



**The WORLD SAILING
RACING RULES of SAILING
RED BULL YOUTH AMERICA'S CUP
EDITION**

Version 2.1

© World Sailing



**WORLD
SAILING**

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(g) 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 are 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) a *yacht* for which redress is requested by the Regatta Director under rule 60.2(b) or considered by the Jury;
- (c) the Regatta Director acting under rule 60.2(b);
- (d) a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69;
- (e) 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 AC45 Yacht;
- (b) light signals emitting from race management supplied equipment on each AC45 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;
- (c) the Notice of Race;
- (d) the Sailing Instructions; and
- (e) any other documents that govern the event.

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.

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 are 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 of 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 of the Youth America's Cup register as part of World Sailing's America's Cup Registered Testing Pool by June 5, 2017.

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 Race Officials 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. However, rule 19 does not apply at a *boundary*.

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.
- (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

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 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
0	Starting Signal

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

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*.

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 In a Fleet Race, the Race Officer may shorten a course by reducing the number of 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 in *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 by *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* *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 finishes* within the time limit, the Race Officer shall *abandon* the race. 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 as required in the Notice of Race;
- (c) a cutting device with a blade length of no more than 150mm;
- (d) a pocket for carrying media equipment with the minimum dimensions 80mm x 200mm x 30mm; and

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 *RO Comms* with the Race Officer and umpires and another *yacht* in the same race;

- (e) 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 and non-Part 2 breaches prior to the starting signal

Penalty for *yachts* that are OCS, and penalties that are not Part 2 penalties which are signalled prior to the starting signal: 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* that have *started* correctly within 4 seconds of the starting signal and without a penalty.

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

Penalty for breaches of a *rule* of Part 2 when *yachts* are in the pre-start, 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 Umpire) 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) 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.
- (f) 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 temporarily swimming in order to perform a necessary function. Except after temporarily swimming, a *yacht* shall promptly retire from the race if any person leaves the *yacht*.

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.

PART 5

PROTESTS, REDRESS, HEARINGS AND MISCONDUCT

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

60.1 A *yacht*

- (a) may 'Y flag protest' another *yacht* under rule 44.4(f), 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 1.3, 27, 28, 40, 44, 47.2, 56, 87, 88, or a *rule* allowed to be protested under rule 60.1(a);
 - (ii) AC Class Rule 11.12; and
 - (iii) sailing instructions where race management prohibits *yachts* from protesting that instruction.
- (c) shall not request redress.

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, or a rule listed in 60.4(a); nor
 - (ii) 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) shall not request redress;
- (c) may report to the Jury requesting action under rule 69.1(a); 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*, but only 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) shall not call a hearing to consider redress.
- (c) may call a hearing to consider an allegation of a breach of rule 69.1(b) and act under rule 69.2(b).

60.4 When the umpires decide that a *yacht* has:

- (a) broken rules 27.4, 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 caused serious damage or injury, she shall be penalized under rule 44.1(c).

60.5 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.

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) or a request for redress under 60.1(c) 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

There shall be no redress

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), 60.4, and 69.1(d). A decision on redress shall not be made without a hearing. The Jury shall hear all *protests* and requests for redress that have been delivered unless the *protest* or request 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* or redress 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* or request for redress does not come to the hearing, the Jury may nevertheless decide the *protest* or request. If the *party* was unavoidably absent, the committee may reopen the hearing.

63.4 Conflict of Interest

- (a) A Jury 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 has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by the Jury member shall be included in the written information provided under rule 65.2.
- (b) A member of the Jury with a *conflict of interest* shall not be a member of the committee for a hearing.

63.5 Validity of the Protest or Request for Redress

At the beginning of the hearing the Jury shall take any evidence it considers necessary to decide whether all requirements for the *protest* or request for redress have been met. If they have been met, the *protest* or request is valid and the hearing shall be continued. If not, the committee shall declare the *protest* or request 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 Commercial Commissioner is dealing with a case regarding the same incident or if the 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. This may be to adjust the scoring, to *abandon* the race, to let the results stand, to reschedule any outstanding races beyond the existing schedule, or to make some other arrangement.

64.3 Decisions on Protests Concerning Class Rules

- (a) When the Jury finds that deviations in excess of tolerances specified in the class rules were caused by damage, accident or normal wear and do not improve the performance of the *yacht*, it shall not penalize her. However, the *yacht* shall not race again until the deviations have been corrected, except when the Jury decides there is or has been no reasonable opportunity to do so.
- (b) When a *protest* or request for redress 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 guided 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 Jury**

- (a) The Jury acting under this rule shall have at least three members.
- (b) When the Jury, 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(b), 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 Jury and to the *parties*.
- (e) If the Event Disciplinary Investigating Officer issues a charge of misconduct, the Jury 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) [intentionally blank];
 - (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 Jury shall reschedule it; or
 - (2) does not provide good reason and does not come to it, the Jury may conduct it without the person present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the Jury, bearing in mind the seriousness of the alleged misconduct.
- (h) If the allegation or any part of the allegation is upheld, the Jury 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 Jury; or
 - (3) the Jury decides that such a penalty is necessary to prevent future misconduct of the *support person*.

- (j) If the Jury
 - (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 Jury 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.

PART 7 RACE ORGANIZATION

84 OFFICIAL NOTICE BOARD

The Official Notice Board is a virtual notice board at the address:
<http://noticeboard.red-bull-youth-ac.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 be changed by the Regatta Director.

87 TEAM SUPPORT BOATS

- 87.1** Team support boats shall:

- (a) comply with instructions given by the Course Marshal; and
- (b) be clearly identifiable with the Competitor they support;

PART 8
RED BULL YOUTH AMERICA'S CUP SCORING

91 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:

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

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 series and all other teams ranked according to their point score.

91.8 Ties

If there is a tie between two or more teams in a series (Qualifier Group A, Qualifier Group B, or Finals), 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.