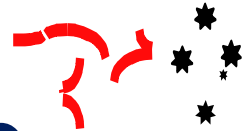




Royal Freshwater Bay Yacht Club

2024 JESS Match Cup



Incorporating the

2024 State Youth Keelboat Championships

Sunday 21 January 2024

SAILING INSTRUCTIONS

1. RULES

1.1 State Youth Keelboat Championships

- 1.1.1 The State Youth Keelboat Championships will be governed by the rules as defined in The Racing Rules of Sailing, including Addendum A for Umpired Fleet Racing.
- 1.1.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 1.1.3 Class Rules shall not apply.

1.2 JESS Match Cup

- 1.2.1 The JESS Match Cup will be governed by the rules as defined in the RRS, including Appendix C.
- 1.2.2 The rules for the handling of boats will apply and will also apply to any practice sailing and sponsor races. Class rules will not apply.

- 1.3 Any prescriptions of the national authority that apply will be posted on the official notice board.

2. ENTRIES AND ELIGIBILITY

- 2.1. Only competitors skippers invited by the OA are eligible for the event.
- 2.2. To remain eligible the entire crew shall attend the briefing at 0800 at the RFBYC Dinghy Training Centre on Sunday 21 January unless excused 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 Protest Committee.
- 2.5. After the warning signal, the registered skipper shall not leave the helm, except in an emergency.

- 2.6. Where a registered competitor is unable to continue in the event, the OA may authorise another competitor to substitute.

3. COMMUNICATIONS WITH THE COMPETITORS



- 3.1. Notices to competitors will be posted on the official notice board located in the RFBYC Dinghy Training Centre.
- 3.2. Instructions may be given orally by radio from the RC boat.
- 3.3. All boats shall carry a VHF radio capable of communicating on Channel 77 supplied by the OA.
- 3.4. Whilst racing from the first signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice data communication that it is not available to all boats.
- 3.5. Signals made ashore will be displayed from the mast on the upper lawn at the main clubhouse.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to the sailing instructions made ashore will be posted at least one hour before the start of any race affected and will be signed by the Race Committee and the Chief Umpire representative.
- 4.2. Flag L over the numeral pennant of the most recent amendment will be displayed ashore until the boats have departed for the race-course.
- 4.3. Amendments made afloat will be signalled by the display of flag L with three sound signals. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

- 5.1. Boats
- a) The event will be sailed in BW8 type boats.
- b) The sails to be used will be allocated by the Race Committee.
- 5.2. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

Signal	Sail Combination to be used
None	Genoa + Main + Spinnaker
Flag Z 	Jib + Main + Spinnaker
Flag J 	Jib + Main

Other restrictions or instructions may be given to the boats verbally by an umpire. Flag L is not required.

- 5.3. The Race Committee will decide which boats are to be used for each event and when they decide a boat should not be used, the skipper assigned to that boat will be given the temporary use of another boat.
- 5.4. The Race Committee 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 the bow number.
- 6.2. The mainsails shall display the boats sail number as provided by the Organising Authority.
- 6.3. Boats will be drawn for the State Youth Keelboat Championship at the Race Briefing.
- 6.4. Boats will be allocated by the Organising Authority for stage 1 of the Jess Match Cup in accordance with a pre-determined draw.
- 6.5. During the semi-final knock-out stage for the JESS Match Cup, teams may exchange boats after each odd numbered match.

7. CREW MEMBERS, NUMBER AND WEIGHT

- 7.1. The total number of crew, including the skipper, shall be number four or five (5 or 6 for all female crew) excluding persons placed on board by the Race Committee.
- 7.2. The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350kg, determined at the time of registration or such time as required by the RC.

8. SCHEDULE AND FORMAT

8.1. Schedule

- 07:30 Registration and Weigh-In
 09:15 First Warning Signal State Youth Championship. Subsequent races to follow.
 12:15 Break for Lunch
 13:30 First Warning Signal for Jess Match Cup Semi Final or at discretion of the Race Officer. Petit Final and Final to follow.

8.2. State Youth Championship Format

- 8.2.1 The Championship shall run as umpired fleet racing.
- 8.2.2 The time of the first warning signal will be 0915.
- 8.2.3 There will be as many races as can be achieved in the time permitted.
- 8.2.4 If three races have been completed no warning signal shall be made after 12:00. If necessary racing will continue past 12:00 to complete three races.

8.3. Jess Match Cup Format

- 8.3.1 The event shall run as match racing and open to the top 4 placed teams from the State Youth Championships. If a team chooses not to participate the next highest placed team will be offered the spot.
- 8.3.2 The event will consist of a semi-final, petit finals and finals.
- 8.3.3 Semi-Final - The highest placed skipper from the State Youth Keelboat Championships shall select their opponent when requested to do so by the Race Committee. The remaining two skippers will sail each other.
- 8.3.4 The first two skippers to score three points shall proceed to the Final Knockout. The others shall proceed to the Petit Final Knockout.
- 8.3.5 Petit Final Knockout – the first skipper to score three points shall be awarded third place, the other fourth place.
- 8.3.6 Final Knockout – the first skipper to score three points shall be awarded first place, the other second place.

8.3.7 The Race Committee may change the format, terminate any stage or the events when, in its opinion, it is impractical to attempt to hold the remainder of races/matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

9. RACING AREA

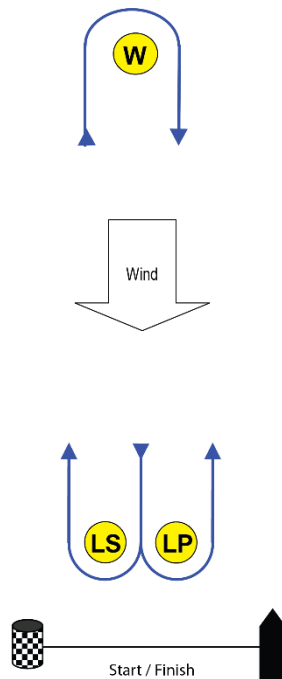
The racing area will be Freshwater Bay, Perth, Western Australia.



10. COURSE



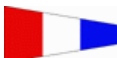
10.1. Configuration, Signals and Course to Be Sailed

a) Configuration (not to scale)



b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC vessel at or before the warning signal. Mark W shall be rounded to starboard.

Signal	Course	
	Course 1	Start – W – Finish
	Course 2	Start – W – LS/LP – W - Finish
	Course 3	Start – W – LS/LP – W – LS/LP – W - Finish

10.2 Description of Marks

The RC Start/Finish vessel (Tam Thompson) will be identified by a RFBYC burgee.
The starting/finishing line mark will be a black and white chequered buoy.
Marks W, LS and LP will be yellow buoys.

10.3 Starting/Finishing Line

- a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC vessel.
- b) A buoy may be attached to the RC vessel 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 vessel ground tackle.

10.4 Course Limits

- a) While racing, no part of a boat's hull shall sail inside the imaginary straight lines connecting the ends of the marina jetties or the navigation posts that identify Karrakatta Bank, or across the imaginary straight lines connecting West Point Walter Spit to North Point Walter Spit to North Point Walter Buoy.
- b) These imaginary lines and areas mark as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- c) There is no penalty for touching the buoys or objects defining these areas.
- d) 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.

10.5 Abandonment and Shortening

- a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any race or match for any reason, after consulting with the umpires when practical.'
- b) Within a fleet race or match racing flight, when a visual signal is displayed over a numeral pennant, the signal applies to that race or match only.
- c) Abandonment of a race or match that has started will be signalled by an official vessel displaying flag 'N' and a numeral flag denoting the race or match number or by the umpires approaching the boats concerned and hailing. This alters Race Signals.
- d) The course may be shortened after the start whilst boats are in the general vicinity of mark W. A shortened course will be signalled by a Race Committee vessel approaching the boats concerned, displaying flag S and making a repetitive sound signal. Boats shall proceed to the finish at the starting/finishing line rounding mark W if they have not already done so. This alters Race Signals 'S'.

11 BREAKDOWN AND TIME FOR REPAIRS

- 11.1. Before the attention signal of a fleet race or match 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 a 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 a position just to leeward of the Race Committee vessel and remain there unless otherwise directed.

- 11.2. The time allowed for repairs will be at the discretion of the Race Committee.
- 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 State Youth Keelboat Championship

- 12.1.1 Races will be started using RRS 26 modified such that the warning signal will be displayed three minutes prior to the start and the preparatory signal two minutes prior to the start.
- 12.1.2 The starting line is between a staff displaying an orange flag on the race committee vessel at the starboard end of the starting line and the course side of the port-end starting mark.
- 12.1.3 A boat that does not start within three minutes of her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.2 JESS Match Cup

- 12.1. The match number will be displayed on the Race Committee vessel using a numeral pennant.
- 12.2. The flight number will be displayed on a board located on the Race Committee vessel.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1. Change of Course Signals (changes RRS33 and Race Signals)
- 13.2. There will be no changes of course after the start of the first fleet race or match of a flight except that a mark may be laid any time until the first boat of a race or flight rounds the previous mark or, for the first windward mark, starts.

14 TIME LIMIT

A boat that does not finish within 5 minutes after the first boat has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH VESSELS

- 15.1. All coach vessels shall contact the OA to advise their vessel details and team being coached.
- 15.2. Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.

16 SCORING

State Youth Keelboat Championships

- 16.1 The regatta will consist of as many races as can be achieved in the time permitted.
- 16.2 Low point scoring will be applied.

- 16.4 Three races are required to constitute a Series.
- 16.5 When fewer than five races have been completed, a boats' series score will be the total of her race scores.
- 16.6 When from five to six races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17 PRIZES

State Youth Keelboat Championships

- 17.1 The principal prize for the overall winner will be a perpetual trophy.
- 17.2 There will be prizes awarded at the discretion of the OA.
- ### JESS Match Cup
- 17.3 The principal prize for the overall winner will be a perpetual trophy.
- 17.4 There will be prizes awarded at the discretion of the OA.
- 17.5 The highest placed eligible skipper (excluding skippers already entered) will receive an invitation to compete in the 2024 Warren Jones International Youth Regatta to be sailed from 30 January – 2 February. All costs for competing in the Warren Jones Regatta are to be borne by the competitor. The entry fee is \$1,850. Click [here](#) for the Notice of Race for the event.
- 17.6 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

18. MEDIA, IMAGES AND SOUND

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

19. CODE OF CONDUCT

- 19.1 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.
- 19.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum B.
- 19.3 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 on-going objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (see also MR Call M4)
- 19.4 Breaches of this sailing instruction may also be referred to the Protest Committee. Any penalty will be at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 19.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

20 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. Specific attention is drawn to RRS Part 1, Fundamental Rules, in particular rule 3, which states that “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.

SI ADDENDUM A – STATE YOUTH KEELBOAT CHAMPIONSHIPS:

UMPIRED FLEET RACING

A1 CHANGES TO THE RACING RULES

A1.1 Changes to the Definitions and the Rules of Part 2

- (a) The definition *Finish* is changed to
- A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.
- (b) When rule 20.1 applies, the following arm signals are required in addition to the hails:
- (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
 - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

A1.2 Changes to Rules Involving Protests and Exoneration

- (a) In rule 60.3(a)(1) 'serious' is deleted.
- (b) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (c) A boat that, while *racing*, may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) may take a single gybe when on an upwind leg or single tack when on a downwind leg. Changes RRS 44.

A2 PROTESTS BY BOATS

When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:

- (a) She shall hail 'Protest' and conspicuously display a "Y" (Yankee) flag at the first reasonable opportunity for each.
- (b) The boats shall be given time to respond. A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.
- (c) If no boat takes a penalty, an umpire shall decide whether to penalize any boat.
- (d) If more than one boat broke a rule and was not exonerated, an umpire may penalize any boat that broke a rule and did not take an appropriate penalty.
- (e) An umpire shall signal a decision in compliance with rule A3.
- (f) a boat penalized by an umpire shall take a Two-Turns Penalty.

A3 SIGNALS BY UMPIRES

A3.1 An umpire shall signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'The identified boat is penalized.'
- (c) A black flag with one long sound means 'The identified boat is disqualified.'

A3.2 A boat penalized under rule A3.1(b) shall promptly take a Two-Turns Penalty under rule 44. A boat disqualified under rule A3.1(c) shall promptly leave the course area.

A4 PENALTIES INITIATED BY UMPIRES**A4.1 Rule Changes**

Rule 64.2 is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.

A4.2 When a boat

- (a) breaks rule 31 or 42 and does not take a penalty,
- (b) gains an advantage despite taking a penalty,
- (c) breaks rule 2, or
- (d) fails to comply with rule 44.2 when required by an umpire,

an umpire may penalize her without a *protest* by another boat. The umpire shall impose a penalty of two or more turns, each including two tacks and two gybes, signalled by displaying a red flag and hailing the boat accordingly, or penalize her under rule A3.1(c) or report the incident to the protest committee for further action.

A4.3 If the umpires decide that a boat may have broken a *rule* other than those listed in rules A2 and A4.2, they shall so inform the protest committee for its action under rule 60.3.

A5 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

A5.1 A boat intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but not later than two minutes after *finishing* or retiring. She shall keep the flag displayed until she has informed the umpires after *finishing* or retiring.

A5.2 There shall be no request for redress or an appeal from a decision made under the rules of this appendix. Rule 66.2 is changed to 'A *party* to the hearing may not ask for a reopening.'

A5.3 A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

A5.4 No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in rule A5.3.

- A5.5**
- (a) *Protests* and requests for redress need not be in writing.
 - (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (c) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the race, it may impose a penalty or make any other arrangement it decides is fair for all boats affected, which may be to impose no penalty.
- A5.6** Neither the race committee nor the protest committee shall protest a boat for breaking a rule listed in rule A2, except rule 14 when there is damage or injury.

SI ADDENDUM B – JESS MATCH CUP:

EVENT FORMAT AND SCHEDULE OF RACES

1 Stage 1 – Semi-Final Knockout

- a) The highest placed skipper from the State Youth Keelboat Championship shall select their opponent when requested to do so by the Race Committee. The remaining two skippers will sail each other.
- b) The first two skippers to score three points shall proceed to Stage 3. The others shall proceed to Stage 2.

2 Stage 2 – Petit Final Knockout

- a) The first skipper to score three points shall be awarded third place, the other fourth place.

3 Stage 3 – Final Knockout

- a) The first skipper to score three points shall be awarded first place, the other second place.

SI ADDENDUM C – JESS MATCH CUP:**HANDLING OF BOATS****1. GENERAL**

While all reasonable steps are taken to equalise 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 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. Adjusting lifeline tension.
- 2.12. Cross winching foresail sheets.
- 2.13. Omitting any headsail car or turning block before sheeting onto a winch.
- 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 the spinnaker pole to wing out the foresail.
- 2.17. Attaching lines to the fabric of spinnakers.
- 2.18. Perforating sails, even to attach tell tails.
- 2.19. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC or to communicate with the RC.
- 2.20. The use of electronic equipment, unless permitted by SI C3.1
- 2.21. 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 cockpit floor, and the vang.
- 2.22. 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 any crew member outboard is prohibited.

- 2.23. A breach of SI C 2.16, 2.21, 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) Electrical tape
 - c) Line (elastic or otherwise of 4mm diameter or less)
 - d) Tell-tale material
 - e) Handheld compasses, watches, timers and small personal video devices such as GoPro
 - f) Shackles and clevis pins
 - g) Velcro tape
 - h) Spare flags
 - i) PFD's when not supplied by the OA
- 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
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) Ensure mooring lines are correctly attached and the boat is secure in the pen.
- 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. Return all flags
- 4.5. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.6. 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.

SI ADDENDUM D – JESS MATCH CUP:**DAMAGE PENALTIES****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 as shown in the following table:

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	None	None
B	Half Point	Three quarters of a point
C	One Point	One point

When boat boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is 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.