



## NOTICE OF RACE

Governing the races of a match for

### AMERICA'S CUP

Valencia, Spain

This Notice of Race ("NOR") is published by the Regatta Director pursuant to Article 5.7 of the Protocol Governing the Thirty Second America's Cup ("Protocol") agreed by Société Nautique de Genève, Trustee and Defender of America's Cup, and the Challenger of Record, The Golden Gate Yacht Club.

This NOR shall govern the 32<sup>nd</sup> Match for America's Cup ("the Match").

The words defined in Protocol Article 1 and in Clause 2.1 of the Terms of Challenge ("TOC") shall have the same meaning in this NOR.

A reference to time means Central European Time. Distances and bearings are approximate.

#### 1. ORGANIZING AUTHORITY

The Event and Organizing Authority is AC Management SA ("AC Management") including any affiliate or subsidiary entity which is authorized to undertake activity on its behalf.

#### 2. RULES

2.1 The Match will be governed by the documents listed in Protocol Article 12.1 and the following:

- (a) The Racing Rules of Sailing for 2005-2008 and its Appendix C ("RRS") except as modified by the documents precedent;
- (b) the AC Umpire Calls;
- (c) the ISAF Call Book except as modified by the AC Umpire Calls;
- (d) the ISAF Case Book;
- (e) the "Questions and Answers" issued by the Chief Umpire of the Regatta;

For the avoidance of doubt

- (f) the ISAF Rapid Response Calls shall not apply unless specifically adopted for the Regatta as an AC Umpire Call; and
- (g) the ISAF Regulations shall not apply unless specifically invoked.

The documents listed in NOR 2.1 shall be as agreed pursuant to Protocol Article 12.1(f).

2.2 The Regatta Director will issue the Sailing Instructions with this Notice of Race.

## 2.3 Rule Changes and/or Amplifications

- (a) America's Cup Class Rule Version 5.0 ("ACC Rules") and its Interpretations.
  - (i) ACC Rule 37.1 Procedure
    - (a) Beginning on 18 June 2007 and before racing, each Competitor shall present (by appointment) at least 17 crew members for weighing by the Measurement Committee. Additional crew members may be weighed at this time and must be weighed (by appointment) before sailing in a race. Only the crew members who have been weighed prior to or during the Match may sail in a race of the Match.
    - (b) The Measurement Committee will record the weight of each crew member and shall use that recorded weight at any post-race verification of compliance.
    - (c) In the event that a crew member is re-weighed at any time, a new weight will be recorded and shall be used for any subsequent post-race verification.
  - (ii) Further to ACC Rule 37.2(a), the Jury has adopted Procedures for Requests for Approval of an 18<sup>th</sup> Person, and shall decide the "acknowledged technical or tactical skill" of an 18<sup>th</sup> person if the matter is referred to the Jury by a Competitor.
  - (iii) Further to ACC Rule 44.1(a)(iv) the following equipment shall be aboard the yacht while racing:
    - (a) life-jackets, of a size suitable for, and a number not less than the number of people aboard the yacht;
    - (b) a horseshoe type lifebuoy, fitted with a whistle, kept on deck or in the cockpit within reach of the crew;
    - (c) an orange smoke canister, kept on deck or in the cockpit within reach of the crew, and capable of being thrown in the vicinity of a person overboard to alert other vessels that a person is overboard; and
    - (d) a small air horn or similar sound signal device (but not a whistle).
- (b) Racing Rules – Definitions
  - (i) *Rule* Delete clauses (b) and (c).
  - (ii) *Two-Length Zone* is deleted in its entirety and replaced with:

*"Two or Three Length Zone: The area around a mark or obstruction within a distance of two hull lengths except that at a leeward mark, and at a finishing mark at the end of a leeward leg, or a mark ending leg 1 or 3 on which a purple flag has been displayed in accordance with NOR 2.3(f)(iv) the distance is extended to three hull lengths."*
- (c) RRS – Race Signals

Add to the Race Signals Flag "AC" which is a special Event Flag described in the Sailing Instructions.

(d) RRS – Part 2

(i) RRS 14 – Delete RRS 14(b) and replace with the following:

“14(b) shall not be penalized under this rule unless there is contact that causes injury or serious damage.”

(ii) Protests under RRS 14, as amended, may be initiated only:

(a) by a yacht involved in the incident when injury or serious damage is alleged (this amends RRS C6.2); or

(b) by the Jury as a result of information received during the hearing of a valid protest or request for redress where a collision resulted in injury or serious damage. This alters RRS 60.3 and RRS C8.4.

(iii) (a) The penalty for a yacht that breaks RRS 14 as amended, shall be DSQ from that race but the point shall not be awarded to the other yacht, unless another rule has been broken or when the Jury grants redress. This modifies RRS C6.6(c).

(b) At any hearing held under RRS 14, as amended, the Jury shall consult the Measurement Committee in determining whether or not any damage to a yacht was serious. The Jury shall apportion the percentage responsibility for any injury or damage, serious or otherwise, to the yachts involved in the incident.

(iv) RRS 18.1 – When this Rule Applies.

Add the following sentence after the first sentence:

“When the three length zone in NOR 2.3(b)(ii) applies yachts are about to round or pass a *mark* only when one of them enters the *three length zone*.”

(v) RRS 18.4 Gybing – Delete the text of RRS 18.4 and replace with:

“(a) At a Single Mark

“When an inside overlapped right-of-way yacht must gybe at a *mark* or *obstruction* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* or *obstruction* than needed to sail that course.

“(b) At the Gate

“When an inside overlapped right-of-way yacht is about to round or pass a *mark* of the Gate, and she needs to gybe to sail a *proper course* to the *mark* of the zone she is in, until she gybes she shall sail no farther from that *mark* than needed to sail that course unless, while sailing a proper course to the other mark, she sails completely outside the zone for that *mark*, in which case rules 18.2(b) and 18.2(c) no longer apply to the *mark* of the zone she just left.”

(vi) RRS 20.3 – Delete RRS 20.3.

(e) RRS – Part 3

- (i) RRS 27.3 is deleted and replaced by NOR 12.3 and 12.4.
  - (ii) RRS 32 is deleted and replaced by NOR 12.5 and 12.6.
  - (iii) RRS 33(b) is deleted.
- (f) RRS – Part 4
- (i) RRS 41
    - (a) Delete RRS 41 and replace with the following:
      - “A yacht shall not receive help from any outside source, except:
        - “(a) help as provided for in RRS 1;
        - “(b) help for an injured or ill person aboard the yacht; once a person has been removed from the yacht, that person shall not be returned to the yacht or replaced with another person; there shall be no penalty for the removal of an injured or ill person;
        - “(c) after a collision, help from the crew of the other yacht to get clear;
        - “(d) communications with the Race Committee and/or Umpires on the Safety Radio; and
        - “(e) for the avoidance of doubt, the Race Committee and Umpires may use the Safety Radio to broadcast to both yachts such information as they deem appropriate concerning the conduct of the races, whether solicited by a yacht or not.”
  - (ii) Delete RRS 42.3(c) and replace with the following:
    - “(c) Pumping is permitted from one (1) minute before the Preparatory Signal until the yacht has started, and on a leg when a spinnaker is permitted to be flown.”
  - (iii) Delete RRS 47.2 and replace with:
    - “(a) If a crew member leaves the yacht while racing, the yacht may recover the crew member, or the yacht may continue racing and leave the crew member to be recovered by another vessel.
    - “(b) If the crew member is not recovered by the yacht, the Umpires shall penalize the yacht in accordance with RRS C5.2.
    - “(c) The yacht shall decide whether a crew member recovered by another vessel is to be returned to the yacht; if so, the crew member shall be returned to the yacht only by the yacht’s Chase Boat.
    - “(d) If more than one crew member leaves the yacht in the same incident, a yacht shall be penalized only once.
    - “(e) If a crew member intentionally leaves the yacht to help another person or vessel in danger, and is not recovered by the yacht, there shall be no penalty

provided the Umpires are satisfied that the crew member did so solely for the purpose of rendering assistance.

“(f) If the 18<sup>th</sup> person leaves the yacht, that person shall be recovered by another vessel and shall not be returned to the yacht. The yacht shall not be penalized in accordance with RRS C5.2.

(g) The 18<sup>th</sup> person shall not leave the yacht intentionally. Any protest under this rule shall be in accordance with RRS 60 and RRS C6.”

(iv) The following is added as RRS 50.5:

“50.5 Limitation on Setting a Spinnaker

“(a) On legs 1 and 3 a yacht may have a spinnaker intentionally hoisted above or set below the “I” point only:

(i) when the Umpires have displayed a purple flag; or

(ii) when the yacht with the hoisted spinnaker is to windward of a line running through Mark 1 that is 90 degrees to the axis of the course.

“(b) When the Umpires are satisfied that the difference in angle between the wind direction and the course axis is clearly more than 90 degrees, they will signal both yachts by displaying a purple flag with a sound signal, and will attempt to communicate this signal on the Safety Radio.

“(c) The Umpires may make this signal just before the commencement of the leg 1 or 3, or after one or both yachts have rounded the mark beginning the leg.

“(d) The Umpires will signal both yachts nearly simultaneously and may use different Umpire boats.

“(e) Once the purple flag has been displayed it shall apply to both yachts and shall not be removed for the remainder of that odd-numbered leg.

“(f) This rule shall not apply when rounding a mark.

“(g) When the Umpires determine that a yacht has infringed this rule, she shall be penalized in accordance with RRS C5.2, C5.3, or C5.4.”

(g) RRS – Part 5

(i) RRS 62.1 is altered by adding:

“(e) an illegal or accidental action by a third party that causes serious damage to a yacht; or

“(f) being unable to be launched or towed to the starting area.”

(ii) RRS 63.3(a) is modified to permit the parties to a hearing each to have more than one representative who need not have been on board at the time of the incident.

(iii) RRS 63.6 is altered by adding:

“When the Jury is in doubt regarding the extent of damage of a yacht, it shall refer its questions to the Measurement Committee. In making its decision, the Jury shall be bound by the reply of the Measurement Committee.”

- (iv) RRS 64.1(c) is deleted and replaced with:

“If a yacht has broken a rule when not racing, the Jury may impose any penalty it deems equitable, which may be to impose no penalty.”

- (v) RRS 64.2 is altered by adding:

“Some other arrangement may include the rescheduling of any outstanding races beyond the existing schedule, or permitting the substitution of and one major change to another eligible yacht belonging to the Competitor.”

- (vi) RRS 64.3(a), (b), and (c) are deleted and replaced by NOR 14.3 and 14.4.

- (h) RRS – Part 7

- (i) RRS 88.2(b). Delete the last sentence of RRS 88.2(b).

- (i) RRS Appendix C

- (i) RRS C2.4 RRS 13.2 is deleted and replaced with:

“13.2 After the foot of the mainsail of a yacht sailing downwind crosses the centerline she shall *keep clear* of other yachts until the bottom one-third (1/3) of her mainsail has filled.”

- (ii) Delete RRS C2.6 and replace with:

“C2.6(a) If two yachts were on opposite *tacks* and one of them is subject to RRS 13.1 within the *two or three length zone* while tacking to pass a *mark*, RRS 18.2(a), 18.2(b), 18.2(c) and 18.2(e) do not apply.

“C2.6(b) RRS 18.3 is changed to: “If two yachts were on opposite *tacks* and one of them completes a tack within the *two or three length zone* to pass a rounding *mark*, and if thereafter the other yacht cannot by luffing avoid becoming *overlapped* inside her, the yacht that tacked shall *keep clear* and RRS 15, 18.2(a), 18.2(b), 18.2(c), and 18.2(e) do not apply. If the other yacht can by luffing avoid becoming *overlapped* inside her then RRS 18.2(c) shall apply as if the yachts were *clear ahead* and *clear astern* at the *two or three length zone*.”

- (iii) RRS C2.12 is deleted and replaced with:

“C2.12 Add to the preamble of Part 4: ‘Rule 42 shall also apply from 1 minute before the Preparatory Signal.’ ”

- (iv) Add a new rule RRS C2.15 to read:

“When RRS 18.2(b) or 18.2(c) applies between two yachts and the right-of-way yacht is changing course to round or pass an *obstruction*, RRS 16.1 does not apply between her and the other yacht if the other yacht is *clear astern* or becomes *overlapped* on the inside.”

N.B: RRS C 2.14 was used in 2006 and is now AC Umpire Call 2007-21.

- (v) RRS C3.1 Starting Signals is amended by deleting the table of signals and substituting the following table and paragraphs after the initial paragraph of RRS C3.1:

Time in Minutes	Visual Signal	Sound Signal <sup>1</sup>	Means
11	Flag F displayed	One Horn	Attention Signal
10	Flag AC displayed * Flag F removed	One Horn	Warning Signal
5	Flag P displayed	One Horn	Preparatory Signal
3	Identification flag or flags displayed**	One Horn**	End of pre-start entry time
1	Flag P removed		
0	Flag AC removed	One Horn	Starting Signal

<sup>1</sup>Note: The Race Committee may use a gun in addition to a horn to call attention to the Starting and Finishing Signals.

\* Flag AC is a special event flag described in the Sailing Instructions.

\*\* These signals shall be made only if one or both yachts fail to comply with RRS C4.2. The flag(s) shall be displayed until the Umpires have signaled a penalty or for one minute, whichever is earlier.

“(a) Yachts shall be assigned ends of the Starting Line for pre-start entry by the toss of a coin to be scheduled prior to the first race, and will alternate for each completed race thereafter.

“(b) On any day when racing is scheduled, a yacht shall not engage her opponent without their consent before the Preparatory Signal.

“(c) When a race is re-sailed for any reason the assigned ends of the Starting Line will not change.”

- (vi) RRS C6.4(b)

Delete the last sentence which reads “No written *protest* or request for redress is required.” and substitute with:

“Unless otherwise permitted by the Jury, a written *protest* or request for redress is required and shall be filed with the Jury Secretary within the protest time by email or by hand.”

- (vii) RRS C7.3 Penalty Limitations is altered to read:

“(b) No part of a penalty may be taken within:

“(i) two of a boat’s hull lengths of a windward rounding mark, or

“(ii) three of a boat’s hull lengths of a leeward rounding mark, or a mark ending a leg 1 or 3 on which a purple flag has been displayed under NOR 2.3(f)(iv).”

(viii) RRS C8.5 is amended by removing the words:

“...may signal...”

and replacing with the words:

“...shall signal...”

(ix) RRS C10.1 is deleted and replaced by NOR 20.2.

(x) RRS C11 is deleted.

(xi) Further to RRS Appendix C, Annex B to this NOR (the Umpire Signaling System) shall apply.

### **3. ELIGIBILITY, DECLARATION, & REGISTRATION**

3.1 Participation in the Match is limited to yachts eligible to participate in the Regatta under Protocol Article 7(f) and declared pursuant to Protocol Article 13.2.

3.2 Each Competitor shall register a yacht with the Regatta Director prior to the start of the No Change Period using the form provided in Attachment 1.

3.3 A Competitor shall have only one ACC Yacht registered at a time.

### **4. RACE AREA**

4.1 The Race Area is the area in the vicinity of the City of Valencia as defined in Regatta Notices # 1 and # 2. Racing will be conducted in the Race Area north of Latitude 39° 26.11' North (the Canal de Acceso al Puerto de Valencia) and west of Longitude 000° 10.00' West.

4.2 Approximately one (1) hour prior to the scheduled Attention Signal the Race Committee will conduct a radio check with Competitors on the Safety Radio [as defined in NOR 15.4(a)].

### **5. SCHEDULE**

5.1 The schedule for the Match is shown in Attachment 2 (the “Schedule”). This Schedule will be extended until one Competitor has won five (5) points in accordance with Protocol Article 7(d) and may be revised or modified by AC Management in consultation with the Defender and the Challenger.

5.2 The Race Committee will not schedule more than one race per day.

### **6. MEASUREMENT AND INSPECTION**

6.1 Measurement in General

(a) Except as otherwise provided, the term “measurement” includes initial measurement, measurement to obtain a Measurement Certificate, re-validations, inspections and re-measurements.

(b) Each sail shall be measured and initialed by the Measurement Committee prior to its use in a race, except as provided in NOR 6.1(e) and 6.1(f).

- (c) Measurement shall be conducted at places and times stipulated by the Measurement Committee.
- (d) The Measurement Committee may take whatever measurements it considers appropriate.
- (e) If the Measurement Committee is unable to complete a yacht's measurements prior to the dates specified in this NOR due to causes beyond the reasonable control of the Competitor, additional time may be granted by the Regatta Director.
- (f) When the Measurement Committee is unable to obtain a measurement that it considers accurate before a race, the measurement shall be taken as soon as possible after the race.
- (g) The Measurement Committee or Jury may at any time request measurement or inspection of a yacht for compliance with the rules of the Event, including equipment, and the Competitor shall provide all reasonable assistance to the Measurement Committee to carry out such measurement or inspection.

## 6.2 Measurement Schedule

- (a) Except as provided in NOR 6.1(e) and (f), prior to the commencement of the "No Change Period", each yacht declared by a Competitor, if available to sail in the Match as the registered yacht or a substitute yacht as permitted in NOR 7, shall have completed measurement by the Measurement Committee, except measurement of any additional sails or equipment.
- (b) Further to ACC Rule 45.1, within four (4) hours following the start of the No Change Period, the Measurement Committee shall provide the Regatta Director with a copy of the front page of the Measurement Certificate of each registered yacht and of any substitute yacht as permitted in NOR 7.

## 6.3 No Change Period & Exceptions

- (a) The No Change Period shall begin at 1450 on 22 June 2007 and end one hour after protest time expires on the day when a yacht has won the Match. If a protest or request for redress is filed before the No Change Period would otherwise end, the Jury Chairman provisionally may delay the end of the No Change Period pending the hearing, in which case the Jury shall determine the end of the No Change Period.
- (b) The No Change Period shall apply to the yacht registered for the Match, and to any substitute yacht as permitted in NOR 7.
- (c) During a No Change Period any change that would invalidate a yacht's Measurement Certificate shall not be made to the registered yacht except:
  - (i) when changes are required by the Measurement Committee to enable a yacht to comply with the ACC Rules; and
  - (ii) in the case of unintentional damage, repairs may be made only with the approval of the Technical Director (or his nominee), who shall immediately advise the Regatta Director of such approval;
  - (iii) as provided in RRS 64.2 as amended by NOR 2.3(g)(v); and
  - (iv) as provided in NOR 6.3(d).

- (d) A Competitor is permitted to make changes that would invalidate the Measurement Certificate of its registered yacht one time only during the No Change Period. The changes(s) shall not be such as to require the yacht to be floated and weighed. This rule does not permit the substitution of a yacht.
- (e) The change(s) required or permitted in NOR 6.3(c) or 6.3(d) shall be completed by 0800 hours on the day of that Competitor's next scheduled race, and her No Change Period shall continue.
- (f) When a new Measurement Certificate is to be issued to a Competitor as a result of changes required or permitted in NOR 6.3(c) or 6.3(d), the Measurement Committee shall advise the Regatta Director, and the Regatta Director shall advise all Competitors by Regatta Notice before 1000 hours on the day of that Competitor's next scheduled race.
- (g) At the first reasonable opportunity, the Measurement Committee shall provide a copy of the front page of the new Measurement Certificate to the Regatta Director, who shall post it on the Official Notice Board.

#### 6.4 Post-Race Measurement

- (a) The Measurement Committee, or an Umpire of the Match, shall advise a yacht within one (1) minute after finishing or retiring if the Measurement Committee will require a post-race measurement, inspection, or verification for compliance with ACC Rules 37.1 and 37.3.
- (b) For one (1) minute after finishing, and thereafter if so advised under NOR 6.4(a), no person or thing shall be taken on board or removed from the yacht without the express permission of the Measurement Committee.
- (c) Should the Measurement Committee require that a yacht be hauled out, sufficient time shall be granted to allow her to haul out, be measured or inspected, be launched, and made ready before she is required to start her next race.
- (d) The words "reasonable facility" in ACC Rule 40.1 shall include requests to keep support craft clear of the yacht until advised after the completion of a race, and to assist with the transfer on board of a member of the Measurement Committee.

6.5 Only measured sails registered in accordance with Protocol Articles 15.1 and 15.2 may be on board the yacht while racing.

6.6 After 6 June 2007, the Measurement Committee will supply the event signage required by Protocol Article 10.3. Each Competitor shall install it in accordance with the instructions in Regatta Notice # 9b and at the direction of the Measurement Committee. A Competitor shall promptly replace event signage lost or damaged.

### 7. YACHT SUBSTITUTION

7.1 A Competitor may substitute its registered yacht (the "registered yacht") with another eligible yacht (the "substitute yacht") at the times permitted by submitting a new Yacht Registration to the Regatta Director and the Measurement Committee. The substitute yacht shall then become the registered yacht.

7.2 If, at any time after the start of the No Change Period of the Match, and only at the request of a Competitor, the Measurement Committee determines by report to the Regatta Director and

the Jury that the Competitor's registered yacht is so destroyed or damaged as to be unable to sail in that yacht's next scheduled race and the Jury is satisfied that damage was not caused intentionally to facilitate substitution, the Jury shall determine that the destroyed or damaged yacht may be substituted with the second declared yacht, if any

- 7.3 When the Jury makes a decision under NOR 7.2, it shall determine if that Competitor was at fault for the damage to or destruction of its yacht.
- (a) If through fault of that Competitor, and the originally registered yacht is repaired, the Jury shall permit the Competitor to replace the substitute yacht with the originally registered yacht and the Competitor shall have one (1) point deducted from that Competitor's score, unless a point(s) have already been won by or awarded to the other yacht as a result of the incident.
  - (b) If though no fault of that Competitor and the originally registered yacht is repaired, the Jury shall permit the Competitor to replace the substitute yacht with the originally registered yacht without penalty to that Competitor.
- 7.4 No other substitution is permitted during the No Change Period of the Match unless the Jury grants redress permitting substitution.
- 7.5 When one yacht is substituted for another, the points accumulated by the registered yacht shall be carried forward. For the avoidance of doubt, the points shall remain with the Competitor and not with the yacht; likewise the sail limitations of NOR 6.5.
- 7.6 A substitute yacht shall have a Measurement Certificate prior to racing except as provided in NOR 6.1. This modifies RRS 78.2.

## **8. COURSE**

- 8.1 The course shall be windward-leeward consisting of four (4) legs. After the start yachts shall round the turning marks in the following order: Mark 1, Gate, Mark 1, Finish. See Illustration Race Course. The illustration is not to scale.
- 8.2 The Course will be 12.6 nautical miles in length; legs 1 and 4 will be 3.3 nautical miles in length, and legs 2 and 3 will be 3.0 nautical miles in length.
- 8.3 The distance and bearing to Mark 1 from the Race Committee Signal Boat will be displayed as described in the Sailing Instructions.
- 8.4 The starting line and finishing line will be 275 metres in length.
- 8.5 The Gate shall be set consisting of Mark 2 and a Gate Mark. Mark 2 will be set 0.3 nautical miles from the Race Committee Signal Boat end of the Starting Line. The Gate Mark shall be set to the left of Mark 2 (looking upwind from the Race Committee Signal Boat). Before commencing the next leg, yachts shall pass through the Gate from the direction of Mark 1, passing Mark 2 to port and the Gate Mark to starboard, rounding either Mark 2 or the Gate Mark. The marks of the Gate will be not less than 6 boats lengths apart.
- 8.6 In the event that the Race Committee is unable to set the Gate, the Race Committee will advise yachts using the Safety Radio and yachts shall round Mark 2 to starboard.
- 8.7 Marks and the procedure for changing a mark will be described in the Sailing Instructions.
- 8.8 Except at the Gate, all turning marks shall be left to starboard.

- 8.9 In the event that one yacht is unable to complete a race, the other yacht shall start and complete the course in accordance with this NOR and the Sailing Instructions in order to win a race unless the umpires have acted under RRS C5.4 or RRS C8.5 as changed by NOR 2.3(i)(vii).

## 9. RACE COMMITTEE REPRESENTATIVE

Each yacht shall designate one person as her "Race Committee Representative" who shall be aboard the yacht but need not be the same person for each race. When the Race Committee is in the starting area, this person shall be available to the Race Committee using the Safety Radio, and/or such other means of communication as the Race Committee may designate.

## 10. WIND LIMITS

The Race Committee intends to conduct races when the approximate average true wind speed is between 7 and 23 knots as measured on the Race Committee Signal Boat at six (6) metres above the water.

## 11. WARNING SIGNAL

11.1 The Warning Signal will be made at 1450.

11.2 No Warning Signal will be made later than 1700 unless otherwise agreed by the Race Committee and the Race Committee Representatives of the yachts.

## 12. POSTPONEMENTS AND ABANDONMENT

12.1 Before 1100 on any race day, the Race Committee may notify the Competitors of a postponement ashore, in which case yachts need not proceed to the starting area, The Warning Signal shall not be made less than ninety (90) minutes after the Race Committee notifies the Competitors that the postponement ashore has ended. The means by which the Race Committee will make both notifications shall be described in the Sailing Instructions.

12.2 At any time the Race Committee shall postpone or abandon a race if directed, with cause, to do so by the marine safety authority with jurisdiction.

12.3 Before the Preparatory Signal the Race Committee shall postpone in its discretion or if directed by the Jury or Umpires, when a yacht has satisfied them that she has been disabled or delayed through no fault of her own, or that a person on board has been seriously injured.

12.4 Before the Starting Signal, the Race Committee may postpone when, in its opinion:

- (a) the starting area or the race course is not sufficiently clear of traffic or properly aligned to the wind, or visibility is too restricted; or
- (b) on any part of the race course the wind is too variable, or too light, or too strong, or the seas too rough to conduct a race to reasonably test the relative speed of the yachts and the skill of their crews.

12.5 After the Starting Signal, the Race Committee may *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate:

- (a) because of an error in the starting procedure;
- (b) because of foul weather;

- (c) because a *mark* is missing or out of position, or
- (d) for any other reason affecting the fairness of the competition.

However, after one yacht has sailed the course and *finished* within the time limit, the Race Committee shall not *abandon* the race.

12.6 After the Starting Signal, the Race Committee shall abandon a match:

- (a) if the leading yacht does not complete a leg of the course within the time limit specified in NOR 13; or
- (b) for any reason unanimously agreed by the Race Committee and the Race Committee Representatives of the yachts in that match.

12.7 Abandoned races shall be re-sailed.

### **13. TIME LIMITS**

13.1 The time limit for each leg shall be 40 minutes.

13.2 The time for the first leg shall begin at the Starting Signal, and for subsequent legs when the bow of the leading yacht first crosses the extension of a line through the marks of the leg just completed.

13.3 When determining if a leg has been completed within the time limit, the Race Committee shall take the leading yacht's time when her bow first crosses the extension of a line through the marks of the leg just completed, or when she finishes.

### **14. INTERNATIONAL JURY**

14.1 The Jury appointed in accordance with Protocol Article 21 shall act as an International Jury for the purpose of RRS 70.4.

14.2 If the Jury decides that a breach of a *rule* has had no significant effect on the outcome of a race, it may impose a penalty, or make some other arrangement it deems equitable, which may be to impose no penalty.

14.3 When a protest or request for redress relating to any matter concerning the measurement of an ACC yacht, the interpretation of the ACC Rules, or damage of an ACC yacht is lodged with the Jury, the Jury shall refer the matter together with the relevant facts to the Measurement Committee. In making its decision, the Jury shall be bound by the reply of the Measurement Committee.

14.4 If the Jury finds, following a matter being referred to and a reply having been received from the Measurement Committee, that deviations in excess of tolerances specified in the ACC Rules were caused by damage or normal wear and tear and do not improve the performance of the yacht, it shall not penalize her. The yacht shall not race again until the deviations have been corrected, except when the Jury decides there is or has been no reasonable opportunity to do so.

### **15. COMMUNICATIONS**

15.1 Except as expressly approved by this NOR, the Sailing Instructions, or by the Regatta Director, a yacht shall not carry on board while racing any equipment capable of:

- (a) receiving communications or signals originating outside the yacht, including pagers, internet, and mobile telephones;
- (b) transmitting any communications or signals from the yacht; or
- (c) having the effect of competing with the broadcast coverage licensed by AC Management.

15.2 While racing each yacht is permitted to carry on board and to use, including redundant “back-up” systems, the following:

- (a) a Global Positioning System receiver including receipt of differential corrections;
- (b) a telemetry system for the electronic collection, storage, and transmission of that yacht’s own performance data, provided that such data is kept within and used strictly by that team;
- (c) a low power, on-board communications system (voice and/or data) on board the yacht for the purpose of providing communications between crew members;
- (d) a handheld laser range finder or stadimeter for measuring the relative position of marks or competing yachts; and
- (e) the equipment required in NOR 15.4.

15.3 Each yacht shall satisfy the Measurement Committee that the equipment permitted in NOR 15.2 is not designed, intended, or used to receive outside assistance while racing. This does not modify NOR 2.3(f)(i)(a). Receipt by a yacht of “handshake” synchronization signals for the purpose of operating the equipment permitted in NOR 15.2(b) and NOR 15.4(b) is allowed.

15.4 The following equipment, which AC Management will provide, shall be carried aboard while racing

(a) Safety Radio

- (i) Each yacht and that yacht’s Chase Boat shall carry on board a two-way “Safety” Radio issued by the Race Committee. For the avoidance of doubt, while racing the use of the Safety Radio by the yacht or her Chase Boat for safety or emergency communication does not break this NOR.
- (ii) When radio advice may be given using the Safety Radio in addition signals prescribed in the RRS, it shall not be grounds for redress should the Race Committee or Umpires fail to give that radio advice or the yacht fail to receive it.

(b) Broadcast & Telemetry Equipment

- (i) The Race Committee will specify by a Regatta Notice the broadcast and telemetry equipment. Each yacht shall permit without restriction, and shall not interfere with, the installation, maintenance, testing, or normal operation of all equipment.
- (ii) The Measurement Committee shall determine the position of all broadcast and telemetry equipment. Its position, field of view, weight, and dimensions shall be as equal as practicable on all yachts.

- (iii) The specified broadcast and telemetry equipment is additional to a yacht's sailing equipment and allowance shall be made for any additional weight of such equipment on board a yacht during any post-race measurement.
- (c) The AC Management host broadcast will nominate up to four (4) members of the yacht's crew to wear and use the supplied wireless radio microphones while racing. Each Competitor shall select at least two (2) of the nominated crew members to wear the radio microphones, and shall place a third radio microphone on another crew member of their choosing.

## **16. COMPETITORS' SUPPORT VESSELS**

16.1 Each of the six (6) support boats and the "ferry boat" permitted in Protocol Article 13.13 shall carry a team flag and shall be marked in letters and/or numerals on both sides of the vessel identifying the vessel with its Competitor.

16.2 Each yacht shall release its tow and cast off from her towing vessel not later than one minute before the Preparatory Signal.

16.3 Competitor Support Vessels shall comply with directions given by the Race Committee or the Course Marshal.

### **16.4 The Chase Boat**

- (a) Each yacht shall have two (2) Chase Boats of the rigid-hull inflatable type. One of the Chase Boats normally shall be available to that yacht while racing for the purposes set out in this NOR.
- (b) The Chase Boats shall not exceed fourteen (14) metres in length and three (3) metres in height, not including whip antennae, unless otherwise approved by the Regatta Director.
- (c) Further to Protocol 11 and relevant Clauses of the TOC, images (still or moving) shall not be taken from the Chase Boats while that Chase Boat's yacht or her opponent is racing.
- (d) Prior to the Preparatory Signal Chase Boats may follow their respective competing yacht.
- (e) From the Preparatory Signal until both yachts have started, except as permitted by this NOR, the Chase Boats shall be positioned:
  - (i) on the side of the Starting Box from which their yacht is designated to enter;
  - (ii) on the course side of an extension of the Starting Line; and
  - (iii) shall keep clear of the Starting Box and remain nearly stationary.
- (f) After both yachts have started, one of the Chase Boats of each Competitor shall enter the Race Diamond. However, the Race Committee may direct a Chase Boat to enter the Race Diamond before both yachts have started.
- (g) Except as permitted by NOR 2.3(f)(i) and (iii), while in the Race Diamond, the Chase Boat shall remain at least fifty (50) metres from all competing yachts, and at all times shall stay clear of the Starting Line, the Finish Line, the Umpire boats, and all other race management boats.

- (h) The Chase Boat shall make a reasonable effort to recover any object that falls or is thrown from its yacht.

#### 16.5 Weather Boats

- (a) Boats whose primary purpose is the collection of meteorological data are Weather Boats.
- (b) Weather Boats shall not be longer than fourteen (14) metres.
- (c) Weather Boats may perform their duties anywhere in the Race Area until the Race Diamond is established by the Race Committee and Course Marshal. Competitors will be advised by radio by the Course Marshal or Race Committee when a Race Diamond is established.
- (d) After the Race Diamond is established and until the Warning Signal, no more than two (2) Weather Boats of each Competitor may operate within the Race Diamond.
- (e) Weather Boats shall not operate within the Starting Box described in the Course Marshal Instructions.
- (f) At or before the Preparatory Signal, Weather Boats shall be outside of the Race Diamond.

#### 16.6 Other Support Vessels (including spectator vessels associated with Competitors)

- (a) Every other support vessel of every Competitor shall be outside the perimeter of the Race Diamond, except as permitted in the Course Marshal Instructions for the Match.
- (b) Support vessels may move around the perimeter of the Race Diamond in accordance with the Course Marshal Instructions for the Match.
- (c) After the Warning Signal, only the registered ACC Yacht of each Competitor and her accompanying Chase Boat shall enter or be inside the Race Diamond.

### 17. LIABILITY & INSURANCE

Attention is drawn to RRS Fundamental Rule 4 – Decision to Race and to Clauses 24.2 and 24.3 of the Terms of Challenge. All organizations or persons taking part in the Event do so at their own risk and responsibility.

### 18. ANTI-DOPING

Anti-doping rules and procedures (“Anti-Doping Rules”) are issued as Regatta Notice # 54, and become a part of this NOR. The Event Authority may amend the Anti-Doping Rules from time to time. However, the 2007 WADA Prohibited Substances List as adopted by ISAF, which becomes effective 1 January 2007, shall not be amended.

### 19. ANTI-GAMBLING

Anti-gambling rules (“Anti-Gambling Rules”) are issued as Regatta Notice # 55 and become a part of this NOR.

### 20. SCORING & PRIZES

20.1 The winner of the Match shall be the first Competitor to win five (5) points.

20.2 A dead heat shall be re-sailed. This changes RRS C10.1.

20.3 The Competitor winning the Match shall be awarded America's Cup.

## **21. AMENDMENTS**

Amendments to this NOR shall be issued by the Regatta Director in accordance with the Protocol.

By: Wm. H. Dyer Jones  
Regatta Director  
19 June 2007

ATTACHMENT 1

**YACHT REGISTRATION**  
for  
**AMERICA'S CUP**

To be submitted in accordance with NOR 3.2 and NOR 7.1.

To: Wm. H. Dyer Jones  
Regatta Director  
C/o AC Management  
Regatta Operations Office  
Antiguo Edificio Varadero  
Port America's Cup  
46024 Valencia  
SPAIN

Telephone: + 34 963 54 23 01  
Facsimile: + 34 963 54 23 09

Dear Sir,

Please register the following America's Cup Class Yacht for the Match.

Sail Number: \_\_\_\_\_  
National Letters and ACC number

Yacht Name: \_\_\_\_\_

Yacht Club: \_\_\_\_\_

Team Name: \_\_\_\_\_

Authorized Representative: \_\_\_\_\_  
Signature

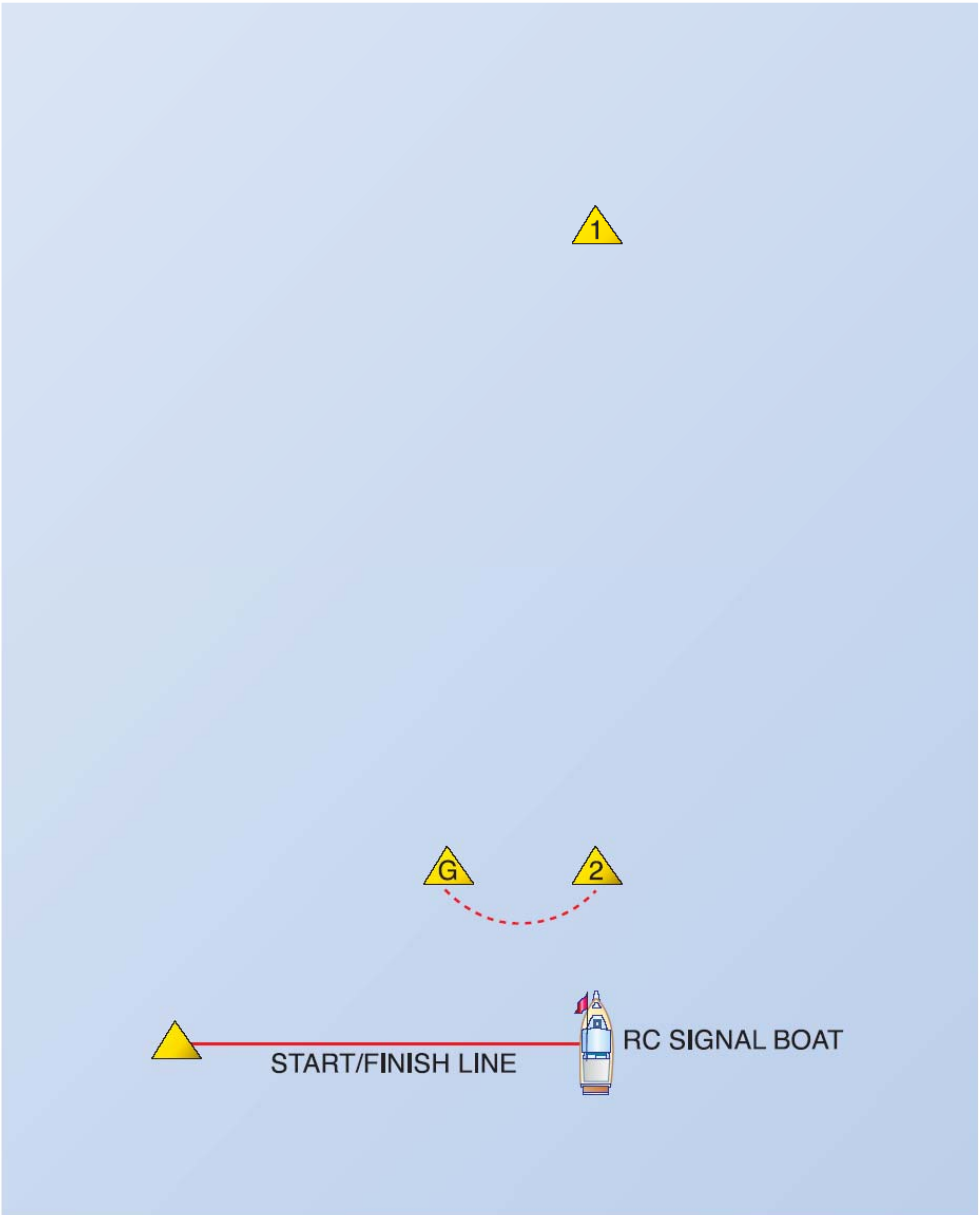
\_\_\_\_\_ Date: \_\_\_\_\_  
Please Print Name

**SCHEDULE for the 32<sup>nd</sup> Match  
and associated events**

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>Event</u>	<u>Remarks</u>
<b>MEASUREMENT</b>				
31 March	Sat		Declaration of Yachts	Regatta Director
1 April	Sun		Unveiling Day	Dársena Interior
Following conclusion of the Challenger Selection Series				
			Start of Measurement & Measurement (by appointment)	Dársena Interior
18 June	Mon	0800	Crew Weigh-in begins (by appointment)	Dársena Interior
22 June	Fri	1450	Measurement Deadline, Yacht Registration, & start of No Change Period	
<b>32<sup>nd</sup> MATCH</b>				
23 June	Sat		Race # 1	Race Area
24 June	Sun		Race # 2	Race Area
25 June	Mon		No Racing Scheduled	
26 June	Tue		Race # 3	Race Area
27 June	Wed		Race # 4	Race Area
28 June	Thu		No Racing Scheduled	
29 June	Fri		Race # 5	Race Area
30 June	Sat		Race # 6 *	Race Area
1 July	Sun		Race # 7 *	Race Area
2 July	Mon		No Racing Scheduled	
3 July	Tue		Race # 8 *	Race Area
4 July	Wed		Race # 9 *	Race Area
5 July and thereafter			Reserve Racing Days *	

\* If required.

MATCH RACING COURSE DIAGRAM



## ANNEX B Umpire Signaling System (“USS”)

Umpire Notice – UN010 dated 28<sup>th</sup> September 2005 is deleted.

This paper describing the USS is part of the Notice of Race and describes the USS as it will be used for match racing to communicate certain Change of Relationship (“COR”) information from umpires to competitors.

### 1. STATUS OF USS SIGNALS

The signals from the umpires are definitive. Competitors can rely on these signals and the umpires will make their calls based upon the signals displayed. See paragraph 8, Errors and Redress.

### 2. DISPLAY UNIT

On each yacht’s display unit there are three indicator lamps with green, amber and white LED lights. There is also a ‘temporarily disabled’ red LED lamp. In addition, there are small lights for Range Warning (red) and Power (green), a button to test the lamps, and a button to turn on/off a ‘beep’ sound signal (indicating an indicator lamp has come on or gone off).



### 3. POWERING UP AND TESTING YACHT’S DISPLAY UNIT

- 3.1 POWER – Yachts shall turn on the power to their display unit at least 30 minutes before the scheduled Attention Signal and shall not turn the power off until all their racing is finished for the day. Do NOT turn power off between races. After switching on, the ‘power’ lamp will light and stay lit.
- 3.2 LAMP TEST – Press ‘lamp test’; all lamps should light.
- 3.3 FAILURES – If you have a power or lamp failure, please report to your match umpires on the Safety Radio.
- 3.4 SIGNAL TESTS – Approximately 20 minutes before the attention signal and when both yachts are in signal range, match umpires will test the system by sequentially turning each indicator light on for about 10 seconds. Be aware that between races, when umpires are changing modem units in preparation for the second race, ‘temporarily disabled’ and ‘range warning’ lamps may come on and stay on for the time it takes to transport modems between umpire boats.

### 4. COR LAMPS

The COR information will be:

#### 4.1 GREEN lamp: ZONE ENTRY

The green ZONE lamp is used to signal zone entry:

- (a) **ZONE Off (before a mark rounding):** both yachts are outside the zone.
- (b) **ZONE On:** the first yacht has entered the zone (two or three lengths as appropriate) of a rounding or finishing mark and rule 18 applies.
- (c) **ZONE Off (after a mark rounding):** both yachts have finished rounding or passing the mark (i.e. Rule 18 no longer applies).
- (d) The ZONE lamp will not be used if one yacht is clearly more than four boat lengths ahead, or the yachts are clearly going to round different gate marks.

- (e) If either the **OVERLAP** or **17.1** lamps are lit when the **ZONE** lamp goes on, this indicates that the yachts were overlapped at the zone. If neither is lit, the yachts were not overlapped at the zone.
- (f) After the yachts have entered the zone, the **OVERLAP** or **17.1** lamps continue to reflect the relationship of the yachts when they entered the zone.
- (g) **Changing Zones at the Gate:** The **ZONE** lamp will be turned off when it is clear that the yachts are no longer rounding that mark. The change of relationship will be updated, if necessary, and the **ZONE** lamp turned on again when rule 18 applies.
- (h) If either of the lamps was on when the yachts entered the zone and the yachts continue in the same relationship, that lamp will remain on after the **ZONE** lamp is turned off.
- (i) If either of the lamps was on and one yacht becomes clear ahead during the rounding, that lamp will be turned off before the zone light is turned off.
- (j) If only the **ZONE** lamp is on, and the yachts then become overlapped while rounding a windward mark, the relevant **OVERLAP** or **17.1** lamp will be turned on just before the **ZONE** lamp is turned off (as they complete the rounding).

#### 4.2 **AMBER lamp: OVERLAP**

The amber **OVERLAP** lamp is used to signal that the boats are overlapped and that there is no proper course limitation on the leeward yacht in the following situations:

- (a) upwind at the conclusion of a 'slam dunk';
  - (b) on legs 2 and 4;
  - (c) on legs 1 and 3 when approaching the windward mark (or when a purple flag has been displayed)
- as follows:
- (d) **OVERLAP On:** The yachts are overlapped within about four lengths of each other and rule 17.1 does not apply.
  - (e) The **OVERLAP** lamp will not be used if the yachts are clearly more than four boat lengths apart.

#### 4.3 **WHITE lamp: RULE 17.1**

Any time at or after the starting signal, except when 4.1(j) applies, the white **17.1** lamp is used to signal that the yachts are overlapped and there is a proper course limitation on the leeward yacht.

**17.1 On:** The yachts are overlapped and the leeward yacht is subject to rule 17.1.

### 5. **WARNING LAMPS**

A system failure is very unlikely provided both yachts have an adequate and reliable 12V power supply to the units, and are within range. However, the warning lamps serve to indicate a problem with the signals as follows:

#### 5.1 **POWER lamp**

- (a) **On:** indicates that the yacht's unit has power.
- (b) **Off:** indicates that yacht's power supply has failed. If the **Power** lamp goes off on one yacht, the **Temporarily Disabled** lamp on both the other yacht and the umpire boat will come on. If the situation persists, the umpires will signal as described in paragraph 6.

#### 5.2 **RANGE WARNING lamp**

- (a) **On:** indicates that the yachts are too far apart (usually beyond 1 km) or that the radio signal was momentarily obstructed (likely by another yacht or sail). The **Temporarily Disabled** lamp will also come on for both yachts and the umpire boat. This is NOT a system failure.
  - If the yachts are far apart, there will not be a need for any COR information until they are back within range and the warning lamps turn off.
  - If the radio signal is briefly interrupted, the **Range Warning** and **Temporarily Disabled** lamps will turn off once the obstruction has passed. If the situation persists, the umpires will signal as described in paragraph 6.
- (b) **Off:** indicates that the yachts are in range and the radio signals are transmitting.

### 5.3 RED lamp: TEMPORARILY DISABLED

- (a) **On:** indicates that there is a problem with the system and that the COR signals are not working. This may be caused by a power problem on one of the yachts or umpire boat, or by the radio signal being interrupted. The umpires may also cause the **TEMPORARILY DISABLED** lights to come on as described in paragraph 7.

**NOTE:** While the red **TEMPORARILY DISABLED** lamp is on (or a yacht's **Power** lamp is not on, which will trigger the **TEMPORARILY DISABLED** lamp on the other yacht and umpire boat), there will be no COR service. The umpires will continue to umpire without signaling the COR to the yachts. The umpires will signal as described in paragraph 6 unless they believe that the failure is momentary.

- (b) **Off:** indicates that the USS is functioning properly

**NOTE:** if a yacht's Power lamp is off, the **TEMPORARILY DISABLED** lamp will not light and the USS will not be functioning.

### 6. 'Z' FLAG

When the umpires decide that the system has failed (other than for the reason of being out of range or the radio signal being momentarily obstructed), the umpire boat and wing boat will display a flag "Z" accompanied by a long sound signal and inform competitors on the Safety Radio. If the USS resumes, and the umpires are confident that the problem has been fully resolved, the umpires will strike flag "Z" accompanied by a long sound signal and inform competitors on the Safety Radio.

### 7. SYSTEM SHUT DOWN by UMPIRES

- 7.1 If the umpires determine that they are not able to offer USS service, they may turn off the power on the umpire boat USS unit, which will in turn light the **TEMPORARILY DISABLED** lamp on both yachts indicating that USS service is not available. If the circumstances are resolved, the umpires will turn their power back on and resume offering USS service. If the situation persists, the umpires will signal as described in paragraph 6.
- 7.2 It is not the intent of this paragraph to give the umpires a means to avoid signaling COR; rather, it is meant to resolve a temporary situation when:
- (a) there is a mechanical issue with the umpire boat that prohibits the umpires to be in position to accurately signal COR; or
  - (b) the relationship between the two yachts is changing rapidly and has gotten so complicated that continuing to signal COR is either impossible to do with any accuracy or will add to the confusion.

### 8. ERRORS AND REDRESS

- 8.1 It is the intention of the umpires to accurately signal the COR to the yachts and use the signaled relationship between the yachts, as well as other factors, to make the correct calls in accordance with the rules. The USS signals are definitive. Yachts should sail in accordance with the lights, and the umpires' interpretations of the rules will be consistent with the signals sent.
- 8.2 Errors may be made either in the signals sent, making an umpire call inconsistent with the USS signals, or in the interpretations of the rules. Errors by officials are part of sport and the goal is always to minimize the errors and the effect of any error.
- 8.3 In the event of an error, the following guidelines apply:
- (a) if the umpires make an error in the signaling;
    - i) if they realize they have made an error and the incorrect light signals are displayed, they may correct their error.
    - ii) if a call is involved, they will make their call for any incident in accordance with the light display; and
    - iii) If they realize after a call that they have made an error, and this results in an umpire decision that does not conform to the light display, the umpires can correct their decision based on the procedural error, but not based on a rules interpretation:

- if the umpire decision results in a green flag, the umpires would either make no change or correction, or they may penalize a yacht;
  - if the umpire decision results in the wrong yacht being penalized, the umpires may correct their error and either penalize neither yacht (green flag) or penalize the other yacht;
  - if the umpire decision results in a penalty that cannot be corrected (i.e. some circumstances with a double penalty or a red flag penalty), they may recommend that the Race Committee abandon the race.
- iv) if the umpires do not realize that they have made an error, and this results in an umpire decision that does not conform to the light display, then there is no recourse and a yacht is not entitled to request redress in accordance with rule C9.1.
- (b) In accordance with rule C9.1, there shall be no request for redress based on any error in the USS signals or the umpire decisions in relation to the signals displayed.

## **9. UMPIRE PROCEDURES**

The umpires intend to have a third person on each umpire boat. This person will not be one of the two match umpires, and his/her primary function will be to operate the radios, display flags and accumulate data so that the umpires can most efficiently umpire and operate the USS. In addition, this third person will be able to provide an overview, or check, on the USS procedures.