

International Masters Regatta

Addendum 2 – Boat Change Procedures and Damage Assessment

2A – Boat Change Procedures

1. The Rotation Dock will be anchored in the vicinity of the race committee signal vessel.
2. Rotation Dock will be roughly aligned to the relative wind at the beginning of the first race of each day.
3. Odd numbered boats approach the port side of the floating dock, even numbered boats approach the starboard side.
4. All boats should move as far forward, to the windward end of the rotation dock, as possible before tying up.
5. Proceed to your next boat, with your spinnaker and all personal gear per Boat Rotation Schedule.

2B – Damage Assessment

Penalties for Damage resulting from Contact between Boats

SI 1.1.2 and 18.2 permit 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.

In the event that a boat is damaged and is not available for further use, and no spare boat is available, the team responsible for the damage may be excluded from the event by the organizing authority.

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.

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Point Penalties - to be applied to boats found in breach of RRS 14 as a result of a hearing held under UF5.10

Level	Penalty
A	None
B	Place +6 pts
C	Place + 12

When both boats break RRS 14, they should both receive a points penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of race-win penalties, and is not linked to any deductions from the competitor's damage deposits. Monetary deductions are assessed separately after closer inspection by the organizing authority, 'bosun, and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system. In the event of damage, a team will be required to replenish its damage deposit during the regatta.