



AMERICA'S CUP

The WORLD SAILING RACING RULES of SAILING AMERICA'S CUP EDITION

Version 2.18

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**WORLD
SAILING**

for the 35th America's Cup
refer Protocol 19.1(d)

DEFINITIONS

*In interpreting these **rules**, the definitions in Article 1.1 of the Protocol shall apply. Defined terms within the class rule shall apply unless a different definition is stated below. A term used as stated below is shown in italic type or, in preambles, in **bold italic** type.*

Abandon To *abandon* a race means to stop *racing* prior to a *yacht* having sailed the course.

Boundary The line that marks the limits of the racing area.

Capsize A *yacht* is *capsized* when her wing is in the water.

Clear Astern and Clear Ahead; Overlap One *yacht* is *clear astern* of another when both of her hulls are behind a line abeam from the aftermost point of the other *yacht's* hulls. However a *yacht* with either bow between the other *yacht's* hulls is *clear astern*. The other *yacht* is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a *yacht* between them *overlaps* both.

Conflict of Interest A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a decision.

Finish A *yacht finishes* when any part of her hulls cross the finishing line from the course side after completing any penalties. However;

- (a) when penalties are cancelled under rule 44.4(e) after one or both *yachts* have *finished*, each shall be recorded as *finished* when she crossed the line;
- (b) she has not *finished* if after crossing the finishing line she continues to sail the course.

Keep Clear A *yacht keeps clear* of a right-of-way *yacht*

- (a) if the right-of-way *yacht* can sail her course with no need to take avoiding action and,
- (b) when the *yachts* are *overlapped*, if the right-of-way *yacht* can also change course in both directions without immediately making contact.

Leeward and Windward A *yacht's leeward* side is the side that is or, when she is head to wind, was away from the wind. The other side is her *windward* side. When two *yachts* on the same *tack overlap*, the *yacht* with any part of either hull on the *leeward* side of the other's *leeward* hull is the *leeward yacht*. The other is the *windward yacht*.

Mark An object the sailing instructions require a *yacht* to leave on a specified side, and a race management vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

Mark-Room *Room* for a *yacht* to sail her *proper course* to round or pass the *mark* on the required side. If *room* includes a change of *tack*, such *tack* or *gybe* shall be done no quicker than a *tack* or *gybe* to sail her *proper course*.

Obstruction An object that a *yacht* could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side, *boundaries* and any area so designated by the sailing instructions are also *obstructions*. However, a *yacht racing* is not an *obstruction* to other *yachts* unless they are required to:

- (a) *keep clear* of her and they are not approaching the starting line to *start*; or
- (b) avoid her under rule 23.

OCS A *yacht* is OCS when at her starting signal any part of her hulls is on the course side of the starting line.

Overlap See **Clear Astern and Clear Ahead; Overlap**.

Party A *party* to a hearing is

- (a) a protestor or protestee;
- (b) the Regatta Director acting under rule 60.2(b);
- (c) a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69;
- (d) a race officer or Regatta Director in a hearing under rule 62.1(a).

Postpone A *postponed* race is a race delayed before its scheduled start but may be started or *abandoned* later.

Proper Course A reasonable course a *yacht* might sail to *finish* as soon as possible in the absence of the other *yachts* referred to in the *rule* using the term. A *yacht* has no *proper course* before her starting signal.

Protest An allegation made under rule 61.2 by a *yacht*, the Regatta Director or the Jury that a *yacht* has broken a *rule*.

Racing A *yacht* is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the Race Officer signals a *postponement*, *termination* or *abandonment*.

RO Comms The communication system(s) provided by race management for *yachts* and race officials when on the water consisting of

- (a) information displayed on the Stowe displays on each *yacht*;
- (b) light signals emitting from race management supplied equipment on each *yacht*;
- (c) green light signals emitting from the race management supplied Aft Horn;
- (d) information transmitted over the race management supplied radio;
- (e) the clock on the sides of the Signal Boat described in the sailing instructions;
- (f) data from the team telemetry port of the race management supplied peli case;
- (g) the following umpire flags flown with the flag staff pointing at the *yacht*:
 - (i) A green and white checkered flag to indicate no penalty under rule 44.1(a);
 - (ii) A blue with diagonal stripe flag to indicate a penalty under rule 44.1(b); and
 - (iii) A black flag to indicate a penalty under rule 44.1(c).

Any communication listed above constitutes communication to a *yacht*.

Room The space a *yacht* needs in the existing conditions, including space to comply with her obligations under the rules of Part 2, while maneuvering promptly in a seamanlike way.

Rule

- (a) The *rules* in this book, including the Definitions, Introduction, preambles and the rules of relevant appendices, but not titles;
- (b) The World Sailing Eligibility Code; Anti-Doping Code; and Disciplinary Code as in schedules 1, 2 and 3 in this book;
- (d) the AC45 Rule and AC Class Rule; and
- (f) the sailing instructions.

Start A *yacht* *starts* when:

- (a) having her hulls been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hulls cross the starting line in the direction of the first *mark*; or
- (b) having crossed the starting line in the direction of the first *mark* and been identified as OCS, she completes a penalty for OCS.

Support Person Any person who provides, or may provide, physical or advisory support to a Competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a Competitor in, or preparing for, the competition.

Tack, Starboard or Port A *yacht* is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

Terminate To *terminate* a race means to stop a race after one or more *yachts* have sailed the course or if in a Match Race, a *yacht* has been disqualified.

Windward See **Leeward and Windward**.

Yacht A sailboat and persons on board.

Zone The area around *marks and obstructions* within a distance of three hull lengths and from the *boundary* within a distance of four hull lengths. A *yacht* is in the *zone* when any part of her hulls is in the *zone*.

INTRODUCTION

World Sailing Codes The World Sailing Eligibility Code, Anti-Doping Code, and Disciplinary Code are referred to in the definition *Rule*. The codes that apply as a *rule* are included as schedules in a separate book.

Cases and Calls Only Cases that are adopted by the Jury or Calls adopted by the Umpires are recognized as authoritative interpretations of these *Racing Rules of Sailing America's Cup Edition*.

Terminology A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***). 'Jury' means the World Sailing International Jury as detailed in the Protocol. Other words and terms are used in the sense ordinarily understood in nautical or general use.

Rule Numbering This edition of the rules has kept the original numbering of the World Sailing *Racing Rules of Sailing* (where possible) to aid reference to those rules.

PART 1

FUNDAMENTAL RULES

Races shall be umpired.

1 SAFETY

1.1 Helping Those in Danger

A *yacht* or Competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A *yacht* shall carry adequate life-saving equipment for all persons on board. Crew equipment requirements in these racing *rules* prescribe the minimum required. Each competitor is individually responsible for wearing personal equipment adequate for the conditions.

1.3 First Aid Training

While *racing*, a *yacht* must have on board at least two crewmembers who have completed a recognized First Aid / CPR course as determined by the Regatta Director.

2 FAIR SAILING

Competitors shall comply with the *rules* and act at all times in compliance with recognized principles of sportsmanship and fair play. A *yacht* may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the *yacht's* series score.

3 ACCEPTANCE OF THE RULES

3.1 (a) By participating, or intending to participate, in a race conducted under these racing *rules*, each Competitor agrees to accept these *rules*.

(b) A *support person*, by providing support, agrees to accept the *rules*.

3.2 A Competitor agrees on behalf of their *support persons* that such *support persons* are bound by the *rules*.

3.3 Acceptance of the *rules* includes agreement:

(a) to be governed by the *rules*;

(b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;

(c) with respect to any such determination, not to resort to any court of law or tribunal; and

(d) for a Competitor to ensure that their *support persons* are aware of the *rules*.

4 DECISION TO RACE

The responsibility for a *yacht's* decision to participate in a race or to continue *racing* is hers alone.

5 ANTI-DOPING

5.1 A Competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and World Sailing Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a *protest* and rule 63.1 does not apply.

- 5.2** A Competitor shall ensure that the members of their sailing team who sail for them in a race (other than the Youth America's Cup) shall be registered as part of World Sailing's America's Cup Registered Testing Pool.
- 5.3** A Competitor shall ensure that the members of their sailing team who may sail for them in a race (other than the Youth America's Cup) register as part of World Sailing's America's Cup Registered Testing Pool promptly after the individual enters into an arrangement with the Competitor and there is a possibility that the individual may sail for the Competitor in a race of AC35.
- 5.4** The individual may only be removed from World Sailing's America's Cup Registered Testing Pool at the conclusion of AC35 or if the Competitor is certain that the individual will not sail for them in a race of AC35.

7 DISCIPLINARY CODE

Each Competitor, boat owner and *support person* shall comply with the World Sailing Disciplinary Code (schedule 3). An alleged or actual breach of this rule shall be dealt with under the Code. It shall not be grounds for a *protest* and rule 63.1 does not apply.

8 LAST POINT OF CERTAINTY

The Umpires will assume that the state of the *yacht*, or her relationship to the other *yacht*, has not changed, until they are certain that it has changed.

PART 2

WHEN YACHTS MEET

The **rules** of Part 2 apply between **yachts** that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a **yacht** not **racing** shall not be penalized for breaking one of these **rules**, except rule 24.1.

When a **yacht** sailing under these **rules** meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules.

SECTION A

RIGHT OF WAY

A **yacht** has right of way when another **yacht** is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way **yacht**.

10 ON OPPOSITE TACKS

When *yachts* are on opposite *tacks*, a *port-tack yacht* shall *keep clear* of a *starboard-tack yacht*.

11 ON THE SAME TACK, OVERLAPPED

When *yachts* are on the same *tack* and *overlapped*, a *windward yacht* shall *keep clear* of a *leeward yacht*.

12 ON THE SAME TACK, NOT OVERLAPPED

When *yachts* are on the same *tack* and not *overlapped*, a *yacht clear astern* shall *keep clear* of a *yacht clear ahead*.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

A *yacht* shall avoid contact with another *yacht* if reasonably possible, but shall not be penalized under this rule unless there is contact that causes serious damage or injury. However, a right-of-way *yacht* or one entitled to *room* or *mark-room* need not act to avoid contact until it is clear that the other *yacht* is not *keeping clear* or giving *room* or *mark-room*.

15 ACQUIRING RIGHT OF WAY

When a *yacht* acquires right of way, she shall initially give the other *yacht* *room* to *keep clear*, unless she acquires right of way because of the other *yacht's* actions.

16 CHANGING COURSE

16.1 When a right-of-way *yacht* changes course, she shall give the other *yacht* *room* to *keep clear*.

16.2 When sailing to a *mark* that is to windward, a *starboard-tack* *yacht* shall not bear away to a course that is below her *proper course* and more than 90 degrees from the true wind direction if at that moment the *port-tack* *yacht* that is *keeping clear* by sailing a course to pass astern of her has to immediately change course to continue *keeping clear*.

16.3 When sailing to a *mark* that is to leeward, a *starboard-tack* *yacht* shall not luff to a course that is above her *proper course* and less than 110 degrees from the true wind direction if at that moment the *port-tack* *yacht* that is *keeping clear* by sailing a course to pass astern of her has to immediately change course to continue *keeping clear*.

SECTION C

AT MARKS AND OBSTRUCTIONS

Rules 18 and 19 do not apply at a starting mark surrounded by navigable water or at its anchor line.

18 MARK-ROOM

18.1 When Rule 18 Applies

Rule 18 applies between *yachts* when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a *yacht* approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

- (a) When the first *yacht* reaches the *zone*,
 - (i) if *yachts* are *overlapped*, the outside *yacht* at that moment shall thereafter give the inside *yacht* *mark-room*.
 - (ii) if *yachts* are not *overlapped*, the *yacht* that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the *yacht* entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the *yachts* considered at the time rule 18.2(a) is re-applied.
- (c) If a *yacht* obtained an inside *overlap* and, from the time the *overlap* began, the outside *yacht* is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

When an inside *overlapped* right-of-way *yacht* must tack or gybe at a *mark* to sail her *proper course*, until she tacks or gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark* or a finishing *mark*, and a *yacht* shall not be penalized for breaking this rule unless the course of another *yacht* was affected by the breach of this rule.

18.4 Exoneration

When a *yacht* is taking *mark-room* to which she is entitled, she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between *yachts* when at least one of them is in the *zone* of an *obstruction*, except when it is also a *mark* the *yachts* are required to leave on the same side. Except as noted in rule 20.1, rule 19 does not apply when rule 20 applies.

19.2 Giving Room at an Obstruction

- (a) When rule 19 first applies, the right-of-way *yacht* at that time may choose to pass an *obstruction* on either side. Except that, after *starting*, *yachts* shall pass a *boundary* on the side to sail a proper course.
- (b) When *yachts* are *overlapped*, the outside *yacht* shall give the inside *yacht* *room* between her and the *obstruction*, unless
 - (i) she has been unable to do so from the time the *overlap* began, or
 - (ii) she is unable to do so because she is giving or taking *mark-room* under rule 18.2(a), or
 - (iii) she is unable to do so because she is taking *room* under rule 20.2.

However, *room* in rule 19.2 does not include *room* to tack unless it is the only option to pass the *obstruction*.

19.3 Exoneration

When a *yacht* is taking *room* to which she is entitled under rule 19.2, she shall be exonerated if she breaks a rule of Section A.

20 ROOM TO PASS A BOUNDARY

20.1 When Rule 20 Applies

Unless the sailing instructions state that rule 19 applies to part of the *boundary*, rule 20 applies between *yachts* that have *started* when at least one of them is in the *zone* of a *boundary*.

20.2 Giving Room at a Boundary

- (a) When rule 20 first applies, an outside *overlapped* or *clear-astern* *yacht* at that moment shall thereafter give an inside or *clear-ahead* *yacht* *room* to sail her *proper course*, including *room* to tack or gybe, while the inside or *clear-ahead* *yacht* is in the *zone*, unless the *yacht* required to give *room* is unable to do so because she is giving or taking *mark-room* under rule 18.2(a).
- (b) When *yachts* are passing a *boundary* on opposite sides, a *yacht* sailing on a leg to a windward *mark* or windward gate shall be considered the inside *yacht*.

20.3 Exoneration

When a *yacht* is taking *room* to which she is entitled under rule 20.2(a) she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

SECTION D

OTHER RULES

When rule 23 applies between two *yachts*, Section A rules do not.

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a *yacht* shall avoid a *yacht* that is *capsized* or has both rudders out of the water, boats that are assisting a *yacht* that had *capsized*, a *yacht* that is anchored or aground, or is trying to help a person or vessel in danger.

24 INTERFERING WITH ANOTHER YACHT

24.1 If reasonably possible, a *yacht* not *racing* shall not interfere with a *yacht* that is *racing*, her competitor(s) prior to the preparatory signal, or an umpire boat.

24.2 When *yachts* in different matches meet, any course sailed by either *yacht* shall be consistent with complying with a *rule* or trying to win her own match.

24.3 Except when sailing her *proper course*, a *yacht* shall not interfere with a *yacht* sailing on another leg.

PART 3

CONDUCT OF A RACE

25 SAILING INSTRUCTIONS AND SIGNALS

25.1 The Regatta Director shall publish written sailing instructions for a regatta 10 days prior to the first scheduled race and prior to the first scheduled race of the Louis Vuitton America's Cup Qualifiers, Louis Vuitton America's Cup Challenger Playoffs and the 35th America's Cup Match, presented by Louis Vuitton.

25.2 Changes to the sailing instructions shall be posted on the official notice board before 1000 on the day they are due to take effect or, on the water, communicated to each *yacht* 5 minutes before the starting signal via the *RO Comms*.

26 STARTING RACES

26.1 Races shall be started by using the following signals.

Minutes before start

3	Warning signal
2	Preparatory signal; Match Race entry*
1	End of pre-start entry time*
0	Starting Signal

*This signal, made via the *RO Comms*, shall identify the *yacht(s)* that has failed to comply with rule 27.4.

26.2 The Race Officer shall communicate via the *RO Comms* the time of the starting signal for each match or race.

26.3 In the Match Racing pairing list, the *yacht* listed on the left or on the top is assigned the port end of the entry line; the other *yacht* is assigned the starboard end of the entry line.

27 OTHER ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than 5 minutes before the starting signal, the Race Officer shall signal via the *RO Comms* the course to be sailed.

27.2 No later than the preparatory signal, the Race Officer may move a starting *mark*.

27.3 Before the starting signal, the Race Officer may for any reason *postpone* or *abandon* the race via the *RO Comms*.

27.4 Requirements before the start

When Match Racing

(a) The port entry *yacht* shall

(i) 10 seconds prior to the preparatory signal, be on the course side of the starting line and its extensions, and

(ii) in the period from 10 seconds prior to the preparatory signal to 1 minute prior to the starting signal, have any part of her hulls cross the entry line, the first time from the windward side to the leeward side.

(b) The starboard entry *yacht* shall

(i) at the preparatory signal be outside the line that is at a 90° angle to the entry line through the entry *mark* at her assigned end, and

(ii) in the period from the preparatory signal to 1 minute prior to the starting signal, have any part of her hulls cross the entry line, the first time from the windward side to the leeward side.

27.5 *Yachts* shall not be under tow between the Warning signal and the Preparatory signal.

28 SAILING THE COURSE

28.1 A *yacht* shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her leeward rudder's wake after *starting* and until *finishing* would when drawn taut

(a) pass each *mark* on the required side,

(b) touch each rounding *mark*, and

(c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule provided that she has not *finished*. After *finishing* she need not cross the finishing line completely.

28.2 A *yacht* may leave on either side a *mark* that does not begin, bound or end the leg she is on. However, she shall leave a starting *mark* on the required side when she is approaching the starting line from its pre-start side to *start*.

28.3 While *racing*, a *yacht* shall be within the *boundary* designated via the *RO Comms* but shall only be penalized if she breaks this rule after *starting*.

29 RECALLS

When a *yacht* is OCS, it will be promptly identified via the *RO Comms*.

30 SHORTENING THE COURSE

30.1 The Race Officer may shorten a course by reducing the number of legs to a course no fewer than four (4) legs. A shortened course will be signalled via the *RO Comms* and indicate the leg that the shortened course applies to. The *yachts* shall

(a) complete the leg signalled via the *RO Comms* and sail directly to the finish; or

(b) *finish* at a finishing line between the staffs on the gate *marks* that end the leg signalled. The finish described in rule 30.1(b) will be designated via the *RO Comms* as a "Gate Finish."

32 ABANDONING OR TERMINATING A RACE

- 32.1** After the starting signal, the Race Officer may *abandon* or *terminate* a race for a reason directly affecting the safety or fairness of the competition. This shall be communicated via the *RO Comms*.
- 32.2** When a race is *terminated*
- (a) in a Match Race, the *yacht* that has not *finished* shall be scored zero.
 - (b) in a Fleet Race, *yachts* that have not *finished* shall be scored accordingly.
- 32.3** An *abandoned* race may be resailed.

33 CHANGING THE NEXT LEG OF THE COURSE

- 33.1** The Race Officer may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all *yachts* before they begin the leg. The next *mark* need not be in position at that time.
- 33.2** A change of course will be signalled via the *RO Comms* and will include the approximate new position or distance and bearing.
- 33.3** Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING

- 34.1** If a *mark* is missing or out of position, the Race Officer shall, if possible, replace it in its correct position or substitute a race committee boat or inflatable buoy. If a *mark* is substituted, a description of the substitute *mark* will be communicated via the *RO Comms*.
- 34.2** In the event that the Race Officer is unable to set a gate, the Race Officer will advise *yachts* via the *RO Comms* of the rounding direction of the existing single *mark*.

35 TIME LIMIT

- 35.1** If no *yacht* crosses a line between the gate *marks* at the end of leg 2 within the “leg 2 time limit,” the Race Officer shall *abandon* the race.
- 35.2** If no *yacht finishes* within the time limit, the Race Officer shall *abandon* the race.
- 35.3** If a *yacht* sails the course as required by rule 28.1 and *finishes* within the time limit
- (a) in a Match Race, the Race Officer shall *terminate* the race 5 minutes after the first *yacht* has *finished*;
 - (b) in a Fleet Race, the Race Officer shall *terminate* the race 10 minutes after the first *yacht* has *finished*.

36 RACES TO BE RESTARTED OR RESAILED

If a race is restarted or resailed, unless a *yacht* is disqualified under rule 44.1(c), a breach of a *rule* in the original race shall not prohibit a *yacht* from competing or cause her to be penalized.

PART 4

OTHER REQUIREMENTS WHEN RACING

Part 4 rules apply only to yachts racing.

40 Personal Equipment

40.1 Each crew shall wear

- (a) a buoyancy aid that meets the flotation standard of ISO 12402-5 or ISO 12402-6 (CE 50 Newtons) and that is capable of being removed or deflated in the water within 5 seconds;
- (b) a helmet to a minimum standard of CE EN 1077, CE EN 966, ASTM 2040, or Snell S-98 and with at least 300 square centimeters of the exterior surface colored bright orange, bright red, bright green, or bright yellow. Furthermore, the Regatta Director needs to be satisfied that an acceptable amount of the bright colour can be seen from above the water with the crew laying face down or face up in the water;
- (c) a cutting device with a blade length of no more than 150mm;
- (d) when sailing an AC Class Yacht, at least one personal air supply of at least 40 liters and not more than 90 liters which when in use does not require the use of hands; and
- (e) a pocket for carrying media equipment with the minimum dimensions 80mm x 200mm x 30mm.

40.2 The weight of clothing and equipment carried (including food, drink and mandated personal safety equipment) shall be no more than 8.5 kg per crewmember. The crew clothing and equipment shall be weighed dry.

40.3 Crew clothing and equipment shall not retain water for the purpose of increasing weight.

40.4 The total weight of food and drink including any carried on the crew shall not be greater than 6 kg.

40.5 When supplied, a wireless microphone transmitter shall be firmly secured in the pockets described in rule 40.1(e). Nothing else shall be in these pockets. The microphone attached to this equipment shall be located on the person as required by ACEA (may be external to the pocket and positioned to provide clear voice signal from the crew member).

41 OUTSIDE HELP

A *yacht* shall not receive help from any outside source, except

- (a) help for the removal of an injured or ill person. Once a person has been removed from the *yacht*, that person shall not be returned or replaced;
- (b) after a collision, help from the crew of the other *yacht* or vessel to get clear;
- (c) unsolicited information from a disinterested source that is not received via electronic means, which may be another *yacht* in the same race;
- (d) communication via the *RO Comms* with the Race Officer and umpires and another *yacht* in the same race;
- (e) after a capsize, help to recover the *yacht*;
- (f) satellite navigation systems used solely to ascertain the *yacht's* position including "aiding" signals such as DGPS (differential GPS), SBAS (space-based augmentation signals), or RTK (real time kinematic) correction data.

42 PROPULSION

A *yacht* shall compete only by using the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of the wing, sails, rudders, daggerboards and hulls, and perform other acts of seamanship.

44 PENALTIES GIVEN BY UMPIRES

44.1 After a 'Y flag protest' is communicated to the umpires, they shall decide whether to penalize any *yacht*. They shall communicate via the *RO Comms* one of the following decisions:

- (a) 'No penalty.'
- (b) The identified *yacht(s)* shall take a penalty by complying with rules 44.2 and 44.3.
- (c) The identified *yacht(s)* is disqualified, and if the race is a Match Race, the match is *terminated* and awarded to the other *yacht*.

44.2 Penalties

"2 hull-lengths behind" a ***yacht*** equals 2 hull-lengths between the most advanced points of the ***yachts*** on the course measured along the axis of the leg the penalized ***yacht*** is on.

(a) Penalties for OCS

Penalty for *yachts* that are OCS: after her starting signal and while inside the *boundary*, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she is 2 hull-lengths behind all *yachts*.

(b) Penalties for breaches of a rule in the pre-start, or Part 2 breaches for *yachts* on the same leg of the course or within the zone of a mark

Penalty for breaches of a *rule* in the pre-start, or Part 2 breaches for *yachts* on the same leg of the course or within the *zone* of a *mark*: after her starting signal and while inside the *boundary*, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she is 2 hull-lengths behind the *yacht* or *yachts* involved in the incident.

(c) Other Penalties after the starting signal

Penalty for breaches of a *rule* (other than penalties under rule 44.2(a) or 44.2(b)) that is signalled after the starting signal: while inside the *boundary*, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she loses 2 hull-lengths compared to a *yacht* (as determined by the Umpires) that has *started* correctly and without a penalty.

44.3 Penalty completion

- (a) A *yacht* completes her penalty when the umpires determine that a *yacht* has lost the required distance and they have signalled that the penalty is completed via the *RO Comms*.
- (b) However, when it is clear to the umpires that the penalized *yacht* is reducing her VMG / VMC but the loss of distance is not being incurred as intended, or the situation is not covered in rule 44.2, the umpires shall make their best effort to calculate what the VMG / VMC reduction should be. When they are satisfied with the loss of distance, the umpires shall signal that the penalty is completed via the *RO Comms*.

44.4 All Penalties

The following applies to penalties described in rules 44.2 and 44.3:

- (a) The VMG / VMC loss of distance is based on the axis of the leg the penalized *yacht* is on.
- (b) If after the starting signal a *yacht*, whose hulls are within the boundary, that has a penalty tacks or gybes outside the *zone* of a rounding *mark*, the umpires shall give that *yacht* another penalty of the same type.
- (c) If a *yacht* has multiple penalties, then the penalties shall be taken consecutively.
- (d) A *yacht* taking a penalty on the first leg of the course shall not sail a course other than a *proper course* of a *yacht* without a penalty if as a result a *keep-clear yacht* sailing her *proper course* must change course to *keep clear*.
- (e) In a Match Race, if a *yacht* has a penalty and the other *yacht* is penalized, each penalty shall be cancelled and this shall be signalled via the *RO Comms*. This rule does not apply to penalties for OCS.
- (f) A penalized *yacht* shall not be recorded as having *finished* until she takes her penalty and her hulls are completely on the course side of the line and its extensions and then *finishes*, unless the penalty is cancelled which may be after she crosses the finishing line.
- (g) When as a consequence of breaking a *rule* a *yacht* has compelled another *yacht* to break a *rule*, the other *yacht* shall be exonerated by the umpires without a hearing.

47 LIMITATIONS ON EQUIPMENT AND CREW

47.1 A *yacht* shall use only the equipment on board at her preparatory signal.

47.2 A *yacht* shall not permit any person on board to intentionally leave unless ill, injured, or temporarily swimming in order to perform a necessary function. Except as a result of a *capsize* or after temporarily swimming, a person leaving shall not be accepted back on board nor replaced during the race.

47.3 Prohibited Crew Zones

- (a) Crew shall not go on the hulls forward of the front beam unless unintentionally or to temporarily perform a necessary function; and
- (b) Crew shall not go forward of the line located 3m forward of the wing rotation point on the cross structure unless unintentionally or to temporarily perform a necessary function

49 CREW POSITION

Crew shall use only the following devices to position their bodies outboard of the local beam:

- (a) hiking straps connected to the hull, trampoline or cross structure;
- (b) rigging and equipment within 0.400 m of the local hull or cross structure;
- (c) sail control lines extending from the hull or cross structure. Making loops on sail control lines to aid hiking is prohibited.

56 GUESTS

- 56.1** The Regatta Director will determine whether or not *yachts* shall carry a guest. The skipper of the *yacht* may, on grounds of safety, refuse to carry a guest. A skipper's decision to refuse to carry a guest shall be immediately communicated to the race committee via the *RO Comms*.
- 56.2** A guest shall take no part in sailing the *yacht* and shall keep their torso within the guest box (as defined in the AC45 Class Rule).
- 56.3** A guest shall wear a personal flotation device and helmet that complies with rule 40. This equipment and the clothing worn by the guest shall look the same as that of the crew.
- 56.4** Guest Weight Limits
- (a) The guest weight shall include all clothing and equipment worn while on the *yacht*.
 - (b) On an AC45 Yacht the guest weight shall not exceed 100 kg. For guest weights less than 100 kg, corrector weights shall be fixed symmetrically by weight on the *yacht's* centerline to the trampoline aft of the rear beam so that the total weight of guest and corrector weight is 100 kg (+/- 5 kg).
 - (c) If no guest is carried, the Regatta Director will determine the corrector weights to be carried (if any).
- 56.5** *Yachts* shall ensure their guest complies with the provisions of rule 56 and other guest requirements contained in the sailing instructions.

57 OTHER PERSONS ABOARD YACHTS

The Regatta Director may provide for the carrying of a person on a *yacht* on terms and conditions specified in the sailing instructions. The skipper of the *yacht* may, on grounds of safety, refuse to carry this person. A skipper's decision to refuse to carry this person shall be immediately communicated to the race committee via the *RO Comms*.

PART 5
PROTESTS, REDRESS, HEARINGS AND MISCONDUCT

SECTION A
PROTESTS; REDRESS; RULE 69 ACTION

60 RIGHT TO PROTEST OR RULE 69 ACTION

60.1 A *yacht*

- (a) may 'Y flag protest' another *yacht* under rule 44.4(d), or a rule of Part 2 except rule 14;
- (b) may 'Red Flag protest' another *yacht* for a breach of a *rule*, except for:
 - (i) rules 1, 14, 27, 28, 40, 42, 44, 47.2, 47.3, 49, 56, 87, or a *rule* allowed to be protested under rule 60.1(a);
 - (ii) an AC Class Rule; and
 - (iii) sailing instructions where race management prohibits *yachts* from protesting that instruction.

60.2 The Regatta Director

- (a) may *protest a yacht* for a breach of a *rule*, but not:
 - (i) for a rule of Part 2;
 - (ii) for a rule listed in 60.4(a);
 - (iii) for an AC Class Rule;
 - (iv) as a result of information arising from an invalid *protest*, or from a report from a Competitor other than the representative of the *yacht* herself;
- (b) Deleted;
- (c) may report to the Arbitration Panel requesting action under rule 69.2(b); and
- (d) in a Match Race involving AC Class Yachts, shall disqualify a *yacht* that *capsizes* while *racing*, *terminate* the race and award it to the other *yacht* if that *yacht* has either *started*, or is sailing in or near the starting area and intends to *race*. However, if the umpires apply a penalty under rule 44.1(c), then the *capsized yacht* is not disqualified under this rule.

60.3 The Jury

- (a) may *protest a yacht* for a breach of a *rule* when during the hearing of a valid *protest* it learns that the *yacht*, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) after receiving a report from the Measurement Committee under rule 60.8 that a *yacht* has serious damage or injury, and after consulting with the umpires, may disqualify one or both *yachts* for breaking rule 14 without a hearing.
- (c) shall consider redress when the Measurement Committee has decided that a *yacht* has serious damage or injury without a hearing.

- 60.4** When the Umpires decide that a *yacht* has:
- (a) broken rules 27.4, 27.5, 28.3, 42, 44.2, 47, or 49;
 - (b) gained an advantage by breaking a *rule* after allowing for a penalty;
 - (c) committed a breach of sportsmanship;
 - (d) deliberately broken a *rule*; or
 - (e) been identified as OCS;
- she shall be penalized under rule 44.1(b) or 44.1(c);
- (f) broken rule 14 and the serious damage or injury has been confirmed by the Measurement Committee, she shall be penalized under rule 44.1(c).
- 60.5** The Arbitration Panel may call a hearing to consider an allegation of a breach of rule 69.1(a) and act under rule 69.2(b).
- 60.6** In a Match Race of the Louis Vuitton America's Cup Qualifiers and the Louis Vuitton America's Cup Challenger Playoffs when, after one *yacht* has *started*, the Umpires are satisfied that the other *yacht* will not *finish*, they may signal under rule 44.1(c) that the *yacht* that will not *finish* is disqualified.
- 60.7** No proceedings of any kind may be taken in relation to any action or non-action by the Umpires, except as permitted in rule 62.
- 60.8** When requested to check the damage over the race yacht radio channel as soon as possible after a *yacht finishes*, retires, or the race is *abandoned*, the Measurement Committee shall inspect the *yacht* for possible serious damage or injury, and immediately report its findings to the Umpires and Jury.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee and Umpires

For 'Y flag protests' a *yacht* shall signal immediately after an incident in which she was involved by pressing the appropriate button on the RaceComms display. If this signal is not received, *yachts* shall communicate via the *RO Comms*.

61.2 Protest Contents

A protest under 60.1(b), 60.2 and 60.3 shall be delivered in writing to the Jury (including by email to 'protests@acracemgt.com'), be copied to the Competitor being protested and the Regatta Director, and identify

- (a) the protestor and protestee; and
- (b) the incident, including where and when it occurred.

61.3 Protest Time Limit

A *protest* under 60.1(b) shall be lodged no later than sixty (60) minutes after the last race of the day is *abandoned* or *terminated*. Other *protests* shall be lodged within two hours after the receipt of the relevant information. The Jury shall extend the time if there is good reason to do so.

62 REDRESS

62.1 There shall be no redress in the Louis Vuitton America's Cup World Series.

62.2 Consideration of redress shall be based on a claim or possibility that a *yacht's* score in a race or series has been or may be, through no fault of her own, made significantly worse by:

- (a) injury to the crew or serious physical damage to a *yacht* while she was *racing* because of the action of a *yacht* that was breaking a *rule* of Part 2; or
- (b) an illegal or accidental action by a third party (including a race official) that causes injury to the crew or serious physical damage to a *yacht* while that *yacht* was *racing*.

SECTION B HEARINGS AND DECISIONS

63 HEARINGS

63.1 Requirement for a Hearing

A *yacht* or person shall not be penalized without a protest hearing, except as provided in rules 44, 60.2(d), 60.3(b), 60.3(c), 60.4, 64.1(b), 64.3(a), and 69.2(f)(2). The Jury shall hear all *protests* that have been delivered unless the *protest* is withdrawn.

63.2 Type, Time and Place of the Hearing; Time for Parties to Prepare

- (a) The Jury shall decide if the hearing is an oral hearing or a hearing on papers.
- (b) All *parties* to the hearing shall be notified of:
 - (i) the time and place of the oral hearing; or
 - (ii) the procedures should the hearing be heard on papers.
- (c) the *protest* information shall be made available to all *parties*;
- (d) the *parties* shall be allowed reasonable time to prepare for the hearing.

63.3 Right to Be Present at an Oral Hearing

- (a) The *parties* to the hearing (up to two representatives of each) have the right to be present throughout the hearing of the evidence at an oral hearing (unless such evidence is deemed by the Jury to breach design confidentiality). Any witness shall be excluded except when giving evidence. A member of the Jury who is a witness shall not take any further part in the hearing.
- (b) If a *party* to the hearing of a *protest* does not come to the hearing, the Jury may nevertheless decide the *protest*. If the *party* was unavoidably absent, the committee may reopen the hearing.

63.4 Conflict of Interest

- (a) A Jury or Arbitration Panel member shall declare any possible *conflict of interest* as soon as he is aware of it. A *party* to the hearing who believes a member of the Jury or Arbitration Panel has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by the Jury or Arbitration Panel member shall be included in the written information provided under rule 65.2.
- (b) A member of the Jury or Arbitration Panel with a *conflict of interest* shall not be a member of the committee for a hearing.

63.5 Validity of the Protest

At the beginning of the hearing the Jury shall take any evidence it considers necessary to decide whether all requirements for the *protest* have been met. If they have been met, the *protest* is valid and the hearing shall be continued. If not, the committee shall declare the *protest* invalid and close the hearing.

63.6 Taking Evidence and Communicating a Decision

The Jury shall take the evidence of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. A *party* present at the hearing may question any person who gives evidence. The Jury shall then find the facts and base its decision on them.

64 DECISIONS

64.1 Penalties

- (a) When the Jury decides that a *yacht* that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her unless it decides that the breach has not improved the performance of the *yacht* or has had no significant effect on the outcome of a race, in which case it may make another arrangement it decides is equitable which may be to impose no penalty.
- (b) However, the Jury will not penalize a *yacht* if the Arbitration Panel or Commercial Commissioner are dealing with a case regarding the same incident or if the Arbitration Panel or Commercial Commissioner has awarded a penalty for a breach of a *rule* regarding the same incident.

64.2 Decisions on Redress

When the Jury decides that a *yacht* is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all *yachts* affected, whether or not they asked for redress, subject to the redress available to the Jury being limited to:

- (a) adjusting the score of the race in which the incident being considered occurred to effectively award the race to the *yacht* entitled to redress;
- (b) granting a delay in the scheduled races involving the *yacht* that are on the same day of the incident being considered;
- (c) granting a delay in the scheduled races involving the *yacht* on the next calendar day, except this rule 64.2(c) is not available to the Defender if they have launched a second set of Hulls and are eligible to use those replacement Hulls (as per Protocol Article 35.3(a)); and
- (d) order a resail of a race if redress is granted under rule 62.2(b);

except that the schedule for the start of the next stage shall not be changed. This may mean that a stage is terminated when not complete.

64.3 Decisions on Protests Concerning Class Rules

- (a) When the Jury receives a report from the Measurement Committee stating that a *yacht* breached a class rule while *racing* it shall:
 - (i) if the Measurement Committee report has been made under rule 78.2(c) , disqualify that *yacht* from the race or races identified;
 - (ii) if the Measurement Committee Report has been made under rule 78.2(b), penalize the Competitor as follows:
 - the first AC Class Rule offence – US\$10,000
 - the second AC Class Rule offence – US\$20,000
 - the third and subsequent class rule offence – *yacht* disqualified from the race preceding the issuance of the report; or
 - (iii) take no action if the *yacht* has retired after finishing from a race or races prior to the Jury receiving the Measurement Committee report.
- (b) When a *protest* relating to any matter concerning the measurement of a *yacht*, the interpretation of the class rule, or damage of a *yacht* is lodged with the Jury, the Jury shall refer the matter together with the relevant facts to the Measurement Committee and be bound by its advice.

65 INFORMING THE PARTIES AND OTHERS

65.1 After making its decision, the Jury shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.

65.2 A *party* to the hearing is entitled to receive the above information in writing as soon as reasonably possible.

SECTION C MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

- (a) A competitor, boat owner or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
 - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
 - (2) conduct that may bring the sport into disrepute.
- (c) An allegation of a breach of rule 69.1(a) shall be resolved in accordance with the provisions of rule 69. It shall not be grounds for a *protest* and rule 63.1 does not apply.

69.2 Action by the Arbitration Panel

- (a) The Arbitration Panel acting under this rule shall have at least three members.
- (b) When the Arbitration Panel, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall report the matter to the Event Disciplinary Investigating Officer under World Sailing Disciplinary Code 35.4.3 in schedule 3.
- (d) If the Event Disciplinary Investigating Officer issues a charge of misconduct, all relevant information the Event Disciplinary Investigation Officer gathers, favourable or unfavourable, shall be disclosed to the Arbitration Panel and to the *parties*.
- (e) If the Event Disciplinary Investigating Officer issues a charge of misconduct, the Arbitration Panel shall promptly inform the person of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4 and 63.6 except that:
 - (1) the 'Jury' referenced in rules 63.2, 63.3(a), 63.4 and 63.6 shall be the Arbitration Panel;
 - (2) the Event Disciplinary Investigation Officer shall present the allegation; and
 - (3) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him.
- (f) If the person is unable to attend the hearing and
 - (1) provides good reason, the Arbitration Panel shall reschedule it; or
 - (2) does not provide good reason and does not come to it, the Arbitration Panel may conduct it without the person present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the Arbitration Panel, bearing in mind the seriousness of the alleged misconduct.
- (h) If the allegation or any part of the allegation is upheld, the Arbitration Panel may take one or more of the following actions
 - (1) issue a warning;
 - (2) take any other action within its jurisdiction (refer Protocol Article 11.1(f)).
- (i) A Competitor may be penalized under rule 69.2 for the misconduct of a *support person*. However, a penalty may only be imposed on a Competitor for the misconduct of a *support person* if
 - (1) the Competitor may have gained a competitive advantage as a result of the misconduct; or
 - (2) the *support person* has committed a further act of misconduct after the competitor has been warned by the Arbitration Panel; or

- (3) the Arbitration Panel decides that such a penalty is necessary to prevent future misconduct of the *support person*.
- (j) If the Arbitration Panel
 - (1) imposes a penalty greater than a disqualification from one race;
 - (2) excludes the person from the event or venue; or
 - (3) in any other case if it considers it appropriate,
 it shall report its findings, including the facts found, its conclusions and decision to World Sailing in accordance with World Sailing Disciplinary Code 35.4.7 in schedule 3. If the Arbitration Panel has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.
- (k) [intentionally deleted]

69.3 Action by World Sailing

The disciplinary powers, procedures and responsibilities of World Sailing that apply are specified in the World Sailing Disciplinary Code in schedule 3. World Sailing may impose further penalties, including suspension of eligibility, under that Code.

PART 6

ENTRY AND QUALIFICATION

75 Competitors shall comply with World Sailing Regulation 19, Eligibility Code.

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1 Competitors shall ensure that the *yacht* is maintained to comply with the class rule and that her measurement certificate, if any, remains valid.

78.2 Further to AC Class Rule 28.4, if the Measurement Committee determines that a *yacht* raced while not complying with the AC Class Rule, the Measurement Committee shall follow the following process:

- (a) Determine if the non-compliance with the Rule was caused by unintended damage or accident. If this is determined, the Measurement Committee shall invalidate the *yacht's* certificate until the non-compliance is corrected (but not make a report to the Jury), except when the Measurement Committee decides there is or has been no reasonable opportunity to do so, in which case the Competitor shall follow any instructions of the Measurement Committee and the certificate may remain valid; or
- (b) If 78.2(a) does not apply, the Measurement Committee, in consultation with the Regatta Director, shall determine if the breach of the Rule has not (or could not have reasonably been expected to have) improved the performance of the *yacht* or has not (or could not have reasonably been expected to have) had a significant effect on the outcome of a race. If this is determined, the Measurement Committee shall invalidate the *yacht's* certificate and report the details to the Jury and the Regatta Director. The report shall detail:
 - (i) the race or races that the *yacht* competed in while not in compliance with the AC Class Rule;
 - (ii) a summary of the non-compliance to the AC Class Rule; and
 - (iii) a statement regarding the non-compliance on the performance of the *yacht* or the effect on the outcome of the race(s); and
 - (iv) the report is made under rule 78.2(b);
 or

- (c) If the Measurement Committee, in consultation with the Regatta Director, determine that the breach of the AC Class Rule has (or could reasonably be expected to have) improved the performance of the *yacht* or has (or could reasonably be expected to have) had a significant effect on the outcome of a race, the Measurement Committee shall make the *yacht*'s certificate invalid and report the details to the Jury and the Regatta Director. The report shall detail:
 - (i) the race or races that the *yacht* competed while not in compliance with the AC Class Rule;
 - (ii) a summary of the non-compliance to the AC Class Rule;
 - (iii) a statement regarding the non-compliance on the performance of the *yacht* or the effect on the outcome of the race(s); and
 - (iv) the report is made under rule 78.2(c).

78.3 Claim of Non-Compliance with the AC Class Rule

- (a) Competitors may lodge a Claim of non-Compliance (CnC) with the Measurement Committee and Regatta Director in writing (email acceptable). Each Competitor shall have one opportunity to lodge a CnC in the America's Cup Qualifiers, in each stage America's Cup Challenger Playoffs, and in the Match. The CnC shall:
 - (i) be lodged no later than thirty (30) minutes after the last race of the day is finished, terminated or abandoned, and on the race day the Competitor first knows or could reasonably be expected to know that a *yacht* has raced when non-compliant with the AC Class Rule;
 - (ii) specify the item or action that is claimed to be non-compliant; and
 - (iii) be copied to the Competitor the CnC is against.
- (b) If the Measurement Committee determine that a *yacht* raced while not complying with the AC Class Rule and files a report under rule 78.2(b) or 78.2(c), the Competitor submitting the CnC shall gain an additional CnC opportunity in that stage of the Event.
- (c) Any action taken by the Measurement Committee under rule 78.2(b) or 78.2(c) as a result of a CnC shall be specific to the impact of the non-compliance only on races conducted the day the CnC is filed.
- (d) The Measurement Committee shall consult with the Regatta Director and with the Competitor that is subject to the CnC and may consult with others (including the Competitor who lodged the CnC) before making a determination on the CnC within 3 hours of receipt. If the Measurement Committee and Regatta Director agree, up to 12 additional hours may be used by the Measurement Committee to determine the CnC outcome.
- (e) If the Measurement Committee determines that the specific CnC is a breach of an AC Class Rule, it shall act under rule 78.2. If the Measurement Committee determines that the CnC is unfounded, then the Measurement Committee shall report back to the Competitor submitting the CnC and the Regatta Director with the reasons for this determination and copy the Competitor that is subject to the CnC.

78.4 A Competitor facing allegations under rules 78.2 or 78.3 shall be given adequate opportunity to defend themselves, subject to the time restraints of 78.3 (d) for defending against allegations made under rule 78.3.

PART 7
RACE ORGANIZATION

84 OFFICIAL NOTICEBOARD

The Official Noticeboard is a virtual notice board at the address:
<http://noticeboard.americascup.com/>

85 GOVERNING RULES

The organizing authority, race officers, Umpires and Jury shall be governed by the *rules* in the conduct and judging of races.

86 CHANGES TO THE RACING RULES

86.1 A *rule* may only be changed with the agreement of GGYC and the simple majority of the Challenger Committee, except that the Regatta Director may change rules; 1.3, 40, 84, 87, 88, and, prior to the start of the first AC World Series Regatta, Part 8.

87 TEAM SUPPORT BOATS

87.1 Team support boats (including the rescue boat) shall:

- (a) comply with instructions given by the Regatta Director or the Course Marshal;
- (b) be clearly identifiable with the Competitor they support; and
- (c) have a rescue net able to be fitted on or near the bow for the purpose of crew recovery.

87.2 Each yacht shall have one support boat as a rescue boat. The team rescue boat shall be inside the racing area while its *yacht* is *racing*. Except in the case of an emergency, a rescue boat shall not interfere with *yachts* that are *racing*.

87.3 A rescue boat shall not exceed fourteen meters in length and three meters in height (not including whip antennae) for AC Class Yacht racing, and not exceed twelve meters in length and three meters in height (not including whip antennae) for AC45 Yachts, unless otherwise approved by the Regatta Director.

87.4 A rescue boat shall have:

- (a) one person to be the incident co-coordinator;
- (b) one person to be a rescue swimmer;
- (c) one person to support the rescue swimmer;
- (d) one person with appropriate first aid training;
- (e) an AED device (defibrillator);
- (f) a first aid kit that the Competitor believes is fit for purpose and that includes resuscitation equipment; and
- (g) a spinal board.

No person shall be responsible for more than one role described in rules 87.4(a) to (d).

87.5 A *yacht* is responsible for the actions of her support boat and shall be considered a *party* in any *protest* under this *rule*.

87.6 HAUL OUT RESTRICTIONS

87.7 For an AC45 Yacht event, *yachts* shall be launched by 1900 on the day prior to the first practice day of a regatta and not hauled out until the conclusion of the final day of that regatta unless otherwise permitted by the Regatta Director.

PART 8

LOUIS VUITTON AMERICA'S CUP WORLD SERIES SCORING

91 LOUIS VUITTON AMERICA'S CUP WORLD SERIES - REGATTA SCORING

91.1 A race shall be scored if it is not *abandoned* and if one team sails the course in compliance with rule 28.1 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.

91.2 Each team *finishing* and not thereafter retiring or being penalized shall be scored points as follows:

(a) Races on Race Day One:

Standard Points Scoring System

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	10	9	8	7	6	5	4	3	2	1

(b) Races on Race Day Two:

Double Points Scoring System

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	20	18	16	14	12	10	8	6	4	2

91.3 A team that

(a) did not comply with rule 28.1, retires after finishing, or does not *start* within 3 minutes of the starting signal, shall be scored points for the finishing place equal to the number of teams entered in the regatta;

(b) is disqualified shall be scored points for the *finishing* place one more than the number of teams entered in the regatta.

91.4 Only the Jury may take other scoring actions that worsen a team's score.

91.5 If a team is disqualified from a race or retires after finishing, each team with a worse finishing place shall be moved up one place.

91.6 If teams are tied at the finishing line the points for the place for which the teams have tied and for the place(s) immediately below shall be added together and divided equally. Teams tied for a race prize shall share it or be given equal prizes.

91.7 Teams will be ranked in order of their points. The team with the highest point score will be the winner of the AC World Series regatta and all other teams ranked according to their point score.

91.8 Regatta Scoring Ties

If there is a tie between two or more teams in a regatta, the teams shall be ranked in order of their finishing places in the last race. Any remaining ties shall be broken by using the tied teams' finishing places in the next-to-last race and so on until all ties are broken.

92 LOUIS VUITTON AMERICA'S CUP WORLD SERIES CHAMPIONSHIP

92.1 The points from all Louis Vuitton America's Cup World Series regattas in 2015 and 2016 shall be totaled and the team with the highest score declared the Louis Vuitton America's Cup World Series Champion and all other teams ranked according to their Louis Vuitton America's Cup World Series points.

92.2 If there is a tie between two or more teams, they shall be ranked in order of their Louis Vuitton America's Cup World Series finishing places in the final regatta of the season.

PART 9

LOUIS VUITTON AMERICA'S CUP QUALIFIERS, LOUIS VUITTON AMERICA'S CUP CHALLENGER PLAYOFFS, AND THE 35TH AMERICA'S CUP MATCH, PRESENTED BY LOUIS VUITTON

95 SCORING

- 95.1** The first Competitor to comply with rule 28.1 that does not retire after *finishing* or is not disqualified, or has a race awarded to her under rule 44.1(c) or 60.2(d), is the winner of that race; the other Competitor is the loser. If Competitors that have complied with rule 28.1 are tied at the finishing line, and neither retires after *finishing* or is disqualified, the race shall be resailed.
- 95.2** A Competitor that is disqualified shall be scored zero points.
- 95.3** A Competitor that did not comply with rule 28.1, retires after *finishing*, or is disqualified under rule 44.1(c) or 60.2(d) shall be scored zero points without a hearing.
- 95.4** When only one Competitor has *started* and the race is *abandoned* under rule 32.1 due to conditions affecting the safety of the competition, the race shall not be resailed, and the Competitor that has *started* shall score one point.
- 95.5** If neither Competitor has *started* within 15 minutes after the starting signal, the race shall be *abandoned* and not resailed.
- 95.6** If all scheduled matches of a stage have not been completed by the end of the final scheduled day of that stage;
- (a) in the Louis Vuitton America's Cup Qualifiers the double round-robin shall be terminated and the round-robins scored as follows:
- (i) if terminated prior to the completion of the first round-robin (whether or not the second round-robin has been started), the maximum points in the round-robin(s) available to all Teams (excluding the points awarded in accordance with Protocol 27.2(a)) is equal to the number of races sailed by the Team having sailed the fewest number of races (A). The points available for each race win is equal to a fraction determined by dividing (A) by the number of races sailed by each Team (B).
 - (ii) if terminated after the completion of the first round-robin, only one point shall be available in the round-robins for all matches sailed between any two Competitors, as follows:

<u>Number of Matches Completed</u>	<u>Points for each win</u>
One	One Point
Two	Half a Point

after including the points awarded in accordance with Protocol 27.2(a) to the round-robin scores, Competitors shall be ranked in order of the highest score.

- (b) in the Louis Vuitton America's Cup Challenger Playoffs, the Competitors shall be ranked in order of highest score from the matches sailed in that stage.

Ties shall be broken according to rule 96.

- 95.7** When a Challenger withdraws from the Louis Vuitton America's Cup Qualifiers or Louis Vuitton America's Cup Challenger Playoffs, the scores of all completed races shall stand.

TIES**(with reference to Protocol Article 27.2, 28.5, and 29)**

Ties between two or more Competitors shall be broken by the following methods:

- (a) At the end of the Louis Vuitton America's Cup Qualifiers: Ties shall be decided in favor of the Competitor who has the higher overall standing from the Louis Vuitton America's Cup World Series.
- (b) Louis Vuitton America's Cup Challenger Playoffs: Ties (including 0-0) shall be decided in favor of the Challenger who:
 - (i) wins a sail-off between the tied Challengers if possible within the scheduled days of that stage;
 - (ii) if the Challengers are tied at the end of the last scheduled day of that stage, it shall be broken by who has won the most recent match between the tied Challengers after applying any penalties in that match.
- (c) The 35th America's Cup Match, presented by Louis Vuitton: There is no tie break in the 35th America's Cup Match, presented by Louis Vuitton.