

CHALLENGER OF RECORD & DEFENDER

AMERICA'S CUP 36

Interpretation 066

of

AC75 Class Rule Version 1.16 issued 30th September 2020

Rule References:

18.2 Local hollows or distortions of **sail skin** edges shall be bridged for all sail measurements.

and Interpretation 057.

Questions:

1. Is there a difference between a “local hollow” and a “local... distortion” for purposes of rule 18.2?
2. Is a local hollow a specific type of distortion, or is it considered to be a hollow but not a distortion?
3. Are there or could there be types of distortions other than local hollows which rule 18.2 requires the MC to bridge for sail measurement purposes?
4. If the answer to Q3 is yes, is a significant (ie, not incidental or not the result of a manufacturing inconsistency) local bump or discontinuity in the profile of the leech of a **sail skin** considered a distortion of the **sail skin** edge per rule 18.2?
5. If the answer to Q4 is yes, must the **Measurement Committee** have regard to which is the more ‘local’ feature when deciding whether to bridge across the bump or the adjacent hollow?
6. If the answer to Q4 is yes, is the **Measurement Committee** obliged by rule 18.2 to bridge such a local bump or discontinuity for any measurements impacted by that local bump or discontinuity?
7. If the answer to Q4 is yes, and the purpose or effect of the distortion is to alter the measurement of a mainsail girth, and thus alter measured mainsail area per rule 20.15, should the **Measurement Committee** have regard to bridging local hollows and distortions so as to give a true representation of that area?

Interpretation:

Rule 18.2 says “local hollows or distortions of **sail skin** edges shall be bridged for all sail measurements.” Both “hollows” and “distortions” appear in the sentence so they must refer to different things. Hollows are concave gaps from a bridging straight line to the sail skin edge that are characteristics of the sail design. Local hollows must be bridged.

The measurement process, in which a sail that has shape in 3 dimensions is forced onto a flat plane for measurement, may cause distortions. Distortions may also be caused by damage. The artifacts of the measurement process or the effects of damage are distortions if they cause the sail to be “awry or out of shape”. Distortions that comprise gaps or concavities on the sail skin edge must be bridged. There is no gap to bridge if a distortion is a convexity or “bump.”

OED Definition for “to bridge”:

6. transitive. To join (two things separated by a gap) as if with a bridge, by laying or placing something over or between them; to span (a gap between two things) in this way.

OED Definition for “distortion”:

1.a. The action of distorting, or condition of being distorted, or twisted awry or out of shape; spec. a condition of the body or any limb, in which it is twisted out of the natural shape.

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Answers:

1. Yes.
2. A hollow is not a distortion.
3. Yes.
4. Possibly, if the measurement process or damage causes a local bump in the profile of the **leech** of a **sail skin**, it would be considered a distortion.
5. Not applicable. A bump cannot be bridged.
6. Any bump or convexity in a **sail skin** edge, local or otherwise, cannot be bridged. A local concavity or gap in the **sail skin** edge must be bridged. If a discontinuity comprises a gap or void along the **sail skin** edge, then it must be bridged.
7. **Mainsails** shall comply with the calculation in 20.15. The calculation in 20.15 is not necessarily a true representation of **mainsail** area.

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