



# **The WORLD SAILING RACING RULES of SAILING AMERICA'S CUP EDITION**

Version 3.02

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for the 36<sup>th</sup> America's Cup  
refer Protocol 16.1 e)

The "Racing Rules of Sailing, America's Cup Edition" has been approved by World Sailing for use in AC 36. This America's Cup Edition v3 replaces the RRS in their entirety including all Appendices. These rules include changes approved by World Sailing in accordance with Regulation 28.1.3.



## INTRODUCTION

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**Terminology** A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***).

Each of the terms in the table below is used in *The Racing Rules of Sailing* with the meaning given.

<i>Term</i>	<i>Meaning</i>
Jury	The World Sailing International Jury, or Arbitration Panel as applicable under rule 69, appointed for AC 36.
Race committee	The Regatta Director and any other person performing a race committee function.
Racing rule / RRS	A rule in <i>The Racing Rules of Sailing America's Cup Edition v3</i> .
Class Authority	The AC75 Rules Committee as appointed under Protocol Article 21.
Vessel	Any boat or ship not competing in a race.

Other words and terms are used in the sense ordinarily understood in nautical or general use.

**World Sailing Regulations** The World Sailing regulations on: Eligibility, Anti-Doping, and Disciplinary are referred to in the definition *Rule*. The regulations that apply as a *rule* are published on the World Sailing website.

**Cases and Calls** Only Cases that are adopted by the jury or Calls adopted by the umpires are recognized as authoritative interpretations of these *Racing Rules of Sailing America's Cup Edition*.

**Rule Numbering** This edition of the rules has kept the original numbering of the World Sailing *Racing Rules of Sailing* (where possible) to aid reference to those rules.

## DEFINITIONS

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In interpreting these **rules**, the definitions in Article 59 of the Protocol shall apply. Defined terms within the class rule shall apply unless a different definition is stated below. A term used as stated below is shown in *italic type* or, in preambles, in **bold italic** type.

**Abandon** To *abandon* a race means to stop *racing* prior to a *yacht* having sailed the course.

**Boundary** The line that marks the limits of the racing area as designated via the *RO Comms*.

**Capsize** A *yacht* is *capsized* when her masthead is in the water.

**Clear Astern and Clear Ahead; Overlap** One *yacht* is *clear astern* of another when her *platform border* is behind a line abeam from the aftermost point of the other *yacht's* media post. The other *yacht* is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a *yacht* between them *overlaps* both.

**CNC** a Claim of Non Compliance lodged as per rule 78.6.

**Conflict of Interest** A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a decision.

**Fetching** [deleted]

**Finish** A *yacht finishes* when any part of her *platform border* crosses the finishing line from the course side after completing any penalties. However:

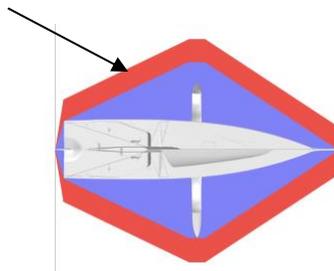
- (a) when penalties are cancelled under rule 44.4(e) after one or both *yachts* have *finished*, each shall be recorded as *finished* when she crossed the line;
- (b) when one *yacht* that has an outstanding penalty when, or after, it crosses the finishing line and that *yacht* does not complete the penalty and then cross the finishing line, that yacht will be recorded as finished 10 seconds after the other yacht;
- (c) a yacht has not *finished* if she continues to *sail the course*.

**Keep Clear** A *yacht keeps clear* of a right-of-way *yacht*

- (a) if the *keep clear borders* do not intersect,
- (b) if the right-of-way *yacht* can sail her course with no need to take avoiding action and,
- (c) when the *yachts* are *overlapped*, if the right-of-way *yacht* can also change course in both directions without its *keep clear border* immediately intersecting the *keep clear border* of the *keep clear yacht*.

**Keep Clear Border** A symmetrical polygon that touches the:

- aft point on the media post,
- 2 metres outboard from the transom corners, perpendicular to the **LCP** (as defined in the AC75 Class Rule)
- 2 metres outboard from the maximum beam at the foil arm region (9.950 m and 12.000 m forward of **TRP**), perpendicular to the **LCP** (as defined in the AC75 Class Rule), and
- 2 metres outboard from the end of the bowsprit, perpendicular to the **LCP** (as defined in the AC75 Class Rule).



**Leeward and Windward** A *yacht's leeward* side is the side that is or, when she is head to wind, was away from the wind. The other side is her *windward* side. When two *yachts* on the same *tack* *overlap*, the *yacht* on the *leeward* side of the other is the *leeward yacht*. The other is the *windward yacht*.

**Mark** An object the sailing instructions require a *yacht* to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

**Mark-Border** The area within a radius of 7 meters round the signal mast on the marks.

**Mark-Room** Room for a *yacht* to sail her *proper course* to round or pass the *mark* and its *mark-border*, and room to pass a *finishing mark* after *finishing*.

**Obstruction** An object that a *yacht* could not pass without changing course substantially, if she were sailing directly towards it and 23 meters from it. An object that can be safely passed on only one side, a *boundary*, and any object, area or line so designated by a *rule* are also *obstructions*. However, a *yacht racing* is not an *obstruction* to other *yachts* unless they are required to:

- (a) *keep clear* of her and they are not approaching the starting line to *start*; or
- (b) avoid her under rule 22.

A vessel under way, including a *yacht racing*, is never a continuing *obstruction*.

**OCS** A *yacht* is OCS when at her starting signal any part of her *platform border* is on the course side of the starting line.

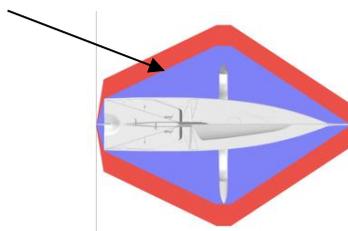
**Overlap** See **Clear Astern and Clear Ahead; Overlap**.

**Party** A party to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a redress hearing: a *yacht* requesting redress or for which redress is requested; a *yacht* for which a hearing is called to consider redress under rule 60.3(b);
- (c) for a redress hearing under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) a person against whom an allegation of a breach of rule 69.1(a) is made; a person presenting an allegation under rule 69.2(e)(1);
- (e) a support person subject to a hearing under rule 60.3(d) or 69; any *yacht* that person supports; a person appointed to present an allegation under rule 60.3(d).

**Platform Border** A symmetrical polygon that touches the:

- aft point on the media post,
- the transom corners,
- the maximum beam at the foil arm region (9.950 m and 12.000 m forward of **TRP**), and
- the end of the bowsprit.



**Postpone** A *postponed* race is a race delayed before its scheduled start but may be started or *abandoned* later.

**Proper Course** A course a *yacht* would choose in order to *sail the course* and *finish* as soon as possible in the absence of the other *yachts* referred to in the *rule* using the term. A *yacht* has no *proper course* before her starting signal.

**Protest** An allegation made under rule 61.2 by a *yacht*, the Regatta Director or the jury that a *yacht* has broken a *rule*.

**Racing** A *yacht* is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a *postponement*, *termination* or *abandonment*.

**RO Comms** The communication system(s) provided by race management for *yachts* and race officials when on the water consisting of

- (a) information displayed on the RMS displays on each *yacht*;
- (b) light signals emitting from race management supplied equipment on each *yacht*;
- (c) information transmitted over the race management supplied radio;
- (d) the clock on the sides of the Race Committee Signal Vessel;
- (e) data supplied via the Media System Telemetry in accordance with the AC75 Class Rules;

Any communication listed above constitutes communication to a *yacht*.

**Room** The space a *yacht* needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 28.3, while maneuvering promptly in a seamanlike way.

- Rule**
- (a) The *rules* in this book, including the Definitions, Introduction, preambles and the rules of relevant appendices, but not titles;
  - (b) The World Sailing Regulations on: Eligibility Code (Regulation 19); Anti-Doping Code (Regulation 21); and Disciplinary, Appeals and Review Code (Regulation 35);
  - (d) the AC75 Class Rule; and
  - (f) the race conditions and sailing instructions.

**Sail the Course** A *yacht sails the course* provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes*, when drawn taut,

- (a) passes each *mark* of the course for the race on the required side and in the correct order,
- (b) touches each *mark* designated in the sailing instructions to be a rounding mark, and
- (c) passes between the *marks* of a gate from the direction of the course from the previous *mark*.

**Start** A *yacht starts* when:

- (a) her *platform border* having been entirely on the pre-start side of the starting line at or after her starting signal, any part of her *platform border* cross the starting line from the pre-start side to the course side; or
- (b) having crossed the starting line from the pre-start side to the course side within 10 seconds prior to the starting signal and been identified as *OCS*, she completes a penalty for *OCS*.

**Support Person** Any person who provides, or may provide, physical or advisory support to a Competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a Competitor in, or preparing for, the competition.

**Tack, Starboard or Port** A *yacht* is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

**Terminate** To *terminate* a race means to stop a race after one *yacht* has *sailed the course* or if a *yacht* has been disqualified or has retired.

**Windward** See **Leeward and Windward**.

**Yacht** An AC75 class *yacht* competing in a race of AC 36 and the crew on board.

**Zone** The area

- (a) within the radius of 70 meters around the signal mast on the marks;
- (b) around *obstructions* (other than a *boundary*) within a distance of 70 meters; and
- (c) from the *boundary* within a distance of 115 meters.

A *yacht* is in the *zone* when any part of her platform border is in the *zone*.

## **BASIC PRINCIPLES**

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### **SPORTSMANSHIP AND THE RULES**

Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a yacht breaks a *rule* and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire.

### **ENVIRONMENTAL RESPONSIBILITY**

Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

## **PART 1**

### **FUNDAMENTAL RULES**

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*Races shall be umpired.*

#### **1 SAFETY**

##### **1.1 Helping Those in Danger**

A *yacht*, Competitor or *support person* shall give all possible help to any person, *yacht*, or vessel in danger.

##### **1.2 Life-Saving Equipment and Personal Flotation Devices**

A *yacht* shall carry adequate life-saving equipment for all persons on board. Crew equipment requirements in these racing *rules* prescribe the minimum required. Each crewmember is individually responsible for wearing personal equipment adequate for the conditions.

##### **1.3 First Aid Training**

While *racing*, a *yacht* must have on board at least four crewmembers who have completed a recognized First Aid / CPR course as determined by the Regatta Director.

#### **2 FAIR SAILING**

Competitors shall comply with the *rules* and act at all times in compliance with recognized principles of sportsmanship and fair play. A *yacht* may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.

#### **3 DECISION TO RACE**

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

## **4 ACCEPTANCE OF THE RULES**

- 4.1** (a) By participating, or intending to participate, in an event conducted under the *rules*, each Competitor agrees to accept the *rules*.
- (b) A *support person*, by providing support, agrees to accept the *rules*.
- 4.2** A Competitor agrees on behalf of their *support persons* that such *support persons* are bound by the *rules*.
- 4.3** Acceptance of the *rules* includes agreement:
- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;
- (c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and
- (d) for a Competitor to ensure that their *support persons* are aware of the *rules*.
- 4.4** The person in charge of each yacht shall ensure that all Competitors including the crewmembers are aware of their responsibilities under this rule.
- 4.5** [deleted]

## **5 RULES GOVERNING ORGANIZING AUTHORITIES AND OFFICIALS**

The organizing authority, race committee, technical committee, jury and other race officials shall be governed by the *rules* in the conduct and judging of the event.

## **6 WORLD SAILING REGULATIONS**

- 6.1** Each Competitor and *support person* shall comply with the World Sailing Regulations defined as a *rule*.
- 6.2** Rule 63.1 does not apply unless *protests* are permitted in the Regulation alleged to have been broken.
- 6.3** A Competitor shall ensure that their crew in a race are registered as part of World Sailing's America's Cup Registered Testing Pool.
- 6.4** A Competitor shall ensure that the members of their sailing team who may sail for them in a race are registered as part of World Sailing's America's Cup Registered Testing Pool promptly after the individual enters into an arrangement with the Competitor and there is a possibility that the individual may sail for the Competitor in a race on an AC75 Class Yacht.
- 6.5** The individual may only be removed from World Sailing's America's Cup Registered Testing Pool at the conclusion of AC36 or if the Competitor is certain that the individual will not sail for them in a race of AC36.
- 6.6** For the purposes of the World Sailing Anti-Doping Code, the racing of AC75 Class yachts in an event (as per Protocol Article 5) the under these rules is a team sport.

## **7 LAST POINT OF CERTAINTY**

The umpires will assume that the state of the *yacht*, or her relationship to the other *yacht*, has not changed, until they are certain that it has changed.

## PART 2

### WHEN YACHTS MEET

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The **rules** of Part 2 apply between **yachts** that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a **yacht** not **racing** shall not be penalized for breaking one of these **rules**, except rule 23.1.

When a **yacht** sailing under these **rules** meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules.

#### SECTION A

##### RIGHT OF WAY

A **yacht** has right of way when another **yacht** is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way **yacht**.

#### 10 ON OPPOSITE TACKS

When *yachts* are on opposite *tacks*, a *port-tack* yacht shall *keep clear* of a *starboard-tack* yacht.

#### 11 ON THE SAME TACK, OVERLAPPED

When *yachts* are on the same *tack* and *overlapped*, a *windward* yacht shall *keep clear* of a *leeward* yacht.

#### 12 ON THE SAME TACK, NOT OVERLAPPED

When *yachts* are on the same *tack* and not *overlapped*, a yacht *clear astern* shall *keep clear* of a yacht *clear ahead*.

#### 13 [deleted]

#### SECTION B

##### GENERAL LIMITATIONS

#### 14 AVOIDING CONTACT

If reasonably possible, a *yacht* shall

- (a) avoid contact with another *yacht*,
- (b) not cause contact between *yachts*, and
- (c) not cause contact between a *yacht* and an object that should be avoided.

However, a right-of-way *yacht* or one sailing within the *room* or *mark-room* to which she is entitled need not act to avoid contact until it is clear that the other *yacht* is not *keeping clear* or giving *room* or *mark-room*.

#### 15 ACQUIRING RIGHT OF WAY

When a *yacht* acquires right of way, she shall initially give the other *yacht* *room* to *keep clear*, unless she acquires right of way because of the other *yacht's* actions.

## 16 CHANGING COURSE

- 16.1** When a right-of-way *yacht* changes course, she shall give the other *yacht* room to *keep clear*.
- 16.2** When sailing to a *mark* that is to windward, a *starboard-tack yacht* shall not bear away to a course that is below her *proper course* if at that moment the *port-tack yacht* that is *keeping clear* by sailing a course to pass to leeward of her has to immediately change course to continue *keeping clear*.
- 16.3** When sailing to a *mark* that is to leeward, a *starboard-tack yacht* shall not luff to a course that is above her *proper course* if at that moment the *port-tack yacht* that is *keeping clear* by sailing a course to pass to windward of her has to immediately change course to continue *keeping clear*.
- 17** [deleted]

## SECTION C

### AT MARKS AND OBSTRUCTIONS

*Rules 18 and 19 do not apply at a starting mark surrounded by navigable water or at its anchor line.*

## 18 MARK-ROOM

### 18.1 When Rule 18 Applies

Rule 18 applies between *yachts* when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a *yacht* approaching a *mark* and one leaving it. Rule 18 no longer applies between *yachts* when the *yacht* entitled to *mark-room* is on the next leg and the *mark* is astern of her.

### 18.2 Giving Mark-Room

- (a) When the first *yacht* reaches the *zone*,
- (i) if *yachts* are *overlapped*, the outside *yacht* at that moment shall thereafter give the inside *yacht* *mark-room*.
  - (ii) if *yachts* are not *overlapped*, the *yacht* that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the *yacht* entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the *yachts* considered at the time rule 18.2(a) is re-applied.
- (c) If a *yacht* obtained an inside *overlap* and, from the time the *overlap* began, the outside *yacht* is unable to give *mark-room*, she is not required to give it.

### 18.3 Tacking or Gybing

- (a) If *mark-room* for a *yacht* includes a change of *tack*, such *tack* or *gybe* shall be done no faster than a *tack* or *gybe* to sail her *proper course*.
- (b) When an inside *overlapped* right-of-way *yacht* must *tack* or *gybe* at a *mark* to sail her *proper course*, until she *tacks* or *gybes* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3(b) does not apply at a *gate mark* or a *finishing mark*, and a *yacht* shall be exonerated for breaking this rule if the course of another *yacht* was not affected before the *yacht* changed *tack*.

## **19 ROOM TO PASS AN OBSTRUCTION**

### **19.1 When Rule 19 Applies**

Rule 19 applies between *yachts* when at least one of them is in the *zone* of an *obstruction*, except:

- (a) when it is also a *mark* the *yachts* are required to leave on the same side, or
- (b) it is the *boundary* prior to the starting signal and the *yachts* are passing it on opposite sides.

Except as noted in rule 20.1, rule 19 does not apply when rule 20 applies.

### **19.2 Giving Room at an Obstruction**

- (a) When rule 19 first applies, the right-of-way *yacht* at that time may choose to pass an *obstruction* on either side. Except that, after *starting*, *yachts* shall pass a *boundary* on the side to sail a proper course.
- (b) When *yachts* are *overlapped*, the outside *yacht* shall give the inside *yacht* *room* between her and the *obstruction*, unless
  - (i) she has been unable to do so from the time the *overlap* began, or
  - (ii) she is unable to do so because she is giving or taking *mark-room* under rule 18.2(a), or
  - (iii) she is unable to do so because she is taking *room* under rule 20.2.

However, *room* in rule 19.2 does not include *room* to tack unless it is the only option to pass the *obstruction*.

## **20 ROOM TO PASS A BOUNDARY**

### **20.1 When Rule 20 Applies**

Unless the sailing instructions state that rule 19 applies to part of the *boundary*, rule 20 applies between *yachts* that have *started* when at least one of them is in the *zone* of a *boundary*.

### **20.2 Giving Room at a Boundary**

- (a) When rule 20 first applies, an outside *overlapped* or *clear-astern* *yacht* at that moment shall thereafter give an inside or *clear-ahead* *yacht* *room* to sail her *proper course*, including *room* to tack or gybe, while the inside or *clear-ahead* *yacht* is in the *zone*, unless the *yacht* required to give *room* is unable to do so because she is giving or taking *mark-room* under rule 18.2(a).
- (b) When *yachts* are passing a *boundary* on opposite sides, a *yacht* sailing on a leg to a windward *mark* or windward gate shall be considered the inside *yacht*.

**SECTION D**  
**OTHER RULES**

*When rule 22 applies between two **yachts**, Section A rules do not.*

**21** [deleted]

**22 CAPSIZED, ANCHORED OR AGROUND; RESCUING**

If possible, a *yacht* shall avoid a *yacht* that is *capsized* or has not regained control after *capsizing*, vessels that are assisting a *yacht* that had *capsized*, a *yacht* that is anchored or aground, or a *yacht* or a vessel that is trying to help a person or vessel in danger.

**23 INTERFERING WITH ANOTHER YACHT**

**23.1** If reasonably possible, a *yacht* not *racing* shall not interfere with a *yacht* that is *racing*, her competitor prior to the preparatory signal, or an umpire vessel.

**23.2** Except when sailing her *proper course*, a *yacht* shall not interfere with a *yacht* sailing on another leg.

**23.3** When *yachts* in different matches meet, any course sailed by either *yacht* shall be consistent with complying with a *rule* or trying to win her own match.

**PART 3**  
**CONDUCT OF A RACE**

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**25 SAILING INSTRUCTIONS AND SIGNALS**

- 25.1** The Regatta Director shall publish written sailing instructions for a regatta not less than 10 days prior to the first scheduled race.
- 25.2** The sailing instructions may be changed provided the change is in writing and posted on the official notice board before a time specified in the sailing instructions or, on the water, communicated to each *yacht* not less than 5 minutes before the starting signal via the *RO Comms*.
- 25.3** The race committee shall schedule races so that each round-robin is completed in order, as soon as possible, based on the available schedule.

**26 STARTING RACES**

- 26.1** Races shall be started by using the following signals.

*Minutes : seconds before start*

3:00	Warning signal
2:10	Preparatory signal;
1:00	End of pre-start entry time
0:00	Starting Signal

- 26.2** The race committee shall communicate via the *RO Comms* the time of the warning signal for each match.
- 26.3** In the Match Racing pairing list, the *yacht* listed on the left or on the top is assigned the port end of the entry line; the other *yacht* is assigned the starboard end of the entry line.

**27 OTHER ACTIONS BEFORE THE STARTING SIGNAL**

- 27.1** No later than the warning signal, the race committee shall signal via the *RO Comms* the course to be sailed.
- 27.2** No later than the warning signal, the race committee may move a starting *mark*.
- 27.3** Before the starting signal, the race committee may for any reason *postpone* or *abandon* the race via the *RO Comms*.
- 27.4 Requirements before the start**
- (a) The port entry *yacht* shall
- have her *platform border* outside the line that is at a 90° angle to the starting line through the port side starting *mark* at the preparatory signal.
  - in the period from the preparatory signal to 1 minute prior to the starting signal, have her *platform border* cross the starting line, the first time from the windward side to the leeward side.
- (b) The starboard entry *yacht* shall
- have her *platform border* outside the line that is at a 90° angle to the starting line through the starboard side starting *mark* at 10 seconds after the preparatory signal.
  - in the period from 10 seconds after the preparatory signal to 1 minute prior to the starting signal, have her *platform border* cross the starting line, the first time from the windward side to the leeward side.
- 27.5** *Yachts* shall not be under tow between the Warning signal and the Preparatory signal.

## **28 SAILING THE RACE**

- 28.1** A *yacht* shall *start*, *sail the course* and then *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.
- 28.2** A *yacht* may correct any errors in *sailing the course*, provided she has not crossed the finishing line to *finish*.
- 28.3** While *racing*, a *yacht* shall be within the *boundary*.

## **29 RECALLS**

When a *yacht* is OCS, it will be promptly identified via the *RO Comms*.

**30** [deleted]

**31** [deleted]

## **32 SHORTENING, ABANDONING OR TERMINATING AFTER THE START**

- 32.1** The race committee may shorten a course by reducing the number of legs to a course no fewer than four (4) legs or as specified in the sailing instructions for a Preliminary Regatta. A shortened course will be signalled via the *RO Comms* and indicate the leg that the shortened course applies to. The *yachts* shall *finish* at a finishing line between the staffs on the gate *marks* that end the leg signalled.
- 32.2** After the starting signal, the race committee may *abandon* or *terminate* a race for a reason directly affecting the safety or fairness of the competition. The race committee may also *terminate* a race for scheduling reasons. This shall be communicated via the *RO Comms*.
- 32.3** If a *yacht* can *start* and reach the *zone* of either windward gate *marks* without the need to tack, then the race committee shall abandon the race.
- 32.4** When a race is *terminated* the *yacht* that has not *finished* shall be the loser.
- 32.5** An *abandoned* race may be re-sailed.

## **33 CHANGING THE NEXT LEG OF THE COURSE**

- 33.1** While *yachts* are *racing* the race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all *yachts* before they begin the leg. The next *mark* need not be in position at that time.
- 33.2** A change of course will be signalled via the *RO Comms* and will include the approximate new position.
- 33.3** Subsequent legs may be changed without further signalling to maintain the course shape.

## **34 MARK MISSING**

- 34.1** If a *mark* is missing or out of position while *yachts* are *racing* the, the race committee shall, if possible, replace it in its correct position or substitute a race committee vessel or inflatable buoy. If a *mark* is substituted, a description of the substitute *mark* will be communicated via the *RO Comms*.
- 34.2** In the event that the race committee is unable to set a gate, the existing single *mark* shall be rounded to starboard.

### **35 TIME LIMITS**

**35.1** The sailing instructions will detail two time limits:

- (a) The “leg 1 time limit”; and
- (b) The race time limit.

**35.2** If no yacht crosses a line between the gate marks at the end of leg 1 within the “leg 1 time limit,” the race is *abandoned* (unless the race was *terminated*).

**35.3** If no *yacht finishes* within the race time limit, the race is *abandoned* (unless the race was *terminated*).

**35.4** If a *yacht sails the course* as required by rule 28.1 and *finishes* within the time limit the race committee shall *terminate* the race 5 minutes after the first *yacht* has *finished*;

### **36 RACES TO BE RE-STARTED OR RE-SAILED**

If a race is re-started or re-sailed, a breach of a *rule* in the original race, or in any previous restart or re-sail of that race, shall not:

- (a) prohibit a *yacht* from competing; or
- (b) cause a *yacht* to be penalized except under rule 2, or 69 or under rule 14 when she has caused injury or serious damage.

**37** [deleted]

**PART 4**  
**OTHER REQUIREMENTS WHEN RACING**

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*Part 4 rules apply only to yachts racing unless the rule states otherwise.*

**SECTION A**  
**GENERAL REQUIREMENTS**

**40** [deleted]

**41** **OUTSIDE HELP**

A *yacht* shall not receive help from any outside source, except

- (a) help for the removal of an injured or ill person. Once a person has been removed from the *yacht*, that person shall not be returned or replaced;
- (b) after a collision, help from the crew of the other *yacht* or vessel to get clear;
- (c) [deleted];
- (d) unsolicited information from a disinterested source that is not received via electronic means, which may be another *yacht* in the same race;
- (e) communication via the *RO Comms* with the race committee and umpires and another *yacht* in the same race;
- (f) after a capsize, help to recover and return the crew to the *yacht*;
- (g) satellite navigation systems used solely to ascertain the *yacht*'s position including "aiding" signals such as DGPS (differential GPS), SBAS (space-based augmentation signals), or RTK (real time kinematic) correction data.

**42** **PROPULSION**

A *yacht* shall compete only by using the wind and water to increase, maintain or decrease her speed. Subject to the limits imposed by the AC75 Class Rule, her crew may adjust the trim of the *yacht* including its components, and perform other acts of seamanship. This includes repeated trimming or pumping of the sails.

**43** **EXONERATION**

- 43.1** (a) When as a consequence of breaking a *rule* a *yacht* has compelled another *yacht* to break a *rule*, the other *yacht* is exonerated for her breach.
- (b) When a *yacht* is sailing within the *room* or *mark-room* to which she is entitled and, as a consequence of an incident with a *yacht* required to give her that *room* or *mark-room* she breaks a rule of Section A of Part 2, rule 15, or 16, she is exonerated for her breach.
- (c) A right-of-way *yacht* or one entitled to *room* or *mark-room* is exonerated for breaking rule 14 if the contact does not cause serious damage, or injury.
- 43.2** A *yacht* exonerated for breaking a rule need not take a penalty and shall not be penalized for breaking that rule.

## 44 PENALTIES GIVEN BY UMPIRES

44.1 After a 'Y flag protest' is communicated to the umpires, they shall decide whether to penalize any *yacht*. They shall communicate via the *RO Comms* one of the following decisions:

- (a) 'No penalty.'
- (b) The identified *yacht(s)* shall take a penalty by complying with rules 44.2 and 44.3.
- (c) The identified *yacht(s)* is disqualified or has retired, and if the race is a Match Race, the match is *terminated* and awarded to the other *yacht*.

### 44.2 Penalties

#### (a) OCS Penalties

Penalty for *yachts* that are OCS:

- (i) after her starting signal and while inside the *boundary*, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she is 50 metres behind the other *yacht*, or
- (ii) the penalized *yacht* shall *start* as per definition start (a).

#### (b) Penalties for breaches of a rule in the pre-start, or Part 2 breaches for yachts on the same leg of the course or within the zone of a mark

Penalty for breaches of a *rule* in the pre-start, or Part 2 breaches for *yachts* on the same leg of the course or within the *zone* of a *mark*: after her starting signal and while inside the *boundary*, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she is 50 metres behind the other *yacht*.

#### (c) Other Penalties after the starting signal

Penalty for breaches of a *rule* (other than penalties under rule 44.2(a) or 44.2(b)) that is signalled after the starting signal: while inside the *boundary*, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she loses 50 metres compared to the other *yacht* that has *started* correctly and without a penalty.

### 44.3 Penalty completion

- (a) A *yacht* completes her penalty when the umpires determine that a *yacht* has lost the required distance and they have signalled that the penalty is completed via the *RO Comms*.
- (b) However, when it is clear to the umpires that the penalized *yacht* is reducing her VMG / VMC but the loss of distance is not being incurred as intended, or the situation is not covered in rule 44.2, the umpires shall make their best effort to calculate what the VMG / VMC reduction should be. When they are satisfied with the loss of distance, the umpires shall signal that the penalty is completed via the *RO Comms*.

### 44.4 All Penalties

The following applies to penalties described in rules 44.2 and 44.3:

- (a) The penalty distance is measured between the most advanced points of the *platform border* measured along the true wind axis of the non-penalized *yacht*.
- (b) If a *yacht* has multiple penalties, then
  - (i) the distance a *yacht* is required to be behind in rule 44.2 (a) and 44.2(b), or the distance a *yacht* is required to lose in rule 44.2(c), is multiplied by the number of the penalties given; and
  - (ii) when a *yacht* has both a 44.2(a) or 44.2(b) penalty and a 44.2(c) penalty, the 44.2(a) or 44.2(b) penalty shall be taken prior to the *yacht* taking the 44.2(c) penalty.
- (c) If a *yacht* has a penalty and the other *yacht* is penalized, each penalty shall be cancelled and this shall be signalled via the *RO Comms*. This rule does not apply to penalties for OCS.

**45 HAULING OUT; MAKING FAST; ANCHORING**

A *yacht* shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

**46 PERSON IN CHARGE**

A *yacht* shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

**47 TRASH DISPOSAL**

Competitors and *support persons* shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

**SECTION B  
EQUIPMENT-RELATED REQUIREMENTS**

**48 LIMITATIONS ON EQUIPMENT AND CREW**

**48.1** A *yacht* shall use only the equipment on board at her preparatory signal.

**48.2** A *yacht* shall not permit any person on board to intentionally leave unless ill, injured, or temporarily swimming in order to perform a necessary function. Except as a result of a *capsize* or after temporarily swimming, a person leaving shall not be accepted back on board nor replaced during the race.

**49** [deleted]

**50** [deleted]

**51** [deleted]

**52** [deleted]

**53** [deleted]

**54** [deleted]

**55** [deleted]

**56** [deleted]

**PART 5**  
**PROTESTS, REDRESS, HEARINGS AND MISCONDUCT**

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**SECTION A**  
**PROTESTS; REDRESS; RULE 69 ACTION**

**60 RIGHT TO PROTEST OR RULE 69 ACTION**

**60.1** *A yacht*

- (a) may 'Y flag protest' another *yacht* under a rule of Part 2 except rule 14;
- (b) may 'Red Flag *protest*' another *yacht* for a breach of a *rule*, except for:
  - (i) rules 1, 14, 27, 28, 42, 44, 47, 87 or a *rule* allowed to be protested under rule 60.1(a);
  - (ii) an AC75 Class Rule; and
  - (iii) sailing instructions where race management prohibits *yachts* from protesting that instruction; and
- (c) may report to the jury requesting action under rule 60.3(d), or to the Arbitration Panel requesting action under rule 69.2(b).

**60.2** The Regatta Director

- (a) may *protest a yacht* for a breach of a *rule*, but not:
  - (i) for a rule of Part 2;
  - (ii) for a rule listed in 60.4(a);
  - (iii) for an AC75 Class Rule; and
  - (iv) as a result of information arising from an invalid *protest*, or from a report from a Competitor other than the representative of the *yacht* herself;
- (b) [deleted]; and
- (c) may report to the jury requesting action under rule 60.3(d), or to the Arbitration Panel requesting action under rule 69.2(b).

**60.3** The jury

- (a) may *protest a yacht* for a breach of a *rule* when during the hearing of a valid *protest* it learns that the *yacht*, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) after receiving a report from the Measurement Committee under rule 60.8 that a *yacht* has serious damage or injury, and after consulting with the umpires, may disqualify one or both *yachts* for breaking rule 14 without a hearing.
- (c) shall consider redress when the Measurement Committee reports under rule 60.8 that a *yacht* has serious damage or injury. This consideration of redress does not require a hearing.
- (d) may call a hearing to consider whether a *support person* has broken a *rule*, based on its own observation or information received from any source, including evidence taken during a hearing.

- 60.4** When the umpires decide that a *yacht* has:
- (a) broken rules 27.4, 27.5, 28.3, 42, 44.2, or 47;
  - (b) gained an advantage by breaking a *rule* after allowing for a penalty;
  - (c) committed a breach of sportsmanship;
  - (d) been identified as OCS;
  - (e) broken rule 41 by receiving physical help;
- she shall be penalized under rule 44.1(b) or 44.1(c);
- (f) broken rule 14 and the serious damage or injury has been confirmed by the Measurement Committee, she shall be penalized under rule 44.1(c).
- 60.5** However, neither a *yacht* nor a committee may protest for an alleged breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.
- 60.6** The Arbitration Panel may call a hearing to consider an allegation of a breach of rule 69.1(a) and act under rule 69.2(b).
- 60.7** After one *yacht* has *started*, if the umpires are satisfied that the other *yacht* will not *finish*, they may signal under rule 44.1(c) that the *yacht* that will not *finish* is disqualified.
- 60.8** No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in rule 62.
- 60.9** A *yacht* may request that the Measurement Committee inspect it for damage or injury. Such request shall be as soon as possible after a *yacht finishes*, retires, the race is *abandoned* and the Competitor believes that there is serious damage. When requested, the Measurement Committee shall inspect the *yacht* for possible serious damage or injury, and shall immediately report its findings to the umpires and jury.

## **61 PROTEST REQUIREMENTS**

### **61.1 Informing the Protestee and Umpires**

For 'Y flag protests' a *yacht* shall signal immediately after an incident in which she was involved by pressing the appropriate button on the RMS display. If this signal is not received, *yachts* shall communicate via the *RO Comms*.

### **61.2 Protest Contents**

A protest under 60.1(b), 60.2 and 60.3 shall be delivered in writing to the jury (including by email to 'protest@americascupofficials.com'), be copied to the Competitor being protested and the Regatta Director, and identify

- (a) the protestor and protestee; and
- (b) the incident, including where and when it occurred.

### **61.3 Protest Time Limit**

A *protest* under 60.1(b) shall be lodged no later than sixty (60) minutes after the last race of the day is *abandoned* or *terminated*. Other *protests* shall be lodged within two hours after the receipt of the relevant information. The jury shall extend the time if there is good reason to do so.

**62 REDRESS**

**62.1** Consideration of redress shall be based on a claim or possibility that a *yacht's* score in a race or series has been or may be, through no fault of her own, made significantly worse by:

- (a) [deleted]
- (b) injury to the crew or serious physical damage to a *yacht*, while she was *racing* because of the action of a *yacht* that was breaking a *rule* of Part 2 and took an appropriate penalty or was penalized; or of a vessel not *racing* that was required to *keep clear* or is determined to be at fault under the *IRPCAS* or a government right-of-way rule;
- (c) [deleted]
- (d) an action of another *yacht*, or a crew member or *support person* of that *yacht* resulted in a penalty under rule 2 or a penalty or warning under rule 69.2; or
- (e) an action by a third party (including a race official) that causes injury to the crew or serious physical damage to a *yacht* while that yacht was *racing*.

**SECTION B**  
**HEARINGS AND DECISIONS**

**63 HEARINGS**

**63.1 Requirement for a Hearing**

A *yacht* or person shall not be penalized without a protest hearing, except as provided in rules 44, 60.3(b), 60.3(c), 60.4, 64.3(a), and 69.2(h)(2). The jury shall hear all *protests* that have been delivered unless the *protest* is withdrawn.

**63.2 Type, Time and Place of the Hearing; Time for Parties to Prepare**

- (a) The jury shall decide if the hearing is an oral hearing or a hearing on papers.
- (b) All *parties* to the hearing shall be notified of:
  - (i) the time and place of the oral hearing; or
  - (ii) the procedures should the hearing be heard on papers.
- (c) the *protest* information shall be made available to all *parties*;
- (d) the *parties* shall be allowed reasonable time to prepare for the hearing.

**63.3 Right to Be Present at an Oral Hearing**

- (a) The *parties* to the hearing (up to two representatives of each) have the right to be present throughout the hearing of the evidence at an oral hearing (unless such evidence is deemed by the jury to breach design confidentiality). Any witness, other than a member of the jury, shall be excluded except when giving evidence.
- (b) If a *party* to the hearing of a *protest* does not come to the hearing, the jury may nevertheless proceed with the hearing. If the *party* was unavoidably absent, the jury may reopen the hearing.

**63.4 Conflict of Interest**

- (a) A jury or Arbitration Panel member shall declare any possible *conflict of interest* as soon as he is aware of it. A *party* to the hearing who believes a member of the jury or Arbitration Panel has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by the jury or Arbitration Panel member shall be included in the written information provided under rule 65.2.
- (b) A member of the jury or Arbitration Panel with a *conflict of interest* shall not be a member of the committee for a hearing.

**63.5 Validity of the Protest**

At the beginning of the hearing the jury shall take any evidence it considers necessary to decide whether all requirements for the *protest* have been met. If they have been met, the *protest* is valid and the hearing shall be continued. If not, the committee shall declare the *protest* invalid and close the hearing.

**63.6 Taking Evidence and Communicating a Decision**

- (a) The jury shall take the evidence, including hearsay evidence, of the parties and of their witnesses present at the hearing and other evidence it considers necessary. However, the jury may exclude evidence which it considers is irrelevant or unduly repetitive.
- (b) A member of the jury who saw the incident shall, while the parties are present, state that fact and may give evidence.
- (c) A *party* present at the hearing may question any person who gives evidence.
- (d) The jury shall then give the weight it considers appropriate to the evidence presented, find the facts and base its decision on them.

**63.7** [deleted]

**63.8** [deleted]

### 63.9 Hearings under Rule 60.3(d) – Support Persons

If the jury decides to call a hearing under rule 60.3(d), it shall promptly follow the procedures in rules 63.2, 63.3, 63.4 and 63.6, except that the information given to the *parties* shall be details of the alleged breach and a person may be appointed by the jury to present the allegation.

## 64 DECISIONS

### 64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

- (a) A jury shall make its decision based on a balance of probabilities, unless provided for otherwise in the *rule* alleged to have been broken.
- (b) Decisions of the jury shall be by simple majority vote of all members. When there is equal division of votes cast, the chair of the hearing may cast an additional vote.
- (c) The jury shall proceed with each case, as a *protest*, request for redress or other type of request, based on the information in the written request or allegation and testimony during the hearing. This permits the type of case to be changed if appropriate.

### 64.2 Penalties

- (a) When the jury decides that a *yacht* that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her unless it decides that the breach has not (or could not reasonably be expected to have) improved the performance of the *yacht* or has not (or could not reasonably be expected to have) had a significant effect on the outcome of a race, in which case it may make another arrangement it decides is equitable which may be to impose no penalty.
- (b) However, the jury will not penalize a *yacht* if the Arbitration Panel are dealing with a case regarding the same incident or if the Arbitration Panel has awarded a penalty for a breach of a *rule* regarding the same incident.

### 64.3 Decisions on Redress

When the jury decides that a *yacht* is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all *yachts* affected, whether or not they asked for redress, subject to the redress available to the jury being limited to:

- (a) adjusting the score of the race in which the incident being considered occurred to effectively award the race to the *yacht* entitled to redress;
- (b) granting a delay in the scheduled races involving the *yacht* that are on the same day of the incident being considered;
- (c) granting a delay in the scheduled races involving the *yacht* on the next calendar day; and
- (d) order a re-sail of a race if redress is granted under rule 62.;

except that redress cannot delay the schedule for the start of the next stage and in a Preliminary Regatta, only option (a) is available. This may mean that a stage is terminated when not complete.

### 64.4 Decisions Concerning Class Rules

- (a) For each of the Preliminary Regattas, the Prada Cup, or the Match, when the jury receives a report from the Measurement Committee, via the Rules Committee, stating that a *yacht* breached a class rule while *racing* it shall:
  - (i) if the report states that the breach of the class rule has (or could have reasonably been expected to have) improved the performance of the *yacht* or has (or could have reasonably been expected to have) had a significant effect on the outcome of a race, disqualify that *yacht* from the race or races identified;

- (ii) if the report states that the breach of the class rule has not (or could not have reasonably been expected to have) improved the performance of the *yacht* or has not (or could not have reasonably been expected to have) had a significant effect on the outcome of a race, penalize the Competitor as follows:
    - the first class rule offence – US\$5,000
    - the second and subsequent class rule offence – disqualify the *yacht* from the race preceding the issuance of the report; or
  - (iii) take no action if the *yacht* has retired after finishing from the race or races in question, prior to the jury receiving the report.
- (b) When a *protest* relating to any matter concerning the measurement of a *yacht*, the interpretation of the class rule, or damage of a *yacht* is lodged with the jury, the jury shall refer the matter together with the relevant facts to either the Rules Committee or the Measurement Committee (whichever has jurisdiction) and be bound by its advice.

#### **64.5 Decisions Concerning Support Persons**

- (a) When the jury decides that a support person who is a party to a hearing under rule 60.3(d) or 69 has broken a rule, it may
- (1) issue a warning,
  - (2) exclude the person from the event or venue or remove any privileges or benefits, or
  - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The jury may also penalize a yacht that is a party to a hearing under rule 60.3(d) or 69 for the breach of a rule by a support person by changing the yacht's score in a single race, up to and including the score for disqualification, when the jury decides that
- (1) the *yacht* may have gained a competitive advantage as the result of the breach by the *support person*, or
  - (2) the *support person* committed a further breach after the jury warned the *yacht* in writing, following a previous hearing, that a penalty may be imposed.

### **65 INFORMING THE PARTIES AND OTHERS**

**65.1** After making its decision, the jury shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.

**65.2** A *party* to the hearing is entitled to receive the above information in writing as soon as reasonably possible.

**65.3** Unless there is good reason not to do so, after any hearing, including a hearing under rule 69, the jury may publish the information set out in rule 65.1. The jury may direct that the information is to be confidential to the parties.

### **66 REOPENING A HEARING**

**66.1** The jury may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. A party to the hearing may not ask for a reopening.

**67** [deleted]

## SECTION C MISCONDUCT

### 69 MISCONDUCT

#### 69.1 Obligation not to Commit Misconduct; Resolution

- (a) A Competitor or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
  - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
  - (2) conduct that may bring, or has brought, the sport into disrepute.
- (c) An allegation of a breach of rule 69.1(a) shall be resolved in accordance with the provisions of rule 69. It shall not be grounds for a *protest* and rule 63.1 does not apply.

#### 69.2 Action by the Arbitration Panel acting under rule 69

- (a) The Arbitration Panel acting under this rule shall have at least three members.
- (b) When the Arbitration Panel, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall report the matter to the Event Disciplinary Investigating Officer under World Sailing Disciplinary Code 35.4.3 in schedule 3.
- (c) [deleted]
- (d) If the Event Disciplinary Investigating Officer issues a charge of misconduct, all relevant information the Event Disciplinary Investigation Officer gathers, favourable or unfavourable, shall be disclosed to the Arbitration Panel and to the *parties*.
- (e) If the Event Disciplinary Investigating Officer issues a charge of misconduct, the Arbitration Panel shall promptly inform the person of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4, 63.6, 65.1, 65.2, 66, and Appendix N4 except that:
  - (1) the 'jury' referenced in rules 63.2, 63.3(a), 63.4 and 63.6 shall be the Arbitration Panel;
  - (2) the Event Disciplinary Investigation Officer shall present the allegation; and
  - (3) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him.
- (f) If the person
  - (1) provides good reason why he is unable to come to the hearing at the scheduled time, the Arbitration Panel shall reschedule it; or
  - (2) does not provide good reason and does not come to the hearing, the Arbitration Panel may conduct it without the person present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the Arbitration Panel, bearing in mind the seriousness of the alleged misconduct.
- (h) If the allegation or any part of the allegation is upheld, the Arbitration Panel may take one or more of the following actions
  - (1) issue a warning;
  - (2) take any other action within its jurisdiction (refer Protocol Article 53.10).
- (i) A Competitor may be penalized under rule 69.2 for the misconduct of a *support person*. However, a penalty may only be imposed on a Competitor for the misconduct of a *support person* if
  - (1) the Competitor may have gained a competitive advantage as a result of the misconduct; or

- (2) the *support person* has committed a further act of misconduct after the competitor has been warned by the Arbitration Panel; or
  - (3) the Arbitration Panel decides that such a penalty is necessary to prevent future misconduct of the *support person*.
- (j) If the Arbitration Panel
- (1) imposes a penalty greater than a disqualification from one race;
  - (2) excludes the person from the event or venue; or
  - (3) in any other case if it considers it appropriate,
- it shall report its findings, including the facts found, its conclusions and decision to World Sailing in accordance with World Sailing Disciplinary Code 35.4.7 in schedule 3. If the Arbitration Panel has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.
- (k) [deleted]

**69.3 Action by World Sailing**

The disciplinary powers, procedures and responsibilities of World Sailing that apply are specified in the World Sailing Disciplinary Code in schedule 3. World Sailing may impose further penalties, including suspension of eligibility, under that Code.

**70** [deleted]

**71** [deleted]

**PART 6**  
**ENTRY AND QUALIFICATION**

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**75** Competitors shall comply with World Sailing Regulation 19, Eligibility Code.

**76** [deleted]

**77** [deleted]

**78 COMPLIANCE WITH CLASS RULES; CERTIFICATES**

**78.1** Competitors shall ensure that the *yacht* is maintained to comply with the AC75 Class Rule and that her measurement certificate, if any, remains valid.

**78.2** If the Measurement Committee determines (after first obtaining any required ruling from the Rules Committee regarding interpretation of the AC75 Class Rule) that a *yacht* raced while not complying with the AC75 Class Rule, the Measurement Committee shall follow the following process:

- (a) Determine if the non-compliance with the AC75 Class Rule was caused by unintended damage or accident. If this is determined, the Competitor shall follow instructions of the Measurement Committee and the certificate may remain valid; or
- (b) If 78.2(a) does not apply, the Measurement Committee, in consultation with the Regatta Director, shall decide if the breach of the AC75 Class Rule has (or could have reasonably been expected to have) improved the performance of the *yacht* or has (or could have reasonably been expected to have) had a significant effect on the outcome of a race. If this is decided, the Measurement Committee shall report the details to the Rules Committee, copying the Competitor in question; and, if the report was initiated as part of a CNC, to the Competitor who lodged the CNC. The report shall detail:
  - (i) the race or races that the *yacht* competed in while not in compliance with the AC75 Class Rule;
  - (ii) a summary of the non-compliance to the AC75 Class Rule; and
  - (iii) a statement regarding the non-compliance on the performance of the *yacht* or the effect on the outcome of the race(s);

**78.3** Any action taken by the Measurement Committee under rule 78.2(b) shall only relate to the races conducted on the most recent race day. This limit does not apply if there was misconduct involved.

**78.4** While Rules Committee interpretations are the only authoritative interpretation of the AC75 Class Rule, any decision made under rule 78.2 is final for the race or races involved.

**78.5** When the Rules Committee receive a report detailed in rule 78.2, they shall review the report and confirm the report contains correct interpretations of the AC75 Class Rule and forward this report to the jury, or return the report with the correct interpretation of the AC75 Class Rule to the Measurement Committee, within 12 hours of receipt. The Measurement Committee will then re-apply the processes detailed in rule 78.2.

**78.6** Claim of Non-Compliance with the AC75 Class Rule

- (a) Competitors may lodge a CNC with the Measurement Committee and Regatta Director in writing (email acceptable). The CNC shall:
  - (i) be lodged as soon as a Competitor first knows or could reasonably be expected to know that a *yacht* has raced when non-compliant with the AC75 Class Rule;
  - (ii) specify the item or action that is claimed to be non-compliant with the AC75 Class Rule; and
  - (iii) be copied to the Competitor the CNC is against.

- (b) The Measurement Committee shall consult with the Regatta Director and with the Competitor that is subject to the CNC and may consult with others (including the Competitor who lodged the CNC) before deciding on the CNC.
- (c) The Measurement Committee shall decide on a CNC within 6 hours of receipt. However, if the Measurement Committee and Regatta Director agree, up to 12 additional hours may be taken.
- (d) If the Measurement Committee decides that the specific CNC is a breach of an AC75 Class Rule, it shall act under rule 78.2.
- (e) If the Measurement Committee decides that the CNC is unfounded, then the Measurement Committee shall report its decision to the Rules Committee with the reasons for this decision and copy the Competitor submitting the CNC, and the Competitor that is subject to the CNC.
- (f) When the Rules Committee receive a report detailed in rule 78.4(e), they shall review the report and confirm the report contains correct interpretations of the AC75 Class Rule, or return the report with the correct interpretation of the AC75 Class Rule to the Measurement Committee within 12 hours of receipt. The Measurement Committee will then re-apply the processes detailed in rule 78.2.

**78.7** A Competitor facing allegations under rules 78.2(b) or 78.6 shall be given adequate opportunity to defend themselves, subject to the time restraints of 78.6 (c) for defending against allegations made under rule 78.2(b).

**79** [deleted]

**80** [deleted]

**PART 7**  
**RACE ORGANIZATION**

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**84 OFFICIAL NOTICEBOARD**

The Official Noticeboard is a virtual notice board at the address:  
<http://noticeboard.americascup.com/>

**85** [deleted]

**86 CHANGES TO THE RACING RULES**

**86.1** A *rule* may only be changed with the agreement of COR/D and the approval of World Sailing, except that the Regatta Director may change rule 87.

**87 TEAM SUPPORT VESSELS**

**87.1** A Competitor

- (a) shall have one team support vessel inside the racing area while it is *racing*;
- (b) may have two support vessels inside the racing area prior to the warning signal for its *yacht* and after its *yacht* is no longer racing; and
- (c) shall comply with instructions given by the Regatta Director or the Course Marshal in regards to team support vessels. This may include the request for other team support vessels to enter the racing area if required.

**87.2** Team support vessels:

- (a) shall be clearly identifiable with the Competitor they support;
- (b) shall have a rescue net able to be fitted on or near the bow for the purpose of crew recovery; and
- (c) that are allowed in the racing area under rule 87.3 shall not exceed fifteen meters in length and three meters in height (not including mast / antennae) unless otherwise approved by the Regatta Director.

**87.3** The team support vessel required to be in the racing area under rule 87.1(a) shall have:

- (a) one person to be the incident co-coordinator;
- (b) one person to be a rescue swimmer;
- (c) one person to support the rescue swimmer;
- (d) one person with appropriate first aid training;
- (e) an AED device (defibrillator);
- (f) a first aid kit that the Competitor believes is fit for purpose and that includes resuscitation equipment; and
- (g) a spinal board.

No person shall be responsible for more than one role described in rules 87.3(a) to (d).

**87.4** Except in the case of an emergency, a team support vessel shall not interfere with *yachts* that are *racing*.

**87.5** A *yacht* is responsible for the actions of her support vessel and shall be considered a party in any protest under this rule 87.

**88** [deleted]

**89** [deleted]

## **90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING**

### **90.3 Scoring**

- (a) The race committee shall score a race or series as provided in Appendix A.
- (b) [deleted]
- (c) When the race committee determines from its own records or observations that it has scored a *yacht* incorrectly, it shall correct the error and make the corrected scores available to competitors
- (d) The race committee shall implement scoring changes directed by the jury, the Arbitration Panel, or World Sailing as a result of decisions made in accordance with the rules.
- (e) Notwithstanding the provisions in rule 90.3(a), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction or errors, initiated more than 24 hours after;
  - (i) the protest time limit of last race of the series (including a single race series);
  - (ii) being informed of a jury decision after the last race of the series; or
  - (iii) the results of the series are published.
- (f) However, in exception, changes to scores shall be made resulting from action under rules regarding Anti-Doping, Betting and Anti-Corruption, or 69, or by a jury acting under a valid hearing.

## **91 INTERNATIONAL JURY**

**91.1** There will be an international jury. It shall be composed as required by rule N1 and have the authority and responsibilities stated in rule N2.

**91.2** There shall be no appeal from decisions of the international jury constituted in compliance with Appendix N.

**92** [deleted]

## APPENDIX A

### SCORING

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#### A1 SCORING A RACE

- A1.1** The winner is the first Competitor to comply with rule 28.1 or has a race awarded to her under rule 44.1(c), unless she is disqualified or retires. When that Competitor is disqualified or retires, then the other Competitor is the winner unless it is disqualified or retires. If both Competitors are disqualified or retire there is no winner and the race shall not be re-sailed.
- A1.2** If Competitors that have complied with rule 28.1 are tied at the finishing line, and neither retires after finishing or is disqualified, the race shall be re-sailed.
- A1.3** When only one Competitor has started and the race is abandoned under rule 32.2 due to conditions affecting the safety of the competition, the race shall not be re-sailed, and the Competitor that has *started* shall be the winner of the race unless she is disqualified or retires. If neither Competitor has *started* within 5 minutes after the starting signal, the race shall be *abandoned* and not re-sailed.

#### A2 SCORING A SERIES

- A2.1** When a Competitor withdraws from part of an event the scores of all completed races shall stand.

##### A2.2 Scoring a Round-Robin Stage

- (a) Competitors shall be placed in order of their total scores, highest score ranked first.
- (b) In the Prada Cup, if a round-robin series is complete then the scores from that round-robin will be counted.
- (c) In the Prada Cup, when a round-robin series is not complete;
  - (1) if only two races of a round-robin series have been completed by the end of the final scheduled day of that stage, the maximum points in the round-robin(s) not completed that are available to all Teams is equal to the number of races sailed by the Team having sailed the fewest number of races (A). The points available for each race win is equal to a fraction determined by dividing (A) by the number of races sailed by each Team (B). These adjusted points are used to score the incomplete round-robin(s), and
  - (2) if only one race of a round-robin series has been completed, then that round-robin series is excluded from the stage score if the leading *yacht* of all completed round-robin series prior to that round-robin series (after the applicable tie break) was not a competitor in that race.
- (d) Ties shall be broken according to rule A3.

##### A2.3 Scoring a Knockout Stage

- (a) The sailing instructions shall state the minimum number of points required to win a series between two competitors. The first competitor to achieve the minimum number of points is the winner.
- (b) If a Competitor has not achieved the minimum number of points by the end of the final scheduled day of that series, then the winner shall be the Competitor with the highest score. There is no final scheduled day in the Match.
- (c) Ties shall be broken according to rule A3.

### **A3 TIES**

#### **A3.1 Breaking a tie in a Round-Robin Stage**

Ties between two or more competitors in a round-robin stage shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules A3.1(a) to A3.1(f) shall be reapplied to them. Ties shall be decided in favour of the competitor(s) who

- (a) placed in order, has the highest score in the matches between the tied competitors;
- (b) when the tie is between two competitors, has won the last match between the two competitors;
- (c) has the most points against the Competitor placed highest in the round-robin stage or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the rule A3.1(c) procedure:
  - (1) the higher-place tie shall be resolved before the lower- place tie, and
  - (2) all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of rule A3.1(c).
- (d) wins the second race in the following sail-off process amongst the three competitors: The highest place Challenger based on relative places of the Challengers in the ACWS regatta (not including the Christmas Race) progresses to the sail-off second race. If there is no highest place Challenger, the winner of a draw progresses to the sail-off second race. The other two competitors race each other and the winner progresses to the sail-off second race. The winner of the second race is then the top ranked competitor. The winner of the first race, or the highest place after A3.1 is applied, is then the second ranked competitor;
- (e) if one or both races of the sail-off process described in rule A3.1(d) are not scored, then rule A3.1 is used to break the tie in each applicable race of the sail-off process that was not scored.
- (f) between two competitors, has the highest place Challenger based on relative places of the Challengers in the ACWS regatta (not including the Christmas Race), or the winner of a draw if there is no highest place Challenger;

#### **A3.2 Breaking a tie in a Knockout Stage (excluding the Match)**

- (a) Ties (including 0–0) between competitors in a knockout stage other than the Match shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the Competitor who
  - (1) has won the most recent match in that knockout stage between the tied competitors.
  - (2) has the highest place in the round-robin stage, applying rule A3.1 if necessary;

#### **A3.3 No Tie break in the Match**

There is no tie break in the 36th America's Cup Match.

## APPENDIX N

### INTERNATIONAL JURIES

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See rule 91.1. This appendix shall not be changed by the notice of race or sailing instructions.

#### **N1 COMPOSITION, APPOINTMENT AND ORGANIZATION**

- N1.1** An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive jury experience. It shall be independent of and have no members from the race committee, Rules Committee, or Measurement Committee. The jury shall be appointed by World Sailing.
- N1.2** The jury shall consist of a chairman, a vice chairman if desired, and other members for a total of at least five. A majority shall be International Judges.
- N1.3** No more than two members (three, in Groups M, N and Q) shall be from the same national authority.
- N1.4** (a) The chairman of a jury may appoint one or more panels composed in compliance with rules N1.1, N1.2 and N1.3. This can be done even if the full jury is not composed in compliance with these rules.
- (b) The chairman of a jury may appoint panels of at least three members each, of which the majority shall be International Judges. Members of each panel shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities. If dissatisfied with a panel's decision, a *party* is entitled to a hearing by a panel composed in compliance with rules N1.1, N1.2 and N1.3, except concerning the facts found, if requested within 5 minutes of receiving a panel's decision.
- N1.5** When a full jury, or a panel, has fewer than five members, because of illness or emergency, and no qualified replacements are available, it remains properly constituted if it consists of at least three members and if at least two of them are International Judges. When there are three or four members they shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities.
- N1.6** When it is considered desirable that some members not participate in discussing and deciding a *protest* or request for redress, and no qualified replacements are available, the jury remains properly constituted if at least three members remain and at least two of them are International Judges.
- N1.7** [deleted]
- N1.8** [deleted]
- N1.9** If the jury or a panel acts while not properly constituted, its decisions may be appealed.

#### **N2 RESPONSIBILITIES**

- N2.1** An international jury is responsible for hearing and deciding all *protests*, requests for redress and other matters arising under the rules of Part 5. When asked by the organizing authority, the race committee, the Rules Committee, the Measurement Committee, or the Arbitration panel, it shall advise and assist them on any matter directly affecting the fairness of the competition.
- N2.2** Deleted
- N2.3** The jury shall also decide matters referred to it by the organizing authority, the race committee, the Rules Committee, the Measurement Committee, or the Arbitration Panel.

#### **N3 PROCEDURES**

- N3.1** Members shall not be regarded as having a significant *conflict of interest* (see rule 63.4) by reason of their nationality, club membership or similar. When otherwise considering a significant *conflict of interest* as required by rule 63.4, considerable weight must be given to

the fact that decisions of an international jury cannot be appealed and this may affect the perception of fairness and lower the level of conflict that is significant. In case of doubt, the hearing should proceed as permitted by rule N1.6.

**N3.2** If a panel fails to agree on a decision it may adjourn, in which case the chairman shall refer the matter to a properly constituted panel with as many members as possible, which may be the full jury.

**N4 MISCONDUCT (Rule 69)**

**N4.1** The World Sailing Disciplinary Code contains procedures that apply to specific international events with regard to the appointment of a person to conduct any investigation. These procedures override any conflicting provision of this appendix.

**N4.2** A person shall be responsible for presenting to the hearing panel any allegations of misconduct under rule 69. This person shall not be a member of the hearing panel but may be a member of the jury. Such a person shall be required to make full disclosure of all material that may come into his possession in the course of his investigation to the person subject to allegations of a breach of rule 69.

**N4.3** Prior to a hearing, the hearing panel, to the extent practically possible, shall not act as an investigator of any allegations made under rule 69. However, during the hearing the panel shall be entitled to ask any investigative questions it may see fit.

**N4.4** If the panel decides to call a hearing, all material disclosed to the panel in order for them to make that decision must be disclosed to the person subject to the allegations before the hearing begins.