



AMERICA'S CUP

The ISAF RACING RULES of SAILING AMERICA'S CUP EDITION

Version 2.5

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for the 35th America's Cup
refer Protocol 19.1(d)

DEFINITIONS

In interpreting these rules, the definitions in Article 1.1 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.

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

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

Finish A *yacht finishes* when any part of her hulls crosses the finishing line from the course side after completing any penalties. However, when penalties are cancelled under rule 44.4(f) after one or both *yachts* have *finished*, each shall be recorded as *finished* when she crossed the line.

Interested Party A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

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

- (a) if the right-of-way *yacht* can sail her course with no need to take avoiding action and,
- (b) when the *yachts* are *overlapped*, if the right-of-way *yacht* can also change course in both directions without immediately making contact.

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* with any part of either hull on the *leeward* side of the other's *leeward* hull 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, and a race management vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

Mark-Room Room for a *yacht* to sail her *proper course* to round or pass the *mark*.

Obstruction An object that a *yacht* could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side, *boundaries* and any area so designated by the sailing instructions are also *obstructions*. However, a *yacht racing* is not an *obstruction* to other *yachts* unless they are required to *keep clear* of her or, if rule 23 applies, avoid her.

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

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

Party A *party* to a hearing is

- (a) a protestor or protestee;
- (b) a *yacht* for which redress is requested by the Regatta Director under rule 60.2(b) or considered by the protest committee;
- (c) the Regatta Director acting under rule 60.2(b);
- (d) a *yacht* or a person that may be penalized under rule 69.1;
- (e) a race officer or Regatta Director in a hearing under rule 62.1(a).

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

Proper Course A reasonable course a *yacht* might sail to *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 protest committee 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 Officer 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 Stowe displays on each AC45 Yacht;
- (b) light signals emitting from race management supplied equipment on each AC45 Yacht;
- (c) green light signals emitting from the race management supplied Aft Horn;
- (d) information transmitted over the race management supplied radio;
- (e) the clock on the sides of the Signal Boat described in the sailing instructions;
- (f) data from the team telemetry port of the race management supplied peli case;
- (g) the following umpire flags flown with the flag staff pointing at the *yacht*:
 - (i) A green and white checkered flag to indicate no penalty under rule 44.1(a);
 - (ii) A blue with diagonal stripe flag to indicate a penalty under rule 44.1(b); and
 - (iii) A black flag to indicate a penalty under rule 44.1(c).

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, 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) ISAF Regulation 19, Eligibility Code; Regulation 21, Anti Doping Code, each current at the time of the ISAF agreement with AC35;
 - (d) the AC45 Rule and AC Class Rule; and
 - (f) the sailing instructions.

Start A *yacht starts* when:

- (a) having her hulls been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hulls cross the starting line in the direction of the first *mark*; or
- (b) having crossed the starting line in the direction of the first *mark* and been identified as OCS, she completes a penalty for OCS.

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 or more *yachts* have sailed the course or if in a Match Race, a *yacht* has been disqualified.

Windward See *Leeward and Windward*.

Yacht A sailboat and persons on board.

Zone The area around *marks and obstructions* within a distance of three hull lengths and from the *boundary* within a distance of four hull lengths. A *yacht* is in the *zone* when any part of her hulls are in the *zone*.

INTRODUCTION

ISAF Codes The ISAF Eligibility and Anti Doping Codes (Regulations 19 & 21) are referred to in the definition *Rule*. The Regatta Director will publish these regulations soon after the ISAF agreement is signed.

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

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

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

PART 1

FUNDAMENTAL RULES

Races shall be umpired.

1 SAFETY

1.1 Helping Those in Danger

A *yacht* or Competitor shall give all possible help to any person 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 competitor 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 two 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. A disqualification under this rule shall not be excluded from the *yacht's* series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each Competitor agrees

- (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*; and
- (c) with respect to any such determination, not to resort to any court of law or tribunal.

4 DECISION TO RACE

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

5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and ISAF Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a *protest* and rule 63.1 does not apply.

7 LAST POINT OF CERTAINTY

When there is doubt as to the relationship or change of relationship between *yachts*, the last point of certainty will apply.

PART 2

WHEN YACHTS MEET

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 24.1.

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.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

A yacht shall avoid contact with another yacht if reasonably possible, but shall not be penalized under this rule unless there is contact that causes serious damage or injury. However, a right-of-way yacht or one entitled to room or mark-room 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* and more than 90 degrees from the true wind direction if at that moment the *port-tack* *yacht* that is *keeping clear* by sailing a course to pass astern 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* and less than 110 degrees from the true wind direction if at that moment the *port-tack* *yacht* that is *keeping clear* by sailing a course to pass astern of her has to immediately change course to continue *keeping clear*.

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.

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.
- (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

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 does not apply at a gate *mark* unless the Sailing Instructions state otherwise.

18.4 Exoneration

When a *yacht* is taking *mark-room* to which she is entitled, she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

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 when it is also a *mark* the *yachts* are required to leave on the same side. However, rule 19 does not apply at a *boundary*.

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.
- (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*.

19.3 Exoneration

When a *yacht* is taking *room* to which she is entitled under rule 19.2, she shall be exonerated if she breaks a rule of Section A.

20 ROOM TO PASS A BOUNDARY

20.1 When Rule 20 Applies

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*.

20.3 Exoneration

When a *yacht* is taking *room* to which she is entitled under rule 20.2(a) she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

SECTION D

OTHER RULES

When rule 23 applies between two *yachts*, Section A rules do not.

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a *yacht* shall avoid a *yacht* that is *capsized* or has both rudders out of the water, boats that are assisting a *yacht* that had *capsized*, a *yacht* that is anchored or aground, or is trying to help a person or vessel in danger.

24 INTERFERING WITH ANOTHER YACHT

24.1 If reasonably possible, a *yacht* not *racing* shall not interfere with a *yacht* that is *racing*, her competitor(s) prior to the preparatory signal, or an umpire boat.

24.2 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.

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

PART 3
CONDUCT OF A RACE

25 SAILING INSTRUCTIONS AND SIGNALS

- 25.1** The Regatta Director shall publish written sailing instructions for a regatta 10 days prior to the first scheduled race and 30 days prior to the first scheduled race of the Louis Vuitton America's Cup Qualifiers, Louis Vuitton America's Cup Challenger Playoffs and the 35th America's Cup Match, presented by Louis Vuitton.
- 25.2** Changes to the sailing instructions shall be posted on the official notice board before 1000 on the day they are due to take effect or, on the water, communicated to each *yacht* before her attention signal via the *RO Comms*.

26 STARTING RACES

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

<i>Minutes before start</i>	
3	Warning signal
2	Preparatory signal; Match Race entry*
1	End of pre-start entry time*
0	Starting Signal

*This signal, made via the *RO Comms*, shall identify the *yacht(s)* that has failed to comply with rule 27.4.

- 26.2** The Race Officer shall communicate via the *RO Comms* the time of the starting signal for each match or race.
- 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 attention signal, the Race Officer shall signal via the *RO Comms* the course to be sailed.
- 27.2** No later than the preparatory signal, the Race Officer may move a starting *mark*.
- 27.3** Before the starting signal, the Race Officer may for any reason *postpone* or *abandon* the race via the *RO Comms*.
- 27.4 Requirements Before The Start**
- When Match Racing
- (a) The port entry *yacht* shall
- (i) 10 seconds prior to the preparatory signal, be on the course side of the starting line and its extensions.
 - (ii) in the period from 10 seconds prior to the preparatory signal to 1 minute prior to the starting signal, have any part of her hulls cross the entry line, the first time from the windward side to the leeward side.
- (b) The starboard entry *yacht* shall
- (i) at the preparatory signal be outside the line that is at a 90° angle to the entry line through the entry *mark* at her assigned end.
 - (ii) in the period from the preparatory signal to 1 minute prior to the starting signal, have any part of her hulls cross the entry line, the first time from the windward side to the leeward side.

28 SAILING THE COURSE

28.1 A *yacht* shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her leeward rudder's wake after *starting* and until *finishing* would when drawn taut

- (a) pass each *mark* on the required side,
- (b) touch each rounding *mark*, and
- (c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule provided that she has not *finished*. After *finishing* she need not cross the finishing line completely.

28.2 A *yacht* may leave on either side a *mark* that does not begin, bound or end the leg she is on. However, she shall leave a starting *mark* on the required side when she is approaching the starting line from its pre-start side to *start*.

28.3 While *racing*, a *yacht* shall be within the *boundary* designated via the *RO Comms*.

29 RECALLS

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

30 SHORTENING THE COURSE

30.1 In a Fleet Race, the Race Officer may shorten a course by reducing the number of legs. A shortened course will be signalled via the *RO Comms* and indicate the leg that the shortened course applies to. The *yachts* shall

- (a) complete the leg signalled in *RO Comms* and sail directly to the finish; or
- (b) *finish* at a finishing line between the staffs on the gate marks that end the leg signalled. The finish described in rule 30.1(b) will be designated by *RO Comms* as a "Gate Finish."

32 ABANDONING OR TERMINATING A RACE

32.1 After the starting signal, the Race Officer may *abandon* or *terminate* a race for a reason directly affecting the safety or fairness of the competition. This shall be communicated via the *RO Comms*.

32.2 When a race is *terminated*

- (a) in a Match Race, the *yacht* that has not *finished* shall be scored zero.
- (b) in a Fleet Race, *yachts* that have not *finished* shall be scored accordingly.

32.3 An *abandoned* race may be resailed.

33 CHANGING THE NEXT LEG OF THE COURSE

33.1 The Race Officer 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 signaled via the *RO Comms* and will include the approximate new position or distance and bearing.

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, the Race Officer shall, if possible, replace it in its correct position or substitute a race committee boat 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 Officer is unable to set a gate, the Race Officer will advise *yachts* via the *RO Comms* of the rounding direction of the existing single *mark*.

35 TIME LIMIT

35.1 If no *yacht finishes* within the time limit, the Race Officer shall *abandon* the race. If a *yacht* sails the course as required by rule 28.1 and *finishes* within the time limit

- (a) in a Match Race, the Race Officer shall *terminate* the race five minutes after the first *yacht* has *finished*;
- (b) in a Fleet Race, the Race Officer shall *terminate* the race ten minutes after the first *yacht* has *finished*.

36 RACES TO BE RESTARTED OR RESAILED

If a race is restarted or resailed, unless a *yacht* is disqualified under rule 44.1(c), a breach of a *rule* in the original race shall not prohibit a *yacht* from competing or cause her to be penalized.

PART 4

OTHER REQUIREMENTS WHEN RACING

Part 4 rules apply only to yachts racing.

40 Personal Equipment

40.1 Each crew shall wear

- (a) a buoyancy aid that meets the flotation standard of ISO 12402-5 or ISO 12402-6 (CE 50 Newtons) and that is capable of being removed or deflated within 10 seconds;
- (b) a helmet to a minimum standard of CE EN 1077, ASTM 2040, or Snell S-98 and with at least 300 square centimeters of the exterior surface a high visibility color;
- (c) a cutting device with a blade length of no more than 150mm;
- (d) when sailing an AC Class Yacht, at least one personal air supply of at least 40 liters and not more than 85 liters which when in use does not require the use of hands;
- (e) a pocket for carrying media equipment with the minimum dimensions 80mm x 200mm x 30mm; and
- (f) when sailing an AC Class Yacht, a harness with equipment capable of self-lowering 12 meters.

40.2 The weight of clothing and equipment carried (including food, drink and mandated personal safety equipment) shall be no more than 8.5 kg per crewmember. The crew clothing and equipment shall be weighed dry.

40.3 Crew clothing and equipment shall not retain water for the purpose of increasing weight.

40.4 The total weight of food and drink including any carried on the crew shall not be greater than 6 kg.

40.5 When supplied, a wireless microphone transmitter shall be firmly secured in the pockets described in rule 40.1(e). Nothing else shall be in these pockets. The microphone attached to this equipment shall be located on the person as required by ACEA (may be external to the pocket and positioned to provide clear voice signal from the crew member).

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) unsolicited information from a disinterested source that is not received via electronic means, which may be another *yacht* in the same race;
- (d) communication via *RO Comms* with the Race Officer and umpires and another *yacht* in the same race;
- (e) after a capsize, help to recover the *yacht*;
- (f) 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. Her crew may adjust the trim of the wing, sails, rudders, daggerboards and hulls, and perform other acts of seamanship.

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, and if the race is a match race, the match is *terminated* and awarded to the other *yacht*.

44.2 Penalties

"2 hull-lengths behind" a yacht equals 2 hull-lengths between the most advanced points of the yachts on the course measured along the axis of the leg the penalized yacht is on.

(a) Penalties prior to the starting signal

Penalty for breaches of a *rule* that is signalled prior to the starting signal: at the starting signal, the penalized *yacht* shall act immediately to reduce her VMG / VMC until she loses 2 hull-lengths compared to a *yacht* that has *started* correctly within 4 seconds of the starting signal and without a penalty.

(b) Penalties for OCS

Penalty for *yachts* that are OCS: the penalized *yacht* shall act immediately to reduce her VMG / VMC until she is 2 hull-lengths behind all *yachts* that have *started* correctly within 4 seconds of the starting signal and without a penalty.

(c) Penalties for Part 2 breaches after the starting signal for yachts on the same leg of the course or within the zone of a mark.

Penalty for breaches of a *rule* of Part 2 which occur after the starting signal and when *yachts* are on the same leg of the course or within the *zone* of a *mark*: the penalized *yacht* shall act immediately to reduce her VMG / VMC until she is 2 hull-lengths behind the *yacht* or *yachts* involved in the incident.

(d) Other Penalties after the starting signal

Penalty for breaches of a *rule* (other than penalties under rule 44.2(b) or 44.2(c)) that is signalled after the starting signal: the penalized *yacht* shall act immediately to reduce her VMG / VMC until she loses 2 hull-lengths compared to a *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 signaled 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 VMG / VMC loss of distance is based on the axis of the leg the penalized *yacht* is on.
- (b) The VMG / VMC loss of distance shall only be counted while the penalized *yacht* is inside the *boundary*.
- (c) If after the starting signal a *yacht* that has a penalty tacks or gybes outside the *zone* of a rounding *mark*, the umpires shall give that *yacht* another penalty of the same type.
- (d) If a *yacht* has multiple penalties, then the penalties shall be taken consecutively.
- (e) A *yacht* taking a penalty on the first leg of the course shall not sail a course other than a *proper course* of a *yacht* without a penalty if as a result a *keep-clear yacht* sailing her *proper course* must change course to *keep clear*.
- (f) In a match race, if a *yacht* has a penalty and the other *yacht* is penalized, each penalty shall be cancelled and this shall be signalled via *RO Comms*. This rule does not apply to penalties for OCS.
- (g) A penalized *yacht* shall not be recorded as having *finished* until she takes her penalty and her hulls are completely on the course side of the line and its extensions and then *finishes*, unless the penalty is cancelled which may be after she crosses the finishing line.
- (h) When as a consequence of breaking a *rule* a *yacht* has compelled another *yacht* to break a *rule*, the other *yacht* shall be exonerated by the umpires without a hearing.

47 LIMITATIONS ON EQUIPMENT AND CREW

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

47.2 A *yacht* shall not permit any person on board to intentionally leave unless ill or injured. Except as a result of a *capsize*, a person leaving shall not be accepted back on board nor replaced during the race.

49 CREW POSITION

Crew shall use only the following devices to position their bodies outboard of the local beam:

- (a) hiking straps connected to the hull, trampoline or cross structure;
- (b) rigging and equipment within 0.400 m of the local hull or cross structure;
- (c) sail control lines extending from the hull or cross structure. Making loops on sail control lines to aid hiking is prohibited.

56 GUESTS

- 56.1** The Regatta Director will determine whether or not *yachts* shall carry a guest. The skipper of the *yacht* may, on grounds of safety, refuse to carry a guest. A skipper's decision to refuse to carry a guest shall be immediately communicated to the race committee via the *RO Comms*.
- 56.2** A guest shall take no part in sailing the *yacht* and shall keep their torso within the guest box (as defined in the AC45 Class Rule) .
- 56.3** A guest shall wear a personal flotation device and helmet that complies with rule 40. This equipment and the clothing worn by the guest shall look the same as that of the crew.
- 56.4** Guest Weight Limits
- (a) The guest weight shall include all clothing and equipment worn while on the *yacht*.
 - (b) On an AC45 Yacht the guest weight shall not exceed 100 kg. For guest weights less than 100 kg, corrector weights shall be fixed symmetrically by weight on the *yacht's* centerline to the trampoline aft of the rear beam so that the total weight of guest and corrector weight is 100 kg (+/- 5 kg).
 - (c) If no guest is carried, the Regatta Director will determine the corrector weights to be carried (if any).
- 56.5** *Yachts* shall ensure their guest complies with the provisions of rule 56 and other guest requirements contained in the sailing instructions.

57 OTHER PERSONS ABOARD YACHTS

The Regatta Director may provide for the carrying of a person on a *yacht* on terms and conditions specified in the sailing instructions. The skipper of the *yacht* may, on grounds of safety, refuse to carry this person. A skipper's decision to refuse to carry this person shall be immediately communicated to the race committee via the *RO Comms*.

PART 5

PROTESTS, REDRESS, HEARINGS AND MISCONDUCT

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

60.1 A *yacht*

- (a) may 'Y flag protest' another *yacht* under rule 44.4(e), or 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 1.3, 27, 28, 40, 44, 47.2, 56, 87, 88, or a *rule* allowed to be protested under rule 60.1(a);
 - (ii) AC Class Rule 11.12; and
 - (iii) sailing instructions where race management prohibits *yachts* from protesting that instruction.
- (c) shall not request redress in the Louis Vuitton America's Cup World Series.

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, or a rule listed in 60.4(a); nor
 - (ii) 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) shall not request redress on behalf of a *yacht* in the Louis Vuitton America's Cup World Series;
- (c) may report to the Arbitration Panel requesting action under rule 69.1(a); and
- (d) in a Match Race involving AC Class Yachts, shall disqualify a *yacht* that *capsizes* while *racing*, *terminate* the race and award it to the other *yacht* if that *yacht* has either *started*, or is sailing in or near the starting area and intends to *race*. However, if the umpires apply a penalty under rule 44.1(c), then the *capsized yacht* is not disqualified under this *rule*.

60.3 The protest committee

- (a) may protest a *yacht* for a breach of a *rule*, but only 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) shall not call a hearing to consider redress in the Louis Vuitton America's Cup World Series.

60.4 When the umpires decide that a *yacht* has:

- (a) broken rules 27.4, 28.3, 42, 44.2, 47, or 49;
- (b) gained an advantage by breaking a *rule* after allowing for a penalty;
- (c) committed a breach of sportsmanship;
- (d) deliberately broken a *rule*; or
- (e) been identified as OCS;

she shall be penalized under rule 44.1(b) or 44.1(c);

- (f) broken rule 14 and caused serious damage or injury, she shall be penalized under rule 44.1(c).

60.5 In a Match Race of the Louis Vuitton America's Cup Qualifiers and the Louis Vuitton America's Cup Challenger Playoffs when, after one *yacht* has *started*, 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.

60.6 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.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee and Umpires

- (a) For 'Y flag protests' a *yacht* shall signal immediately after an incident in which she was involved by pressing the yellow button on the Stowe display. If this signal is not received, *yachts* shall communicate via the *RO Comms*.
- (b) For 'Red Flag protests' while *racing*, a *yacht* shall signal as soon as possible after an incident by pressing the red button on the Stowe display.

61.2 Protest Contents

A *protest* under 60.1(b), 60.2 and 60.3 shall be delivered via any electronic system approved by 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) or a request for redress under 60.1(c) 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 protest committee shall extend the time if there is good reason to do so.

62 REDRESS

62.1 There shall be no redress in the Louis Vuitton America's Cup World Series.

62.2 Redress (if any) in AC Class Yacht racing will be agreed by GGYC and the Challenger Committee prior to the start of the Louis Vuitton America's Cup Qualifiers and this rule amended accordingly.

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, 60.2(d), 60.4, and 69.1(d). A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered unless the *protest* or request is withdrawn.

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

- (a) The protest committee 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* or redress 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 protest committee to breach design confidentiality). Any witness shall be excluded except when giving evidence. A member of the protest committee who is a witness shall not take any further part in the hearing.
- (b) If a *party* to the hearing of a *protest* or request for redress does not come to the hearing, the protest committee may nevertheless decide the *protest* or request. If the *party* was unavoidably absent, the committee may reopen the hearing.

63.4 Interested Party

A member of the protest committee who is an *interested party* shall not take any further part in the hearing but may appear as a witness. Protest committee members must declare any possible self-interest as soon as they are aware of it. A *party* to the hearing who believes a member of the protest committee is an *interested party* shall object as soon as possible.

63.5 Validity of the Protest or Request for Redress

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

63.6 Taking Evidence and Communicating a Decision

The protest committee shall take the evidence of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. A *party* present at the hearing may question any person who gives evidence. The protest committee shall then find the facts and base its decision on them.

64 DECISIONS

64.1 Penalties

- (a) When the protest committee 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 improved the performance of the *yacht* or has had no 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 protest committee will not penalize a *yacht* if the Arbitration Panel or Commercial Commissioner are dealing with a case regarding the same incident or if the Arbitration Panel or Commercial Commissioner has awarded a penalty for a breach of a *rule* regarding the same incident.

64.2 Decisions on Redress

When the protest committee 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. This may be to adjust the scoring, to *abandon* the race, to let the results stand, to reschedule any outstanding races beyond the existing schedule, or to make some other arrangement.

64.3 Decisions on Protests Concerning Class Rules

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage, accident, or normal wear and do not improve the performance of the *yacht*, it shall not penalize her. However, the *yacht* shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When a *protest* or request for redress 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 protest committee, the protest committee shall refer the matter together with the relevant facts to the Measurement Committee and be guided by its advice.

65 INFORMING THE PARTIES AND OTHERS

65.1 After making its decision, the protest committee 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.

SECTION C

GROSS MISCONDUCT

69 ALLEGATIONS OF GROSS MISCONDUCT

69.1 Action by the Arbitration Panel

- (a) When the Arbitration Panel, from its own observation or a report received from any source, believes that a person associated with a Competitor may have committed a gross breach of a *rule*, good manners or sportsmanship, or may have brought the sport into disrepute, it may call an oral hearing. The Arbitration Panel shall promptly inform the individual in writing of the alleged misconduct and of the time and place of the hearing. If the individual provides good reason for being unable to attend the hearing, the Arbitration Panel shall reschedule it.
- (b) If the Arbitration Panel decides that the person committed the alleged misconduct it shall either:
 - (i) warn the person or
 - (ii) impose a penalty by excluding the person and, when appropriate, disqualifying a *yacht*, from a race or the remaining races or all races of the series, or by taking other action within its jurisdiction. A disqualification under this rule shall not be excluded from the *yacht's* series score.
- (c) The Arbitration Panel shall promptly report a penalty, but not a warning, to the ISAF.
- (d) If the person does not provide good reason for being unable to attend the hearing and does not come to it, the Arbitration Panel may conduct it without the person present. If the Arbitration Panel does so and penalizes the person, it shall include in the report it makes under rule 69.1(c) the facts found, the decision and the reasons for it.
- (e) If the Arbitration Panel chooses not to conduct the hearing without the person present or if the hearing cannot be scheduled for a time and place when it would be reasonable for the person to attend, the Arbitration Panel shall collect all available information and, if the allegation seems justified, make a report to the ISAF.

69.2 Action by the ISAF

- (a) When the ISAF receives a report required by rule 69.1(c) or 69.1(e), it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it considers appropriate against the person or *yacht*, including suspending ISAF eligibility under ISAF Regulation 19, permanently or for a specified period of time.

69.3 Subsequent Action by the ISAF

Following its own action under rule 69.2(a), the ISAF shall inform all national authorities, which may also suspend eligibility for events held within their jurisdiction.

PART 6

ENTRY AND QUALIFICATION

75 Competitors shall comply with ISAF Regulation 19, Eligibility Code.

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

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

78.2 When the Measurement Committee decides a *yacht* does not comply with the class rules in a race, it shall report the matter to the Regatta Director who shall protest the *yacht*, unless the Measurement Committee and Regatta Director are satisfied the non-compliance was caused by damage or normal wear, and the non-compliance does not improve the performance of the *yacht*. If this is the decision, the *yacht* shall not race again until the *yacht* is brought back into compliance with the class rule unless there is or has been no reasonable opportunity to do so.

PART 7

RACE ORGANIZATION

84 OFFICIAL NOTICE BOARD

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

85 GOVERNING RULES

The organizing authority, race officers, umpires and protest committee shall be governed by the *rules* in the conduct and judging of races.

86 CHANGES TO THE RACING RULES

86.1 A *rule* may only be changed with the agreement of GGYC and the simple majority of the Challenger Committee, except that the Regatta Director may change rules; 1.3, 40, 84, 87, 88, and, prior to the start of the first AC World Series Regatta, Part 8.

87 TEAM SUPPORT BOATS

87.1 Team support boats shall:

- (a) comply with instructions given by the Course Marshal;
- (b) be clearly identifiable with the Competitor they support; and
- (c) have a rescue net able to be fitted on or near the bow for the purpose of crew recovery.

87.2 Each AC Class Yacht shall have two team support boats as rescue boats and each AC45 Yacht shall have one support boat as a rescue boat. These team rescue boats shall be available to be inside the racing area and in proximity to their *yacht* while *racing*. Except in the case of an emergency, rescue boats shall not interfere with *yachts* that are *racing*.

87.3 Rescue boats shall not exceed fourteen meters in length and three meters in height (not including whip antennae) for AC Class Yacht racing, and not exceed twelve meters in length and three meters in height (not including whip antennae) for AC45 Yachts, unless otherwise approved by the Regatta Director.

87.4 For AC Class Yacht racing, each rescue boat shall have a rescue swimmer and someone to support the rescue swimmer.

87.5 For AC Class Yacht racing, one of the rescue boats shall have a paramedic (or an appropriate medical practitioner) and an AED device (defibrillator).

87.6 At a Louis Vuitton America's Cup World Series Regatta, the Event Organiser will supply two rescue boats that each carries a rescue swimmer, a paramedic (or an appropriate medical practitioner) and an AED device (Defibrillator).

88 HAUL OUT RESTRICTIONS

For an AC45 Yacht event, from the first practice day of a regatta until the conclusion of the final day of that regatta, a *yacht* shall not be launched or hauled out except as permitted by the Regatta Director.

PART 8

LOUIS VUITTON AMERICA'S CUP WORLD SERIES SCORING

91 LOUIS VUITTON AMERICA'S CUP WORLD SERIES - REGATTA SCORING

91.1 A race shall be scored if it is not *abandoned* and if one team sails the course in compliance with rule 28.1 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.

91.2 Each team *finishing* and not thereafter retiring or being penalized shall be scored points as follows:

(a) Races on Race Day One:

Standard Points Scoring System

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	10	9	8	7	6	5	4	3	2	1

(b) Races on Race Day Two:

Double Points Scoring System

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	20	18	16	14	12	10	8	6	4	2

91.3 A team that

(a) did not comply with rule 28.1, retires after finishing, or does not *start* within 3 minutes of the starting signal, shall be scored points for the finishing place equal to the number of teams entered in the regatta;

(b) is disqualified shall be scored points for the finishing place one more than the number of teams entered in the regatta.

91.4 Only the protest committee may take other scoring actions that worsen a team's score.

91.5 If a team is disqualified from a race or retires after finishing, each team with a worse finishing place shall be moved up one place.

91.6 If teams are tied at the finishing line the points for the place for which the teams have tied and for the place(s) immediately below shall be added together and divided equally. Teams tied for a race prize shall share it or be given equal prizes.

91.7 Teams will be ranked in order of their points. The team with the highest point score will be the winner of the AC World Series regatta and all other teams ranked according to their point score.

91.8 Regatta scoring ties

If there is a tie between two or more teams in a regatta, the teams shall be ranked in order of their finishing places in the last race. Any remaining ties shall be broken by using the tied teams' finishing places in the next-to-last race and so on until all ties are broken.

92 LOUIS VUITTON AMERICA'S CUP WORLD SERIES CHAMPIONSHIP

92.1 The points from all Louis Vuitton America's Cup World Series regattas in 2015 and 2016 shall be totaled and the team with the highest score declared the Louis Vuitton America's Cup World Series Champion and all other teams ranked according to their Louis Vuitton America's Cup World Series points.

92.2 If there is a tie between two or more teams, they shall be ranked in order of their Louis Vuitton America's Cup World Series finishing places in the final regatta of the season.

PART 9

LOUIS VUITTON AMERICA'S CUP QUALIFIERS, LOUIS VUITTON AMERICA'S CUP CHALLENGER PLAYOFFS, AND THE 35TH AMERICA'S CUP MATCH, PRESENTED BY LOUIS VUITTON

95 SCORING

- 95.1** The first Competitor to comply with rule 28.1 that does not retire after *finishing* or is not disqualified, or has a race awarded to her under rule 44.1(c) or 60.2(d), is the winner of that race; the other Competitor is the loser. 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.
- 95.2** A Competitor that is disqualified shall be scored zero points.
- 95.3** A Competitor that did not comply with rule 28.1, retires after *finishing*, or is disqualified under rule 44.1(c) or 60.2(d) shall be scored zero points without a hearing.
- 95.4** When only one Competitor has *started* and the race is *abandoned* due to the wind limits in Protocol Article 32, the race shall not be resailed, and the Competitor that has *started* shall score one point.
- 95.5** If neither Competitor has *started* within 15 minutes after the starting signal, the race shall be *abandoned* and not resailed.
- 95.6** If all scheduled matches of a stage have not been completed by the end of the final scheduled day of that stage;
- (a) in the Louis Vuitton America's Cup Qualifiers, the Competitors shall be ranked in order of highest score from all completed rounds; and
 - (b) in the Louis Vuitton America's Cup Challenger Playoffs, the Competitors shall be ranked in order of highest score from the matches sailed in that stage.
- Ties shall be broken according to rule 96.
- 95.7** When a Challenger withdraws from the Louis Vuitton America's Cup Qualifiers or Louis Vuitton America's Cup Challenger Playoffs, the scores of all completed races shall stand.

96 TIES

(with reference to Protocol Article 27.2, 28.5, and 29)

Ties between two or more Competitors shall be broken by the following methods:

- (a) At the end of the Louis Vuitton America's Cup Qualifiers: Ties shall be decided in favor of the Competitor who has the higher overall standing from the Louis Vuitton America's Cup World Series.
- (b) Louis Vuitton America's Cup Challenger Playoffs: Ties (including 0-0) shall be decided in favor of the Challenger who:
 - (i) wins a sail-off between the tied Challengers if possible within the scheduled days of that stage;
 - (ii) if the Challengers are tied at the end of the last scheduled day of that stage, it shall be broken by who has won the most recent match between the tied Challengers after applying any penalties in that match.
- (c) The 35th America's Cup Match, presented by Louis Vuitton: There is no tie break in the 35th America's Cup Match, presented by Louis Vuitton.