

### Claim of Non-Compliance (CNC)

<b>Competitor who lodged CNC</b>	Ineos Team UK (GBR)
<b>Competitor subject to CNC</b>	Luna Rossa PRADA Pirelli (ITA)
<b>Date / Time Lodged</b>	20 February 2021, 18:41
<b>78.6(a)(i)</b>	Last race of 20 February terminated at 17:41:35. GBR lodged the claim within 60 minutes of the race being terminated (refer Umpire QA011)
<b>78.6(a)(ii)</b>	The claim specifies two actions by reference to specific AC75 Class Rules 19.13(a) and 12.11(c)
<b>78.6(a)(iii)</b>	The claim was copied to ITA.

#### **Summary of GBR CNC:**

GBR claims that, while racing, ITA:

(1) did not load and unload the headsail winch while tacking and gybing in the races today (AC75 CR 19.13(a)); and

(2) crew members, when viewed from above and orthogonal to MWP, were covered by parts of the yacht that they were not allowed to be covered by (AC75 CR 12.11(c)).

As part of the claim, GBR wrote:

*Taking into account that:*

*i) It is impossible for us to obtain the footage to evidence the above at the correct angles without the intervention of the Measurement Committee;*

*ii) Following the specific request of the Measurement Committee, Team Ineos did install this morning video cameras to record the tacking and gybing actions by the crew onboard Britannia;*

*iii) Luna Rossa did refuse the same request from the Measurement Committee;*

*We are forced to file this Claim of Non-Compliance with the request to the Measurement Committee to determine if Luna Rossa did breach Class Rule 19.13 (a) and 12.11 (c) as interpreted by the Rules Committee while tacking and gybing during the races earlier today.*

**Opinion of ITA:**

ITA believes that the way they tack and gybe the headsail is in compliance with AC75 Class rule 19.13(a) and that the crew are in compliance with AC75 Class Rule 12.11(c).

**Decision of Measurement Committee**

The Measurement Committee requested both competitors to carry video cameras to record the actions and locations of the headsail trimmers while racing on 20 February 2021. GBR agreed while ITA, in part responded:

*Obviously the timing of this request, relative to both today's scheduled racing, and the Prada Cup finals as a whole, is surprising, but our expectation is that, within appropriate limits, complying with your proposal could be possible. However, a number of our team have raised legitimate questions around your proposal, and we are gathering together those questions so that we can obtain clarification from you as to the proposal for additional imagery, and the particular issues you wish to have validated.*

*We hope to revert more substantively as soon as possible.*

The Chief Measurer asked the Co-Design Coordinator on the morning of 20 February 2021 what legitimate questions ITA had. Until now, he received no response.

The Measurement Committee determines that there is no rule that requires a Competitor to carry a visual recording device for any purpose other than recording a CIS device or as a part of supplied media equipment.

In regards to claim (1)

The Measurement Committee has interviewed the headsail trimmers at 18:50 on 20 February and has also previously sought clarification as to the process the crew uses to tack and gybe the headsail.

This process was discussed between the Measurement Committee and the Rules Committee on the morning of 20 February 2021. Based on the descriptions given, the Rules Committee indicated that the process was in compliance with rule 19.13(a).

The Chief Measurer arranged and observed the specific media feeds from ITA in racing on 20 February 2021 and on the tacks and gybes observed, the process was as described by ITA.

The Measurement Committee finds that this first claim (1) is unfounded as there is no evidence of any rules breach.

In regards to claim (2)

GBR provided a photo (that the Measurement Committee believes was published on Facebook) that shows a removable deck fairing on the ITA yacht.

The deck fairing partially covers each headsail winch.

The Measurement Committee considers that fairings or similar structures that cover winches are aerodynamic fairings for the winch and not aerodynamic fairings for the crew. As such the limitation of 0.025 m<sup>2</sup> as outlined in 12.11 (c) is applicable.

When loading and unloading the winch, the crew on the ITA yacht are not covered by this fairing by more than 0.025m<sup>2</sup>.

The Measurement Committee determines that the action of loading and unloading the headsail winch is in compliance with AC75 Class Rule 12.11(c) and therefore this claim (2) is unfounded.

<b>Date / Time</b>	20 February 2021
--------------------	------------------

As required by RRSAC 78.6(b), the Measurement Committee has consulted with the Regatta Director and ITA.

Submitted on behalf of the Measurement Committee by Shaun Ritson (Chief Measurer)

---

**Rules Committee Use Only:**

**The Rules Committee have reviewed the report (attached herein) from the Measurement Committee and confirm that the report contains correct interpretations of the AC75 Class Rule.**

<b>Date / Time</b>	<b>06:22 NZ time on 21st February 2021</b>
--------------------	--