

Notice to Competitors

N°13

To: All Challengers in the 36th America's Cup
Cc: Emirates Team New Zealand
Subject: Prada Cup Conditions
Date: 17th July 2020

Dear Challengers,

Please find attached the Notice of Race and Conditions for the Prada Cup which have been approved by RNZYS, under Article 18.2 of the Protocol confirming that the modifications from the Match Conditions are equitable to all Challengers.

Kind regards,



Cathy Ryan
COR Team Liaison

NOTICE OF RACE AND CONDITIONS

36TH AMERICA'S CUP CHALLENGER SELECTION SERIES

Auckland, New Zealand

This Notice of Race and Conditions for the Challenger Selection Series ("**Prada Cup Conditions**") have been agreed and finalised under Article 18 of the Protocol Governing the 36th America's Cup ("**Protocol**") by the Royal New Zealand Yacht Squadron as the Trustee and Defender of the America's Cup ("**RNZYS**") and Circolo della Vela Sicilia as the Challenger of Record ("**COR**").

These Prada Cup Conditions shall govern the Challenger Selection Series for the 36th America's Cup Match ("Prada Cup").

The words defined in Article 59 of the Protocol and AC75 Class Rule 35 shall have the same meaning in these Prada Cup Conditions.

The word Repechage of the COR Notice # 12 is changed in "Semi-Final".

A reference to time means New Zealand Daylight Saving Time.

1. ORGANIZING AUTHORITY

- 1.1 Under the Protocol, the Event Organizing Authority is the Challenger of Record 36 srl acting on behalf of the Circolo della Vela Sicilia, including any affiliate or subsidiary entity which is authorized to undertake activity on its behalf.

2. RULES

- 2.1 The conduct of the Prada Cup will be governed by the documents listed in Article 16.1 of the Protocol having the precedence stipulated Article 16.2, including the World Sailing Racing Rules of Sailing America's Cup Edition referred to in Article 16.1 e) of the Protocol ("**RRSAC**").
- 2.2 The Sailing Instructions for the Prada Cup will be issued in accordance with the requirements of Article 17.2 of the Protocol.

3. ELIGIBILITY

- 3.1 The Protocol and AC75 Class Rule define the eligibility of Competitors, Yachts and Crew.
- 3.2 Article 10 of the Protocol establishes the requirement of Nationality for all Crew racing in the Prada Cup and the Match. Competitors shall declare the nationality of each Crew member (the "**Nationality Declaration**") under the procedure published in the COR/D Notice to Competitors No 30 dated 11th June 2020. (See Attachment 2).

4. RACE AREA

- 4.1 The Racing Area, Course Areas for the Match as detailed in COR/D Notice to Competitors No 7 dated the 30th of August 2018 will apply to the Prada Cup as also confirmed in the COR/D Notice to Competitors No 27 dated 6th February 2020 which include the Auckland Course Location Guidelines.

5. FORMAT AND SCHEDULE

- 5.1 The format and schedule for the Prada Cup are shown in Attachment 1 (the "Prada Cup Format and Schedule"). Without prejudice to Article 3.3 of the Protocol the Attachment 1 may from time to time be revised or modified by COR/D in consultation with the Regatta Director.

6. MEASUREMENT AND INSPECTION

- 6.1 Measurement will be undertaken by the Measurement Committee in accordance with the requirements of the Protocol and the AC 75 Class Rule.

7. YACHT CONFIGURATION

- 7.1 **Competitors** are required to declare confidentially to the **Measurement Committee** the **yacht** configuration to be sailed as follows:

Declaration 1	Prada Cup Round Robin Stage Due by 15:00 on Wednesday 13 January for racing period from 15 th to 19 th .
Declaration 2	Prada Cup Round Robin Stage Due by 15:00 on Wednesday 20 January for racing period from 22 nd to 26 th .
Declaration 3	Prada Cup Semi-Final Stage Due by 15:00 on Wednesday 27 January for racing in the Semi Final Stage.
Declaration 4	Prada Cup Final Stage Due by 16:00 on Monday 8 February for racing in the Final Stage.

- 7.2 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**.

- 7.3 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.

- 7.4 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 35.78.
- 7.5 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**.
- 7.6 After a **yacht** configuration has been declared as per 7.1 above, and prior to racing, **Competitors** must obtain a Measurement Certificate for the period that reflects all the details of the declaration. Once a Measurement Certificate has been issued to a **Competitor** it shall not be amended or replaced from the time the declaration is required until the end of racing on the last day of the racing period, unless a component listed on the certificate is damaged or lost.
- 7.7 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.
 - (d) If the **Measurement Committee** permits a damaged component to be replaced and a new Measurement Certificate issued, the 'Undamaged' **Competitor** competing in the race 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.
- 7.8 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).
- 7.9 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.

7.10 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**.

8. COURSE

8.1 The Course Configuration for the **Match** is detailed in COR/D Notice to Competitors No 7 dated the 30th of August 2018 and will apply to the Prada Cup as also confirmed in the COR/D Notice to Competitors No 27 dated 6th February 2020. Further Course details will be provided in the Sailing Instructions for the **Prada Cup**.

9. WIND LIMITS (as published in COR Notice # 12)

9.1 Unless the Regatta Director considers conditions too rough, the warning signal for racing shall only be made when the approximate average TWS is within the range specified below for the whole period between 9 mins and 4 mins before the start. The TWS shall be measured as a rolling average of one hertz samples over 30 seconds at approximately 5.5 meters above the water on the race committee signal boat. This TWS shall be corrected to represent the TWS relative to the water, based on the forecasted tidal currents in the area where the race committee signal boat is located, using a procedure and tidal current forecast published by the Regatta Director on or before 1 December 2020.

The applicable range shall be as follows:

- a) during the Prada Cup Round Robin Stage and Semi-Final Stage - between 6.5 and 21 knots;
- b) during the Prada Cup Final Stage - between 6.5 and 23 knots

10. WARNING SIGNAL

10.1 Unless otherwise agreed by COR in consultation with the Regatta Director, the scheduled time of the Warning Signal for the first race on each Race Day shall not be:

- (a) before 1500 hours during Prada Cup Round Robin Stage and Semi-Final Stage;
- (b) before 1600 hours during Prada Cup Final Stage.

See attachment 1.

10.2 Unless otherwise prescribed, the intention of the Regatta Director will be to sail two races per Race Day.

10.3 Unless otherwise agreed by COR in consultation with the Regatta Director and the

affected Competitors, each Competitor shall sail no more than two races per day.

11. TIME LIMITS

11.1 The intended Time Limits, but to be confirmed in the Sailing Instructions for the Prada Cup, are as follows:

- (a) For leg 1 12 minutes (based on 6 knots VMG for 1.2 miles)
- (b) For a race: 45 minutes

12. INTERNATIONAL JURY

12.1 An International Jury will be appointed in accordance with the requirements of the Protocol and the RRSAC.

13. COMMUNICATIONS

13.1 The following supplied equipment shall be carried aboard whilst racing:

- (a) on each yacht (and it's rescue boat), a two-way Safety Radio issued by the Race Committee.
- (b) A Media System and Crew Information System as detailed in the AC75 Class Rule.

14. LIABILITY & INSURANCE

14.1 Attention is drawn to the RRSAC Fundamental Rule regarding the Decision to Race (RRSAC 3 in the current draft):

"The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone".

14.2 All Competitors and their personnel taking part in the Prada Cup do so at their own risk.

15. ANTI-DOPING

15.1 Competitors shall comply with the Anti-Doping Code for the 36th America's Cup to be incorporated in the RRSAC.

16. SPORTS BETTING

16.1 Attention is drawn to Article 35 of the Protocol prohibiting sports betting on the part of Competitors, their team members and all Officials.

21. AMENDMENTS

21.1 These Prada Cup Conditions may only be amended with the agreement of COR and RNZYS.

Dated this 30th day of June 2020

Issued by **Circolo della Vela Sicilia**

under Article 18.2 of the Protocol Governing the 36th America's Cup.

And Approved by RNZYS under Article 18.1

Attachment 1

PRADA CUP FORMAT

Round-Robin Stage

There will be a stage consisting of four Round-Robins. When two Competitors complete their first race between them, that result shall be considered part of Round Robin 1, irrespective of the original schedule. The same applies to the following completed races between the same two Competitors.

The final scheduled day of the Round-Robin Stage is Tuesday 26th January (if not completed prior).

The highest ranked Competitor will be admitted to the Prada Cup Final. The other two Competitors will race in the Semi Final.

Semi-Final Stage

The winner of the Semi-Final Stage will be the first to get at least four (4) points after applying scoring changes as per RRSAC.

The final scheduled day of the Semi-Final Stage is Thursday 4th February (if not completed prior).

The winner of the Semi-Final Stage will be admitted to the Prada Cup Final.

Final Series

The winner of the Final Stage will be the first to get at least seven (7) points after applying scoring changes as per RRSAC.

The final scheduled day of the Final Stage will be Wednesday 24th February (if not completed prior).

The winner of the Final Stage will win the Prada Cup and will be the challenger for the Match.

PRADA CUP 2021 SCHEDULE

ELIGIBILITY and MEASUREMENT

Competitors Declaration of its Yacht Configuration

Wednesday 13 January	1500 hours	Round Robin Stage	Declaration 1
Wednesday 20 January	1500 hours	Round Robin Stage	Declaration 2
Wednesday 27 January	1500 hours	Semi-Final Stage	Declaration 3
Monday 08 February	1600 hours	Prada Cup Final Stage	Declaration 4

A final schedule for the weighing of crew shall be published by the Rules Committee under Class Rule 34.1 on or before 15 July 2020.

RACING

Race and Reserve Days (all 2021)	Indicative Race No	First Warning Signal
Friday 15 January	Round Robin 1: Race # 1, Race # 2	1500 hours *
Saturday 16 January	Round Robin 1: Race # 3 Round Robin 2: Race # 1	1500 hours *
Sunday 17 January	Round Robin 2: Race # 2, Race # 3	1500 hours *
Monday 18 January	Reserve Day	
Tuesday 19 January	Reserve Day	
Friday 22 January	Round Robin 3: Race # 1, Race # 2	1500 hours *
Saturday 23 January	Round Robin 3: Race # 3 Round Robin 4: Race # 1	1500 hours *
Sunday 24 January	Round Robin 4: Race # 2, Race # 3	1500 hours *
Monday 25 January	Reserve Day	
Tuesday 26 January	Reserve Day	
Friday 29 January	Semi-Final: Race # 1, Race # 2	1500 hours *
Saturday 30 January	Semi-Final: Race # 3, Race # 4	1500 hours *
Sunday 31 January	Semi-Final: Race # 5, Race # 6	1500 hours *
Tuesday 02 February	Semi-Final: Race # 7	1500 hours *
Wednesday 03 February	Reserve Day	
Thursday 04 February	Reserve Day	
Saturday 13 February	Final: Race # 1, Race # 2	1600 hours *
Sunday 14 February	Final: Race # 3, Race # 4	1600 hours *
Tuesday 16 February	Reserve Day	
Wednesday 17 February	Final: Race # 5, Race # 6	1600 hours *
Thursday 18 February	Reserve Day	
Friday 19 February **	Final: Race # 7, Race # 8	1600 hours *
Saturday 20 February	Final: Race # 9, Race # 10	1600 hours *
Sunday 21 February	Final: Race # 11, Race # 12	1600 hours *

Monday 22 February	Final: Race # 13	1600 hours	*
Tuesday 23 February	Reserve Day		
Wednesday 24 February	Reserve Day		

* second race of the day (if any) will be started as soon as possible after completion of the first, but not earlier than 20 minutes.

** Friday 19 February will not be used as a Race Day if the Regatta Director (after consultation with the Competitors) considers racing is not required that day to meet the intended objective of completing the Prada Cup Final over the weekend of 20/21 February 2021. He may also elect to only conduct one race that day.

Notes on Reserve Days

Tuesday 16 February	May be used as a Race Day if the Regatta Director so decides (after consultation with the Competitors) due to the Stage being behind schedule after the first two Race Days on 13 and 14 February.
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Monday 22 February to Wednesday 24 February (included)	If the Prada Cup Final is not completed prior to 22 February then racing will continue every day until completion or until the end of the last Race Day 24 February.
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CHALLENGER OF RECORD & DEFENDER
AMERICA'S CUP 36

Notice to Competitors
N°30

To: All Competitors in the 36th America's Cup
From: Royal New Zealand Yacht Squadron and Circolo della Vela Sicilia
Subject: Declaration of the Crew's nationality under Article 10 of the Protocol
Date: 11th June 2020

This Notice is issued to inform the Competitors of the agreement reached between RNZYS and the COR ("**COR/D**") regarding a process for the Competitors to declare compliance with Article 10.2 of the Protocol - Crew Nationality.

This Notice will be incorporated in the Prada Cup Challenger Selection Series Conditions ("**CSS** Conditions") to be agreed by 30th June 2020 under Article 18 of the Protocol and will be incorporated in the Match Conditions which will be amended accordingly.

Defined terms used in this Notice have the meanings given to them in the-Protocol.

Declaration of the Crew's nationality under article 10 of the Protocol

1. Competitors shall circulate to all the other Competitors a list of the pool of sailors from whom they intend selecting their crew members to race in the Prada Cup and in the Match, if applicable ("**Crew**"), declaring the nationality of each Crew member (the "**Nationality Declaration**") accompanied by supporting evidence to demonstrate compliance of each with the nationality requirements of Article 10 of the Protocol.
2. The Nationality Declaration shall identify each Crew member's nationality under either Article 10.2. a) or Article 10.2. b) of the Protocol and shall include supporting evidence for each such Crew member.

The Nationality Declaration and the supporting evidence shall be circulated to all other Competitors (via the usual email addresses supplied for Competitor Notices issued by COR/D) within a period of 15 days after the expiration of the relevant two year period referred to in Article 10.2(b) (such deadline shall be treated as midnight on 15 September 2020 NZT)

3. For any additional crew member engaged after the 31st August 2020, a Nationality Declaration shall be circulated in the same manner no later than 10 days after the Crew member is contracted by the Competitor. Such Crew member shall not be eligible under Article 10 to compete in any race in the CSS or the Match until his/her nationality has been finally determined under this procedure.
4. It is understood that such Nationality Declaration and any supporting document filed under 1, 2 and 3 above shall remain strictly confidential among the Competitors and COR/D and specifically they will not be posted on the AC36 Noticeboard.
5. If any Competitor ("**Applicant**") wishes to dispute the Nationality Declaration for any Crew member it shall notify RNZYS Russell Green russell.green@emiratesteamnz.com and the Challenger of Record Alessandra Pandarese alessandra.pandarese@pradacup.com and Cathy Ryan cathy.ryan@pradacup.com under Article 10.5 of the Protocol by email within 10 days from the date on which the Nationality Declaration is circulated as required by clause 3 above ("**Time Limit**"), setting out the grounds on which it disputes the particular Nationality Declaration. If either RNZYS or the Challenger of Record wish to dispute a Nationality Declaration it shall also notify the other in the same manner within the same Time Limit.
6. In accordance with Article 10.5 of the Protocol, COR/D shall first seek to resolve the dispute between them and shall immediately notify all Competitors of their decision, If however a dispute is not resolved by COR/D agreement being reached within 10 working days of the expiry of the Time Limit, then such dispute shall be immediately referred to the Arbitration Panel for determination. The costs of the Panel on such a referral and where they lie shall be as determined by the Panel.
7. Once the Time Limit has expired without any notice of a dispute being received, the Nationality Declaration for a particular Crew member will be accepted as being final, and the concerned Crew member will be eligible to race in the Prada Cup and/or the Match. In the event of a dispute, then the particular Crew member will not be eligible to race until COR/D either notifies its agreement or, if required, a favourable decision is issued by the Arbitration Panel. For avoidance of doubt, the nationality of a Crew member cannot be the subject of a dispute unless the required notice is received prior to the expiration of the Time Limit.

END