

CHALLENGER OF RECORD & DEFENDER AMERICA'S CUP 36

Interpretation 034 of AC75 Class Rule Version 1.7 issued 4th November 2019

Rules References:

- 19.10 No **control system** shall be attached to, or bear upon a **headsail** except:
- (a) sheets attached to a single piece of **sail hardware** within 400 mm of the **clew point**;
 - (b) a halyard attached near the **head point**;
 - (c) a cunningham system or tackline near the **tack point**;
 - (d) the forestay;
 - (e) **luff, leech, head and foot** lines no greater than 8 mm in diameter and their associated purchase systems; and
 - (f) a furling system for the **code zero** only.
- 19.15 **Code zeros** shall have a minimum **LP** of 10.0m, a minimum **LL** of 20.0m and shall be tacked forward of 22.760 m in front of **TRP**.

Background:

Rule 19.10 permits a cunningham system or tackline attached to or bearing upon a **headsail** “near” the **tack point** of a **headsail**.

Questions:

1. Does the wording of rule 19.10(c) permit a cunningham system and a tackline to be attached to and used on a **code zero** at the same time?
2. If the answer to question 1 is yes:
 - a. When the **code zero** is in use, can the **luff** load of the **code zero** be shared between the cunningham system and the tackline?
 - b. When the **code zero** is in use, can the **luff** load of a **code zero** be carried through a cunningham system such that the load is transmitted to the **yacht** at a different position to where the tackline is attached to the **yacht**?
 - c. When the **code zero** is in use, can the **luff** load of a **code zero** be carried through a cunningham system such that the load is transmitted to the **yacht** through a point aft of 22.760 m forward of **TRP**?
3. Is there a maximum distance that is permitted between the **tack point** and the attachment point of a tackline or cunningham system? If so, what is that maximum distance?
4. Does “tacked forward of 22.760m in front of TRP” mean that the **tack point** of the **code zero** also needs to be forward of 22.760m in front of **TRP**?
5. Can a tackline attached to the **code zero** be deflected by any device that is not attached to the yacht forward of 22.760m in front of **TRP**?

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Interpretation:

- A. The use of the word “or” in rule 19.10:

Rule 20.23, which Interpretation 030 refers to, defines a permissive enumeration (...may be connected to...or...) of feasibilities/possibilities and does not exclude other possibilities, and thus the “or” is being “inclusive”.

Rule 19.10 defines explicit alternative requirements for attachment of **control systems** to **headsail**. The rule is explicitly listing non-exemplary exemptions (a) to (f); thus, its wording is exclusionary and limiting.

- B. The term **tack point** is defined in rule 35.101 as a specific point either on the surface of a sail or in space that is defined by the intersection of the **luff** and **foot** of a **sail skin**. The related term “tacked” is not defined in the **AC75 Class Rule**. Per the OED, the associated term “to tack” is most reasonably defined as:

2. To connect or join by an intervening part.

In the context of the rule 19.15, a **code zero** is “tacked” to the yacht at the point where the primary **luff** load of the **code zero** is transmitted to the **bowsprit** by some “intervening part”, such as a tackline or furling system.

- C. A **Code zero** is made up from components as per definition of Rule 19.2.

Thus, anything that a **Code Zero** tacks to cannot be part of this component group.

In rule 19.15, the position is described, where a **Code zero** shall be tacked; thus, this location describes the point where **Code Zero** including its allowed components connects; not necessarily at the sail **tack point**.

A fixed assembly, tying the flying sail permanently to its fix point, is not considered presenting a tackline under rule 19.10.

- D. In the absence of a definition in the **AC75 Class Rule**, the **Rules Committee** considers a “tackline” to be an adjustable piece of running rigging attached in line with the **luff** of a **headsail** for the purpose of adjusting **luff** tension and/or for the purpose of setting or retrieving a **headsail** set flying.

A non-adjustable rigging component which is used solely to attach a permitted **code zero** furling system to the point where that furling system is attached to the **bowsprit** is considered part of that furling system and is not considered to be a tackline.

Answers:

1. No. But see Interpretation clause D.
2.
 - a. Not applicable.
 - b. Not applicable
 - c. Not applicable.
3. No, rule 19.10 (c) gives no specific maximum distance from the **tack point** for the attachment of the permitted tackline or Cunningham system, stating only that it must be attached to or bear upon the **code zero** “near” the **tack point**. The **Competitor** must satisfy the **Measurement Committee** that any proposed arrangement complies with this rule.
4. No, the measurement in rule 19.15 refers to where the **code zero** is tacked (see Interpretation clauses B. and C. above), not where its **tack point** lies.
5. No, no control systems other than those listed in rule 19.10 are allowed to control the sail.

END.