

# CHALLENGER OF RECORD & DEFENDER

## AMERICA'S CUP 36

### COR/D Notice to Competitors

N° 9

To: All Competitors in the 36th America's Cup

From: Royal New Zealand Yacht Squadron and Circolo della Vela Sicilia

Subject: Yacht Configurations for the Match under Article 17 of the Protocol

Date: 31 March 2019

This Notice is issued to inform Competitors of the agreement reached between RNZYS and the COR regarding Yacht Configurations for the Match. The Notice will be incorporated in the Match Conditions to be agreed and finalised by the 20<sup>th</sup> of December 2019 under Article 17 of the Protocol Governing the 36<sup>th</sup> America's Cup ("**Protocol**"). Defined terms used in this Notice have the meanings given to them in the **Protocol** and the **AC75 Class Rule**.

#### Yacht Configurations for the Match, forming part of Match Conditions (Article 17)

1. **Competitors** are required to declare confidentially to the **Measurement Committee** the **yacht** configuration to be sailed in the **Match** at least 120 hours before the scheduled start of the first race of the **Match**.
2. The declared **yacht** configuration must include the identity and version of the:
  - (a) **hull**;
  - (b) **foils**, including **foil arm stocks**, **foil arm fairings**, **foil wings**, and **foil flaps**;
  - (c) **rudder**, including the **rudder upper** and **rudder lower**;
  - (d) **mast tube**.
3. For those components listed above whose modifications are controlled by an IGES file according to **AC75 Class Rule** 5, the declaration shall record:
  - (e) an ID (or **Hull** sail number), being the unique identity of a specific component that remains with that component throughout its lifetime, regardless of any modifications to that component;
  - (f) a Version number of each component, being a number that changes each time a component is modified with respect to its IGES file and installed on an **AC75 Class Yacht** with that **yacht** afloat. A new Version number is not required if a component is modified, but does not change shape with respect to its IGES file; and
  - (g) an IGES file checksum, which is a code generated from an IGES file corresponding to a specific Version of a component, or assembly of components, and uniquely identifies that IGES file from any others. The **Measurement Committee** shall issue a procedure for generating an IGES file checksum from an IGES file.

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4. When declaring their **yacht** configuration, **Competitors** are required to supply IGES files of the following:
  - (a) the **hull**, as described in Rules 3.10, 5.9 and 11.1, which shall also include the port and starboard **foil cant reference points**;
  - (b) the port and starboard **linear components** that each combine a **foil arm** and a **foil wing**;
  - (c) the port and starboard, inboard and outboard **foil flaps**;
  - (d) the **linear component** that combines a **rudder upper** and a **rudder lower**; and
  - (e) the **mast tube** as described in Rule 35.77.
5. When declaring their **yacht** configuration, **Competitors** must also submit a scheduled order of replacement components to be substituted in the event of loss or damage to a component listed on the declaration. A **Competitor's** schedule shall remain confidential between that **Competitor** and the **Measurement Committee**.
6. After a **yacht** configuration for the **Match** has been declared, and prior to racing, **Competitors** must obtain a Measurement Certificate for the **Match** that reflects all the details of the declared configuration. Once a Measurement Certificate has been issued to a **Competitor** for the **Match**, it shall not be amended or replaced at any time before or during the **Match**, unless a component listed on the certificate is damaged or lost.
7. In the event of damage or loss to a component listed on the Measurement Certificate, a new Measurement Certificate shall only be issued subject to the following conditions:
  - (a) The **Measurement Committee** must be completely satisfied that the damage or loss was unintentional, and that a repair in accordance with **AC75 Class Rule** 5.12, 5.13 or 5.14 is not possible in time for the **Competitor's** next race. The **Measurement Committee** may request sailing data, video, inspection of components, interviews with or affidavits from team members to confirm this.
  - (b) If the **Measurement Committee** permits a component to be replaced, it shall only be replaced with the next component identified on the scheduled order of replacement components. The schedule may specify that damage to some sub-components of a **foil** or **rudder** may necessitate replacement of the complete **foil** or **rudder**, but damage to one **foil** shall not correspond to replacement of the other **foil**.
  - (c) If a damaged component is replaced, and that component can be repaired, but not in time for the next race, the **Competitor** shall submit to the **Measurement Committee** an estimated repair schedule and must repair the component as quickly as possible. As soon as the component is repaired, it must be reinstalled, and the original Measurement Certificate shall be reinstated.

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- (d) If the **Measurement Committee** permits a damaged component to be replaced and a new Measurement Certificate issued, the 'Undamaged' **Competitor** competing in the **Match** shall also be entitled, if it chooses, to change the corresponding component to the next component identified on its scheduled order of replacement components, and a new Measurement Certificate shall be issued. In this event, when the 'Damaged' **Competitor** reinstates that repaired Component, the Undamaged **Competitor** can choose whether to reinstate its original component. This choice to reinstate a component shall only be available at that time, or within the time required to reinstate that component.
- (e) Clause (d) shall not apply if the Undamaged **Competitor** is ruled to have caused the damage to the Damaged **Competitor's** component.
8. When racing, the configuration of a **Competitor's yacht** must match the configuration recorded in her Measurement Certificate, except as provided by **AC75 Class Rule 31.13 (a) (i)**.
9. The configuration of a **Competitor's yacht**, in respect to aspects not recorded on her Measurement Certificate, may be changed prior to any race providing the **Measurement Committee** is able to verify compliance of those changes with respect to the **AC75 Class Rule** prior to racing.
10. The **Measurement Committee** shall issue procedures and time scales for verifying, prior to each race, that a **yacht** remains in compliance with her Measurement Certificate and the **AC75 Class Rule**. Those procedures and time scales shall vary according to the part of the **yacht** being changed and checked, but will include provisions such as:
- (a) Verification of a **yacht assembly** mass and **longitudinal** centre of mass, which is likely to be checked the morning of a race. In accordance with **AC75 Class Rule 31.13 (a) (i)**, the **yacht assembly longitudinal** centre of mass may vary by up to 25 mm from the value recorded on the **yacht's** Measurement Certificate, providing it still lies within the constraints of the **AC75 Class Rule**.
- (b) A deadline prior to a race for the measurement of any sails, or any permitted modifications of sails, to be determined by the **Measurement Committee** in consultation with **Competitors**, with a permission that a **Competitor** may select which pre-measured sail configurations to use for a race at any time up to the warning signal of that race, providing that ballast to correct different sail weights is applied according to **AC75 Class Rule 10**.

**END**