

CHALLENGER OF RECORD & DEFENDER

AMERICA'S CUP 36

Interpretation 068

of

AC75 Class Rule Version 1.23 issued 29th December 2020

Rule References:

- 19.11 Systems that guide the sheet between the port and starboard headsail sheeting positions during tacks and gybes are forbidden.
- 19.12 A **headsail** sheet shall not be guided between the port and starboard sheeting positions through a tack or gybe.
- 19.13 Except during (or immediately before or after) a change of the outermost set **headsail**, the outermost set **headsail** sheet may only be controlled by:
- (a) the rotary motion of a winch, controlling the length of the sheet, where:
 - (i) the winch may be self-tailing, but shall not be captive; and
 - (ii) the crew must unload a sheet from one winch and load the other sheet on to another winch to tack and gybe the **headsail**; and
 - (b) a deflector, being the first point of contact on the sheet after the clew of the **headsail**, where:
 - (i) the position of the deflector may be controlled, providing any such control is a different **control function** to the winch; and
 - (ii) the deflector must have no connection to the **hull** further forward than 10.150 m in front of **TRP**.

Interpretation 050

Context:

System A:

A **headsail** sheet system is mounted on the **deck**. The system consists of two sheets (one port and one starboard), two winches (one port and one starboard) and two deflectors (one port and one starboard), as permitted by rule 19.13. No system is installed that guides or could guide the sheet between the port and starboard sheeting position and the headsail sheets are not guided by other means. It is assumed for the purpose of this RFI that the system and its usage otherwise comply with rule 19.13 and the **RC's** related interpretations.

System B:

A system, identical to System A is now installed underneath an aerodynamic fairing. The fairing does not move, has no moving parts, and has no moving parts attached to it. The top side of the aerodynamic fairing is approximately flush with the surrounding **deck**. The fairing has a slot to provide a passage for the **headsail** sheets from the deflectors underneath the fairing to the clew of the **headsail**. The slot is entirely forward of **MRP** and not further forward than 10.150 in front of **TRP**. It is approximately perpendicular to **LCP**. The slot creates a sufficient aperture for the full range of sheeting positions (see figure below).

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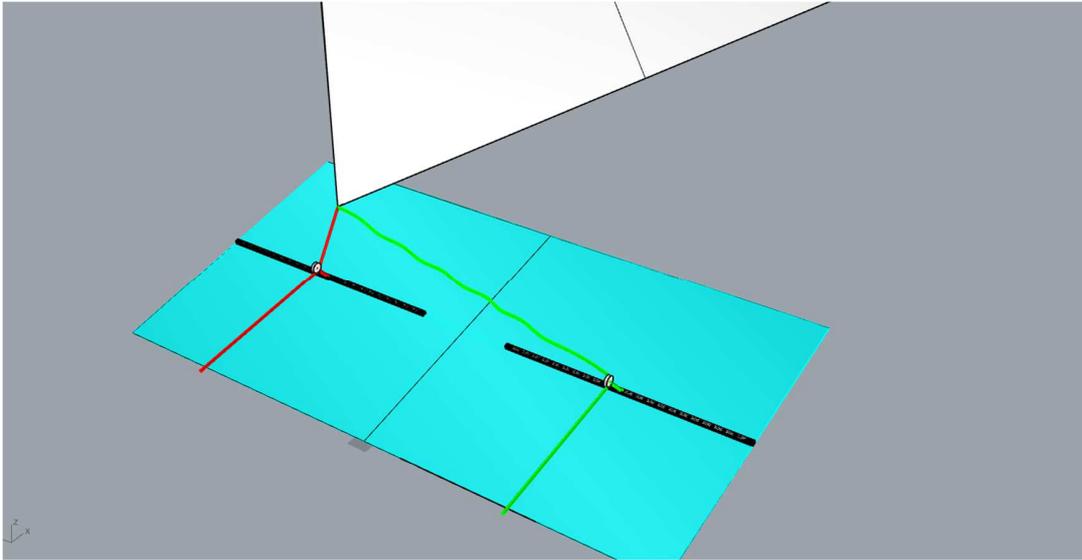


Figure 1: System A: Loaded sheet in red, unloaded sheet in green. The tracks to adjust the jib sheeting positions are shown in black. The thin black line indicates LCP.

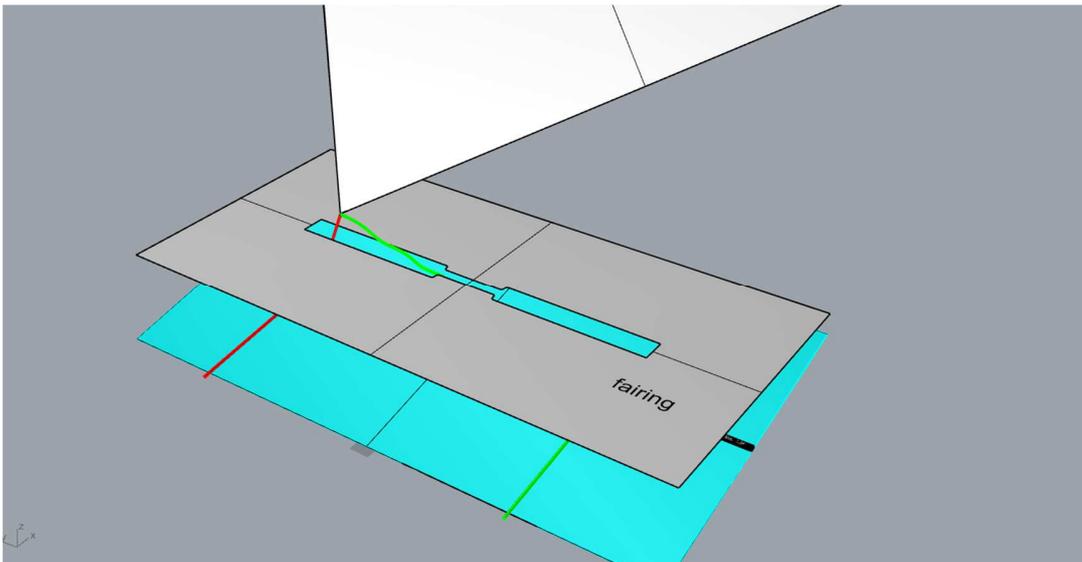


Figure 2: System B: As System A, fairing added with slot for jib sheets (grey).

Questions:

1. Is System B, described above, compliant with rule 19.11. If not, please advise for what reason.
2. Is System B, described above, compliant with rule 19.12. If not, please advise for what reason.

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Interpretation:

Rule 19.13 defines the only ways to control a **headsail** sheet. Thus, if a taut jib sheet is in contact with any part of the yacht between the deflector and the clew, the **Rules Committee** deems this to be a further means of control, prohibited by Rule 19.13(b). That applies for all trim and sail settings.

Answers:

1. Yes, If the starboard sheet never contacts the slot on the port side, and if the port sheet never contacts the slot on the starboard side.
2. Yes, If the starboard sheet never contacts the slot on the port side, and if the port sheet never contacts the slot on the starboard side.

END