

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.

Notes to Umpires:-

Explanation of the Damage Procedure

There are a number of things we are trying to achieve with points penalties for damage:

- Minimize damage to keep costs down and to avoid delays while boats are repaired.
- Ensure that penalties fit the breach.
- Ensure there is no advantage to well financed teams
- Avoid delays with hearings. This becomes increasingly important at the later stages when there is a greater number of spectators and sponsors.
- Provide consistent penalties for damage.

Application

- As soon as possible after contact the umpires will inform the race committee by radio giving details of the contact.
- The race committee will log the report and contact the person responsible for the boats.
- The 'boat person' will inspect the boats as soon as possible after finishing and make a report to the umpires. Based on the information available at that time the umpires will decide whether the damage should be classified as level A, B or C.
- When level A is assessed there will be no further action by the umpires.
- When level B or C is assessed a penalty in accordance with the table above will be imposed on any boat judged to have broken RRS 14. The umpires will inform the boat(s).
- When level C is assessed the umpires may also initiate a hearing.

Hearings when point penalties are imposed under this procedure

In order to minimize the number hearings, all point penalty deductions will be imposed by the umpires without a hearing. Should a competitor request a hearing he should be advised that the protest committee may impose a greater penalty.

Penalties in a Round Robin Series

All penalties are deducted from the skipper's total round robin score. This means that a skipper is penalised for causing level B or C damage even when he loses the relevant match. Half point penalties often only have the effect of breaking scores that would otherwise be tied.

Penalties in a Knock Out Series

In a knock-out series half point penalties are not ideal. Having one half point penalty has a similar effect as two half point penalties because the boat only has to win one race to make up for the half point or two half point penalties. Therefore a three quarter point penalty is given for level B damage. A full point penalty is given for level C damage.

All penalties are deducted from the total score for the stage in which the damage happened. If the penalties create the need for additional races and there is time available, such races will be sailed. However, if the additional races will put the programme at risk, the stage may be terminated and any ties resolved using the tie break system provided in Appendix C. See rules C10.5 and C11.2.