# REGATTA DIRECTOR NOTICE #63

**Issued 13 February 2017**

## Re: AC Class Rudder Differential - Structural Load Concerns

As discussed in the January 2017 Competitor Forum, I asked the Measurement Committee to review the AC Class Rule and designs in response to concerns over the structural design of the yacht in respect to the actual loads placed on the windward rudder compared to the design loads.

Their response was to agree that actual loads could be achieved in excess of the design loads, however they noted that there is no AC Class Rule requirement for a Competitor to use the full rudder differential permitted that results in achieving these high loads. Furthermore, AC Class Rule 18.12 allows for the addition of structural components and structural reinforcement. Therefore, if a Competitor is concerned about the structural loads experienced, there is a facility within the AC Class Rule to increase the structure on and around the rudder assembly and there is the option available to a Competitor to not use the full range of permitted rudder differential.

I have reviewed this response and agree with the Measurement Committee's conclusions. These conclusions provide the Competitor with the ability to satisfy his responsibilities in regards to the structural integrity of their AC Class Yacht. These responsibilities are detailed in Protocol Articles 23.1, 23.2 and 23.3 and can be found in the rules such as the AC Class Rule – Introduction, the AC Class Rule – Appendix H2, and the Racing Rules of Sailing (America's Cup Edition):

At this time, I will not be approving a change to the AC Class Rule under rule 4.1(a) on the grounds of safety. This does not limit a change to the AC Class Rule that can be facilitated with the agreement of all Competitors.

**Iain Murray**
**Regatta Director**