The latest time for an attention signal on June 30 will be 1400.
- 8.6 The number of matches to be sailed each day will be determined by the RC.
- 8.7 The RC 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.
- 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 RC may move the other starts forward. Competitors will be so advised verbally by an umpire if the RC does so.
- 8.10 When, in a knock out series, a winner has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.
- 8.11 The OA may change the format, terminate or eliminate any round when conditions are not expected to permit the completion of the intended format.

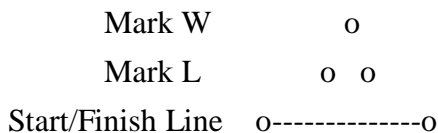
9 RACING AREA

The racing area will be in San Diego Harbor near the Grape Street Pier in San Diego Bay, in San Diego, California.

10 COURSE

10.1 Configuration, Signals and Course to be Sailed

(a) **Course Configuration** (not to scale):



(b) Signals and Course to be Sailed

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

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

Mark W shall be rounded to starboard.

Mark L may be a gate (see rule 28.2(c)); if one of the gate marks is missing, the remaining gate mark is to be rounded to starboard. If Mark L is a single mark, it is to be rounded to starboard.

A gate or finishing line mark may be adjusted without signaling a course change and this may be done while boats are sailing on the first half of the leg that the mark ends (this changes rule 33).

(c) Description of Marks

The RC boat will be identified by a Race Committee flag.

The starting/finishing line mark will be a green cube.

Mark W will be an orange or green tetrahedron.

When Mark L is a gate, it will be between two yellow tetrahedrons.

When Mark L is a single mark, it will be a yellow tetrahedron.

10.2 Starting/Finishing Line

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

10.3 Course Limits

- (a) While racing, no part of a boat shall sail within 100 yards of a cruise ship docked or otherwise.
- (b) The 100 yard area surrounding a cruise ship, docked or otherwise, ranks as an obstruction. The umpires may blow two (2) whistle signals without the display of an additional flag to indicate they believe a boat is close to entering the exclusion zone.
- (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 only to that match.

(c) Umpires may orally inform the competitors in their match of an abandonment at the request of the RC without a visual or sound signal being made by the RC. This changes Race Signals and rule 32.1.

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 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 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 umpires.
- 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(a).

12 STARTING PROCEDURE

- 12.1 Match warning signals will be numeral pennants.
- 12.2 The next flight number will be displayed on the RC boat.
- 12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.4 When an attention signal is going to be made, the RC may call attention to the impending signal by making repetitive sound signals with a horn approximately 15 seconds before the attention signal.
- 12.5 The preparatory signal will be either a "P" flag, or a "C" flag with a colored flag and multiple sound signals. If a "P" flag is displayed, Mark W will be an orange buoy. If a "C" flag is displayed with a colored flag and multiple sound signals, Mark W will be a buoy that is the same color as the colored flag displayed with the "C" flag. This changes C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 **Change of Course Signals** (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**
When a change of course is signaled after the starting signal, it will be displayed from a boat in the vicinity of Mark L, which will not be the RC signal boat that is one end of the starting/finishing line.

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 and SPECTATING

This event is a Grade 2 event as defined in the US Sailing Coaching and Support Boat Policy found at: <https://www.ussailing.org/competition/resources/coaching-and-support-boat-policy/>

There will be US Sailing-supplied coaching, and OA-provided spectator boats. No private team coaching is permitted. Private spectator boats are not permitted in the racing area.

16 MEDIA, IMAGES and SOUND

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

17 PRIZES

- 17.1 Medals will be awarded to each member of the teams finishing first through third.
- 17.2 The Rose Cup is the perpetual trophy presented to the team finishing first.
- 17.3 The Nick Scandone Sportsmanship Award is the perpetual trophy presented for sportsmanship.
- 17.4 The two perpetual trophies will remain at the Balboa Yacht Club and will be engraved with the winners' names.
- 17.5 The top finishing skipper will receive an invitation to the 2019 Governor's Cup, to be held July 15-20, 2019, at the Balboa Yacht Club in Corona del Mar, California, provided that the skipper has requested an invitation to the Governor's Cup organizing authority (govcupracing.com).
- 17.6 The top finishing skipper will qualify for the Oakcliff Halloween Invitational, October 26-27, 2019, in Match 40's.

18. PROHIBITED SUBSTANCES

- 18.1. 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.
- 18.2. An alleged breach of SI 18.1 shall not be grounds for a protest; this changes rule 60.1. 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, he or she shall be excluded from the remaining races of the series and, where practicable, removed from the regatta venue and sent home.

19 RISK, DISCLAIMER OF LIABILITY and PERSONAL CONDUCT

- 19.1 Competitors participate in the regatta at their own risk. See rule 4 (Decision to Race). The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 19.2 The competitor will accept full responsibility for all his/her actions during any activity related to the event. This includes on-shore activities before, during, and after the regatta. All competitors are expected to maintain the highest levels of conduct throughout the entire event. Enforcement of discipline and conduct shall be conducted as described in the Championships Code of Conduct.
- 19.3 Competitors must be in their accommodation by 2200 each evening. **NO EXCEPTIONS**
- 19.4 An alleged breach of NOR 19.3 shall not be grounds for a protest; this changes rule 60.1. However, when the protest committee believes that a competitor may have breached NOR 19.3, it shall follow the process described in the Championships Code of Conduct.

June 18, 2019

2019 Rose Cup Sailing Instruction Addendum A

List of Eligible Skippers

Pairing List/Knock-Out Table (to be supplied at the first daily briefing)

Christophe Chaumont (Fort Worth, TX)

Jack Egan (San Diego, CA)

Cameron Feves (Long Beach, CA)

Sidney Gathrid (Los Angeles, CA)

Ansgar Jordan (San Diego, CA)

Porter Killian (Newport Beach, CA)

Owen Lahr (Foster City, CA)

Jeffrey Petersen (Santa Ana, CA)

Trent Turigliatto (Long Beach, CA)

David Wood (Corona del Mar, CA)

2019 Rose Cup Sailing Instruction Addendum B

Event Format and Schedule of Races

Event format

Stage 1 – Single Round Robin

All skippers are scheduled to sail against all other skippers once.

Stage 2 – Quarterfinal Knock-outs / 9th – 10th Series

- (a) Skippers placing 1 through 8 in the round robin will be paired 1 v 8, 2 v 7, etc. in accordance with a table to be distributed by the RC. The first skippers to score at least three (3) points qualify for Stage 4. The others will sail in Stage 3.

- (b) Skippers placing 9 and 10 in the round robin will be paired. The first skipper to score at least three (3) points will place ninth; the other skipper will place tenth.

Stage 3 – 5th – 8th Knockout

The four losing skippers from Stage 2(a) will be paired highest seed from Stage 1 v lowest seed from Stage 1, etc. in accordance with a table to be distributed by the RC. The first skippers to score at least two (2) points will be the winners. The two winners will sail each other for places 5 and 6; the two losers will sail for places 7 and 8. The first skippers to score at least two (2) points will be the winners.

Stage 4 – Semi-Finals

The four highest placing skippers from Stage 2(a), or if Stage 2 is not sailed then from the round robin, will be paired highest seed from Stage 1 v lowest seed from Stage 1, etc. in accordance with a table to be distributed by the RC. The first skippers to score at least three (3) points shall proceed to Stage 6. The other skippers will move to Stage 5.

Stage 5 – Petite-Final Knockout Series

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC. The first skipper to score at least two (2) points will place third in the regatta. The other skipper will place fourth.

Stage 6 – Final Series

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC. The first skipper to score at least three (3) points will be the winner. The other skipper will place second.

The OA may change the format, or terminate or eliminate any scheduled stage, when conditions or the remaining time scheduled does not permit the completion of the intended format.

2019 Rose Cup Sailing Instruction ADDENDUM C – HANDLING of 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 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 or using a reef line as an outhaul.
- 2.11 Omitting any headsail car or turning block before sheeting onto a winch.
- 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 Using the spinnaker pole to wing out the foresail.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.18 The use of electronic equipment, unless permitted by SI C3.1.
- 2.19 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 traveler, the traveler, and the vang.
- 2.20 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.
- 2.21 Attaching the spinnaker pole to the standing rigging.
- 2.22 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.26 A breach of SI C 2.14, 2.19, 2.20, 2.21 or 2.22 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.

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) bosun's chair
- (j) spare flags
- (k) PFD

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 purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

4.1 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 boat swaps are carried out 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 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 the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

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.

4.7 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.

2019 Rose Cup Sailing Instruction 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. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- One headsail sheet
- Tiller extension
- Jib cars
- Two twing lines

SAFETY GEAR

- One package of life jackets containing 4 lifejackets, 3 flairs, 3 glow sticks, and 1 whistle/horn
- Bucket and lanyard
- Sponge
- Paddle
- Throwable cushion

MOORING LINES and FENDERS

- One continuous mooring line
- One fender
- Hoisting strap
- Tow line

FLAGS

- Yellow, Blue, Red and Green flags
- One handheld Y Flag

2019 Rose Cup Sailing Instruction Addendum E

Match Racing Penalties for Damage resulting from contact between boats

RRS 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.

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 RRS C8.6);

Level	Round Robin	Knock Out
A	Half point	Half point
B	One point	One point
C	Two points	Two points

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.