

**AMENDMENT 06 (version 3)**  
**OF THE AMERICA'S CUP CLASS RULE**  
**FOR THE 35<sup>TH</sup> AMERICA'S CUP**

## BACKGROUND

It has become apparent that there may be a problem with compliance with ACC Rules 19.2 and 20.2 and the attendant Interpretation No 2.

From extensive discussions with material suppliers and manufacturers it has been established that;

1. The carbon pre-preg is made to order and large quantities are not held in stock.
2. The pre-preg machine delivers finished material which varies within the industry standard allowable tolerances (about 3%).
3. Once the machine is set up for a run it delivers consistent fibre weight and variable resin content for the whole batch.
4. It has been witnessed that a team order to a supplier requesting a large quantity of 150 g/sq m pre-preg with a 34% resin content has been delivered with material from a single manufacturer's run with a fibre weight at 148 g/sqm and an average resin content of 34.9%.
5. If a component was built entirely using this batch of 148g/sqm material it would not comply with the requirements of ACC Rules 19.2 and 20.2 and Interpretation No 2 as the average fibre weight requirements are not met.
6. If the competitor was to order another batch of material, there is no certainty that they would not receive a batch with the same fibre weight deficiency.

In accordance with AC Class Rule 4.1(b) the following amendment to the AC Class Rule V1.5 is made:

## AGREED AMENDMENTS as follows

### 1 AC Class Rule 19.2

#### Existing Language

"Each **hull** and component of **cross structure** shall be constructed in accordance with the drawings and specifications listed in Appendix C and D. The drawings represent minimum average of the rolls' fiber areal weights and average resin content, core thickness, and core density permitted. Laminates resulting in greater fiber weight, resin content, core density, or core thickness than specified in Appendix C and D are permitted."

#### Amended Language

"Each **hull** and component of **cross structure** shall be constructed in accordance with the drawings and specifications listed in Appendix C and D. The drawings define nominal fiber areal weights and resin content, core thickness, and core density permitted.

According to industry standard tolerances it is permitted that:

- (a) the actual fiber areal weight may vary by +/- 3.5 % of nominal;
- (b) the actual resin content may vary by +/- 3% of nominal;
- (c) the actual core thickness may vary up to 0.3mm of minimum; and
- (d) the actual core density may vary by +/- 10 %.

For example:

- (i) a drawing defined 150 gr/m<sup>2</sup> nominal fiber weight is satisfied by using a material which has a fiber weight greater than 144.75 gr/m<sup>2</sup>.
- (ii) a drawing defined 34% nominal resin content is satisfied by using a material which has a resin content greater than 31%.

- (iii) a drawing defined core thickness is satisfied by using a material which has a core thickness of 0.3mm less than the minimum.
- (iv) a drawing defined 70 kg/m<sup>3</sup> nominal core density is satisfied by using a material which has a core density of 63 kg/m<sup>3</sup>.

Laminates resulting in greater fiber weight, resin content, core density, or core thickness than specified in Appendix C and D are permitted.

## 2 AC Class Rule 20.2

### Existing Language

“**Wing spars** shall be constructed in accordance with the drawings and specifications listed in Appendix E. The drawings represent minimum average of the rolls’ fiber areal weights and average resin content, core thickness, and core density permitted. Laminates resulting in greater fiber weight, resin content, core density, or core thickness than specified in Appendix E are permitted.”

### Amended Language

“Wing spars shall be constructed in accordance with the drawings and specifications listed in Appendix E. The drawings define nominal fiber areal weights and resin content, core thickness, and core density permitted.

According to industry standard tolerances:

- (a) the actual fiber areal weight may vary by +/- 3.5 % of nominal,
- (b) the actual resin content may vary by +/- 3% of nominal,
- (c) the actual core thickness may vary up to 0.3mm of minimum,
- (d) the actual core density may vary by +/- 10 %.”

For example:

- (i) a drawing defined 150 gr/m<sup>2</sup> nominal fiber weight is satisfied by using a material which has a fiber weight greater than 144.75 gr/m<sup>2</sup>.
- (ii) a drawing defined 33% nominal resin content is satisfied by using a material which has a resin content greater than 30%.
- (iii) a drawing defined core thickness is satisfied by using a material which has a core thickness of 0.3mm less than the minimum.
- (iv) a drawing defined 48 kg/m<sup>3</sup> nominal core density is satisfied by using a material which has a core density of 43.2 kg/m<sup>3</sup>.

Laminates resulting in greater fiber weight, resin content, core density, or core thickness than specified in Appendix C and D are permitted.

## 3 Interpretation No 2

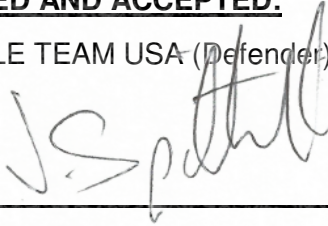
Interpretation No 2 of the AC Class Rule (June 10, 2015) is rescinded.

**Amendment 6 (version 3)**

**Dated on July 27, 2016**

**AGREED AND ACCEPTED:**

ORACLE TEAM USA (Defender)



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JAMES SPITHILL  
by: \_\_\_\_\_

ARTEMIS RACING (Challenger)

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by: \_\_\_\_\_

BEN AINSLIE RACING (Challenger)

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by: \_\_\_\_\_

GROUPAMA TEAM FRANCE (Challenger)

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by: \_\_\_\_\_

EMIRATES TEAM NEW ZEALAND (Challenger)

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by: \_\_\_\_\_

TEAM JAPAN (Challenger)

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by: \_\_\_\_\_

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ORACLE TEAM USA (Defender)

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by: \_\_\_\_\_

ARTEMIS RACING (Challenger)

  
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by: Iain Percy

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ORACLE TEAM USA (Defender)

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ARTEMIS RACING (Challenger)

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TEAM JAPAN (Challenger)

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by: \_\_\_\_\_

ARTEMIS RACING (Challenger)

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EMIRATES TEAM NEW ZEALAND (Challenger)

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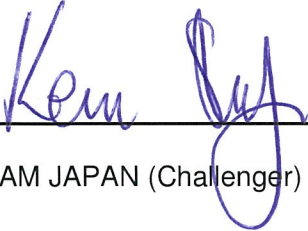
by: \_\_\_\_\_

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TEAM JAPAN (Challenger)

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**Dated on July 27, 2016**

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ORACLE TEAM USA (Defender)

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ARTEMIS RACING (Challenger)

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by: \_\_\_\_\_

BEN AINSLIE RACING (Challenger)

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GROUPAMA TEAM FRANCE (Challenger)

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TEAM JAPAN (Challenger)

  
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by: Dean Barker