



AMERICA'S CUP

The ISAF RACING RULES of SAILING AMERICA'S CUP EDITION

refer Protocol 13.3

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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.

Bowsprit The part of the cross structure that extends forward of a line abeam of the foremost point of a *yacht's* hulls.

Bowsprit Overlap A *bowsprit overlap* exists when there is no *overlap* but a part of the *bowsprit* is overlapped to the outside of either of the other *yacht's* hulls.

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.

Continuing Obstruction: An *obstruction* that *yachts* would take at least 6 hull lengths to sail past. A *yacht* is never a *continuing obstruction*.

Finish A *yacht finishes* when any part of her hulls or *bowsprit* crosses the finishing line from the course side after completing any penalties. However, when penalties are cancelled under rule 44 after one or both *yachts* have *finished* each shall be recorded as *finished* when she crossed the line.

Keep Clear One *yacht keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the *yachts* are *overlapped* on the same *tack*, if the *leeward yacht* can change course in both directions without immediately making contact with the *windward yacht*.

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 at that time, and an ACRM vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached temporarily or 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, course limits 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 22 applies, avoid her.

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

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

Party A *party* to a hearing: a protestor; a protestee; a *yacht* for which redress is requested by the Regatta Director under rule 60.2(b) or considered by the Jury; the Regatta Director acting under rule 60.2(b); a *yacht* or a Competitor that may be penalized under rule 69.1; 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 Jury that a *yacht* has broken a *rule*.

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

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

- (a) information displayed on the Stowe displays on each AC45;
- (b) light signals emitting from ACRM supplied equipment on each AC45;
- (c) green light signals emitting from ACRM supplied Aft Horn;
- (d) information transmitted over channel 8 of the ACRM 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 ACRM 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 yellow 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 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;
 - (f) the sailing instructions; and
 - (g) the documents described in Protocol Articles 13 and 4.3(k).

Start A *yacht* starts when:

- (a) having her hulls and *bowsprit* been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hulls or *bowsprit* 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 around *continuing obstructions* within a distance of five 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) is referred to in the definition *Rule* but is not included in this book because it can be changed at any time. The most recent versions of the code is available on the ISAF website; new versions will be announced through national authorities and posted on the ISAF website.

Cases and Calls Only Cases that are adopted by the International Jury or Calls adopted by ACRM (on behalf of the Umpire team) are recognized as authoritative interpretations of these RRSAC.

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 The RRSAC has kept the original numbering for *rules* (where possible) to aid reference to non RRSAC 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. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

1.3 First Aid Training

An AC72 *yacht* must have on board at least two crewmembers who have completed a recognized First Aid / CPR course for example:

- (a) in New Zealand, St John Ambulance “Emergency First Aid / CPR”; or
- (b) in The United States, American Red Cross “First Aid, CPR and AED.”

More advance training provided or recognized by these or equivalent groups will satisfy the requirements of this *rule*.

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.

6 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 23.1.*

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

SECTION A RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

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 60 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

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

18.4 Tacking or Gybing

When an inside *overlapped* or *bowsprit 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 18.4 does not apply at a gate *mark*.

18.5 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 *continuing obstruction*.

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* or *bowsprit 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* or *bowsprit overlap* began, or
 - (ii) she is unable to do so because she is giving or taking *mark-room* under rule 18.2(b), 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 CONTINUING OBSTRUCTION

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 *continuing obstruction*.

20.2 Giving Room at a Continuing Obstruction

- (a) When rule 20 first applies, an outside *overlapped* or *bowsprit 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(b).
- (b) When *yachts* are passing a *continuing obstruction* 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 22 applies between two yachts, Section A rules do not.

22 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.

23 INTERFERING WITH ANOTHER YACHT

- 23.1 If reasonably possible, a *yacht* not *racing* shall not interfere with a *yacht* that is *racing*, her competitor(s) prior to the preparatory signal, or an umpire boat.
- 23.2 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.
- 23.3 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 Sailing instructions shall be made available to each *yacht* before a race begins. These shall contain all additional *rules* for a regatta.
- 25.2 The Regatta Director will stipulate in writing details of the *RO Comms* and any other form of communication system that may be used.

26 STARTING RACES

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

<i>Minutes before start</i>	
5	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(b).

- 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 Championship pairing list, the *yacht* listed on the left or on the bottom is assigned the port end of the entry line, the other *yacht* is assigned the starboard end of the entry line.

27 OTHER ACTIONS BEFORE THE STARTING SIGNAL

- 27.1 No later than the warning signal, the Race 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 or *bowsprit* 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 or *bowsprit* 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* hull'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 Course Limits

While *racing*, a *yacht* shall be within the course limits designated via *RO Comms*.

29 RECALLS

When a *yacht* is *OCS*, the Race Officer shall promptly identify the *yacht* 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. The finishing line will be,

- (a) at a rounding mark, between the staff displaying an orange flag on the *mark* and the flag staff of a black and white checkered flag with the word "Finish" on a nearby *mark*;
- (b) at a gate, between the staffs displaying an orange flag on the gate *marks*.

30.2 A shortened course will be signaled via the *RO Comms* to all *yachts* before they begin the new final leg and will include the leg number that the new finishing line will end. The finishing line need not be in position at that time.

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 signaling 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 signaling 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 new one and inform the *yachts* 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.

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

- (a) Each crew shall wear;
 - (i) a buoyancy aid that meets the flotation standard of ISO 12402-5 (CE 50 Newtons) and that is capable of being removed within 10 seconds, which when sailing an AC72 shall be the outermost garment;
 - (ii) 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;
 - (iii) when sailing an AC72, a cutting device with a blade length of no more than 150mm;
 - (iv) when sailing an AC72, 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; and
 - (v) a device for carrying media equipment of the dimensions 80mm x 200mm x 30mm;
 - (vi) A harness with equipment capable of self-lowering 15 meters; and
 - (vii) if required by the Regatta Director an electronic headcount device and/or crew locator device.
- (b) When supplied, on board microphones shall be firmly secured in the pockets described in rule 40(a)(v). No other items shall be stowed in these pockets.

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 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 44.3 and 44.4.
- (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 Penalty Line

The penalty line on a leg to mark 1 or the finish is a line perpendicular to the axis of the leg the penalized *yacht* is on. The penalty line on all other legs is a line perpendicular to the true wind direction. The penalty line is located at the specified distance from the center of the penalized *yacht* towards the *mark(s)* defining the beginning of that leg.

- (a) In a Match Race, for an infringement between *yachts* on the same leg of the course or within the *zone* of a *mark*: when the penalty is signaled after the penalized *yacht* has *started*, the penalty line is established when the penalty is signaled and the penalized *yacht* is within the course limits. The penalty line maintains a distance of two hull lengths behind the other *yacht* in the match except when a *yacht* is penalized under 44.2(a) and she has an existing 44.2(a) or 44.2(c) penalty, in which case the penalties are combined and the remaining penalty line distance is added to the distance of the new 44.2(a) penalty.
- (b) The penalty line for OCS is established when the penalty is signaled and the *yacht* is within the course limits.
 - (i) The penalty line maintains a distance of two hull lengths behind all *yachts* that have not been penalized and have *started* within 3 seconds of the starting signal.
 - (ii) If no *yachts* have *started* within 3 seconds of the starting signal without a penalty, or if in a Match Race both *yachts* are OCS or the other *yacht* has a penalty, the penalty line is established at a distance of two hull lengths behind the starting line and advanced according to 44.2(d).
- (c) The penalty line for infractions other than those of 44.2(a) or 44.2(b) is established at a distance of two hull lengths behind the penalized *yacht* when the penalty is signaled and the *yacht* is within the course limits, except when:
 - (i) a *yacht* is penalized prior to *starting* in which case the penalty line is established behind the *yacht* when she *starts*; or
 - (ii) a *yacht* is carrying a penalty, in which case the existing penalty line distance is increased by the distance specified by the new penalty.
- (d) Once established, the penalty line of 44.2(b)(ii) or 44.2(c) is moved toward the next *mark* or center of the penalized *yacht* at 100% of the universal VMG / VMC based on the wind speed and direction, current, and course to the next *mark* for 10 seconds, and thereafter at 90% of the universal VMG / VMC based on the wind speed and direction, current, and course to the next *mark*. However, while a *yacht* taking a penalty is in the *zone* of a rounding *mark*, the distance of her penalty line and the time until the speed of her penalty line increases does not change.

44.3 The Penalty

When the penalty line is established the *yacht* is taking a penalty. The penalized *yacht* shall immediately reduce her VMG / VMC so that the penalty line moves closer to the *yacht's* position until her position falls behind the penalty line. The *yacht* completes her penalty when the umpires determine that a *yacht's* position has fallen behind the penalty line or when it is clear to them that the penalty line is not advancing as intended, and they signal that the penalty is completed via the *RO Comms*.

44.4 Penalty limitations

- (a) If a *yacht* taking a penalty sails outside the course limits, or tacks or gybes outside the *zone* of a rounding *mark*, she is no longer taking a penalty. The penalty remains and the penalty line is re-established 5 seconds after the tack or gybe, or immediately upon re-entry within course boundaries, with a length of the next highest multiple of two hull lengths.

- (b) 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*.

44.5 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.

44.6 If a *yacht* has a penalty and the other *yacht* in her match is penalized, each penalty shall be complete and this shall be signaled via *RO Comms*. Rule 44.6 does not apply to penalties for OCS.

44.7 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.

47.3 Sails shall not be in the hull of an AC45 *yacht*.

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.

56.2 A guest shall take no part in sailing the *yacht* and

- (a) on an AC45 *yacht* shall remain aft of the rear beam with at least one hand on at least one of the guest handles.

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 of a Competitor guest shall be determined by the Competitor and the guest weight of an Event Authority guest shall be determined by the Event Authority. This 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* centerline to the trampoline aft of the rear beam:
 - (i) for a guest weight less than 70 kg, 40 kg of corrector weight shall be carried;
 - (ii) for a guest weight between and including 70 kg and 90 kg, 20 kg of corrector weight shall be carried;
 - (iii) for a guest weight of more than 90 kg, no corrector weight shall be carried.
- (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 RRSAC 56 and other guest requirements contained in the Sailing Instructions.

57 OTHER PERSONS ABOARD YACHTS

In the event the Regatta Director determines *yachts* shall not carry a guest pursuant to Rule 56.1, the Regatta Director may provide for the carrying of a person on a *yacht* on terms and conditions specified in the sailing instructions.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT & APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

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

60.1 A *yacht* may

- (a) 'Y flag protest' another *yacht* under rule 44.4(b), or a *rule* of Part 2 except rule 14;
- (b) 'Red Flag protest' another *yacht*, except for:
 - (i) rules 1.3, 27, 28, 40, 44.3, 44.4, 47.2, 56, 87, 88, or a *rule* allowed to be protested under rule 60.1(a);
 - (ii) AC72 Class Rule 5.12, 6.11, 9.7; and
 - (iii) sailing instructions where ACRM prohibits *yachts* from protesting that instruction.
- (c) Request redress except:
 - (i) for an improper action or omission of the race committee referred to in rule 62.1(a), or
 - (ii) in an AC World Series regatta.

60.2 The Regatta Director;

- (a) may *protest a yacht*, 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) may request redress on behalf of a *yacht*, except in ACWS regattas;
- (c) may report to the protest committee requesting action under rule 69.1(a); and
- (d) shall disqualify an AC72 Yacht that *capsizes* while *racing*, *terminate* the race and award it to the other AC72 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 Jury may

- (a) *protest a yacht*, 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) act under rule 69.1(a);
- (c) call a hearing to consider redress.

- 60.4** When the umpires decide that a *yacht* has:
- (a) broken rules 27.4, 28.3, 42, 44.3, 44.4, 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) met the requirements to be penalized as specified in rule 14, she shall be penalized under rule 44.1(c).
- 60.5** In a Match Race of the ACCS 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.

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 over ACRM radio channel 8.
- (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 1630 on the day of the incident. Other *protests* shall be lodged within two hours after the receipt of the relevant information. The Jury shall extend the time if there is good reason to do so.

62 REDRESS

62.1 A request for redress or a Jury's decision to consider redress shall be based on a claim or possibility that a *yacht's* score in a race or series has, through no fault of her own, been made significantly worse by

- (a) an improper action or omission of the race committee,
- (b) action of a *yacht* that was penalized for breaking rule 14,
- (c) action of a *yacht* that was penalized under rule 44.1(c),
- (d) a *yacht* against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b),
- (e) an illegal or accidental action by a third party including a race official that causes serious damage to a *yacht* or injury to the crew, or
- (f) being unable to be launched by equipment or service under the control of ACRM.

62.2 The request shall be made in writing within the time limit of rule 61.3 and shall identify the incident. The Jury shall extend the time if there is good reason to do so. If the request for redress is because of circumstances that arise while *racing* she shall signal using the *RO Comms* as soon as possible after she becomes aware of those circumstances.

SECTION B PROTESTS; REDRESS; RULE 69 ACTION

63 HEARINGS

63.1 Requirement for a Hearing

A *yacht* or competitor shall not be penalized without a protest hearing, except as provided in rules 44, 60.2(d), and 60.4. A decision on redress shall not be made without a hearing. The Jury shall hear all *protests* and requests for redress that have been delivered unless the *protest* or request is withdrawn.

63.6 Taking Evidence and Communicating a Decision

The Jury may take evidence in any way it considers appropriate and may communicate its decision orally.

64 DECISIONS

64.1 Penalties and Exoneration

Further to Protocol 15.4(d), when the Jury decides that a *yacht* that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her if the Jury decides that the breach may have improved the performance of the *yacht* or had a significant effect on the outcome of a race.

64.2 Decisions on Redress

When the Jury decides that a *yacht* is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all *yachts* affected, whether or not they asked for redress. 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, to permit or require the substitution of another eligible *yacht* belonging to the Competitor or to make some other arrangement.

64.3 Decisions on Measurement Protests

- (a) When the Jury 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 Jury 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 Jury, the Jury shall refer the matter together with the relevant facts to the Measurement Committee and be guided by its advice.

SECTION C GROSS MISCONDUCT

69 ALLEGATIONS OF GROSS MISCONDUCT

69.1 Action by the Jury

- (a) When the Jury, 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 a hearing. The Jury 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 Jury shall reschedule it.
- (b) If the Jury 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 Jury shall promptly report a penalty, but not a warning, to the national authority of the person and 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 Jury may conduct it without the person present. If the Jury 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 Jury 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 Jury shall collect all available information and, if the allegation seems justified, make a report to the relevant national authority and to the ISAF.

69.2 Action by a National Authority or Initial Action by the ISAF

- (a) When a national authority or the ISAF receives a report alleging a gross breach of a *rule*, good manners or sportsmanship, or a report alleging conduct that has brought the sport into disrepute, or 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 competitor or *yacht*, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending ISAF eligibility under ISAF Regulation 19.
- (b) The national authority of a competitor shall also suspend the ISAF eligibility of the competitor as required in ISAF Regulation 19.
- (c) The national authority shall promptly report a suspension of eligibility under rule 69.2(a) to the ISAF, and to the national authorities of the person or the owner of the *yacht* suspended if they are not members of the suspending national authority.

69.3 Subsequent Action by the ISAF

Upon receipt of a report required by rule 69.2(c) or ISAF Regulation 19, or 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. The ISAF Executive Committee shall suspend the competitor's ISAF eligibility as required in ISAF Regulation 19 if the competitor's national authority does not do so.

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

RRSAC Part 7 rules, except for rules 85 and 90, may be amended by the Regatta Director.

85 GOVERNING RULES

The organizing authority, Race Officer, Umpires and Jury shall be governed by the *rules* in the conduct and judging of races.

86 OFFICIAL NOTICE BOARD

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

87 SUPPORT BOATS

87.1 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 yacht shall have two support boats as rescue boats available to be inside the racing area and in proximity to their AC72 while *racing*. Except in the case of an emergency, Rescue Boats shall not interfere with AC72s that are *racing*.

87.3 Rescue boats shall not exceed fourteen meters in length and three meters in height (not including whip antennae), unless otherwise approved by the Regatta Director.

87.4 Each rescue boat shall have a rescue diver and a rescue swimmer to support the rescue diver.

87.5 One of the rescue boats shall have a paramedic (or an appropriate medical practitioner) and an AED device (defibrillator).

88 HAULOUT RESTRICTIONS

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 in compliance with the haul out schedule issued by the Regatta Director, or otherwise permitted by the Regatta Director.

90 SAILING INSTRUCTIONS

- 90.1 ACRM shall publish written sailing instructions for a regatta 10 days prior to the first scheduled race.
- 90.2 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 warning signal via the *RO Comms*.

PART 8

AC WORLD SERIES SCORING

In accordance with Protocol Article 22.1, the process required by Article 13.3(b) does not apply to AC World Series Scoring. The Regatta Director may amend RRSAC Part 8 after the same consultation process as detailed in Article 22.1.

91 AC WORLD SERIES MATCH RACING – REGATTA SCORING

- 91.1 The first team to comply with rule 28.1 that does not retire after *finishing* or is not disqualified, or has a match awarded to her under rule 44.1(c), scores one point; the other team scores no points. A dead heat shall be re-sailed.
- 91.2 The winner of a pairing where one match is scheduled is the first team to score at least one point after applying any penalties. The winner of a pairing where three matches are scheduled is the first team to score at least two points after applying any penalties.
- 91.3 When a knockout series is terminated it shall be decided in favor of the team with the higher score in that stage.
- 91.4 When a team withdraws from part of a regatta the scores of all completed races shall stand.
- 91.5 The Regatta Director may conclude early stages (including partially completed stages) in favor of later stages.
- 91.6 If the schedule cannot be completed, matches not completed will be resolved via tie break according to rule 91.8.
- 91.7 The finishing place of a team in the Match Racing shall be determined as follows:

<i>Finishing Place Determined by</i>	
First	Winner of the Finals
Second	Loser of the Finals
Third	Loser of the Semi Finals with the highest seed
Fourth	Loser of the Semi Finals with the 2 nd highest seed
Fifth	Loser of the Quarter Finals with the highest seed
Sixth	Loser of the Quarter Finals with the 2 nd highest seed
Seventh	Loser of the Quarter Finals with the 3 rd highest seed
Eighth	Loser of the Quarter Finals with the 4 th highest seed
Ninth	Loser of Qualifier 7
Tenth	Loser of Qualifier 5 of 6 with the highest seed
Eleventh	Loser of Qualifier 5 or 6 with the 2 nd highest seed

91.8 Match Racing ties

Ties (including 0–0) between two teams in a knockout stage shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favor of the team who

- (a) has won the most recent match in the regatta between the tied teams;
- (b) has the highest seeding.

92 AC WORLD SERIES (FLEET RACING) - REGATTA SCORING

92.1 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.

92.2 The point system based on finishing places in each race of a regatta will be in the sailing instructions.

92.3 A team that

- (a) did not comply with rule 28.1,
- (b) is disqualified under rule 44.1(c),
- (c) retires after *finishing*, or
- (d) does not *start* within 3 minutes of the starting signal

shall score 0 points

92.4 Only the Jury may take other scoring actions that worsen a team's score.

92.5 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.

92.6 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.

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

92.8 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.

93 AC WORLD SERIES SEASON CHAMPIONSHIPS

93.1 Match Racing Champion

- (a) Teams will be awarded the following points based upon their Match Racing results from each regatta:

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	Other
Points	10	9	8	7	6	5	4	3	2	1	1	0

- (b) The points from all regattas will be totaled and the team with the highest score declared the AC World Series Match Racing Champion for that season and all other teams ranked according to their points.
- (c) If there is a tie between two or more teams, they shall be ranked in order of their Match Racing finishing places in the final regatta of the season.

93.2 AC World Series Champion

- (a) The points from all AC World Series regattas (Fleet Racing) in the season shall be totaled and the team with the highest score declared the AC World Series Champion for that season and all other teams ranked according to their AC World Series regattas (Fleet Racing) points
- (b) If there is a tie between two or more teams, they shall be ranked in order of their AC World Series (Fleet Racing) finishing places in the final regatta of the season.

PART 9

DEFENDER SERIES, CHALLENGER SERIES, AND THE AMERICA'S CUP

The format for the Louis Vuitton America's Cup Challenger Selection Series (LVC) is in accordance with the Format agreed on July 2, 2012, in accordance with Protocol article 25.3 except where modified by the mutual consent of the Challengers still competing. Scoring for the LVC and the America's Cup Match will be in accordance with the respective provisions of the Match in Protocol article 12(d), supplemented by the rules of Part 9.

100 FORMAT FOR THE LVC

100.1 The LVC shall consist of three stages:

- (a) the LVC Round Robin stage from July 7, 2013, to August 5, 2013;
- (b) the LVC Semi Final stage from August 6, 2013, to August 16, 2013; and
- (c) the LVC Final stage from August 17, 2013, to September 2, 2013.

100.2 The LVC Round Robin Stage

- (a) There shall be no more than one race scheduled per day for any Challenger.
- (b) All matches of a round must be completed before the first race of the next round is started.

100.3 The LVC Semi Final

- (a) There shall be no more than one race scheduled per day.
- (b) The Challenger with the highest score from the LVC Round Robin stage shall either:
 - (i) choose not to sail in the LVC Semi Final stage and qualify for the Final stage, and the remaining Challengers will sail against each other in the LVC Semi Final; or
 - (ii) choose the Challenger that they will sail against in the LVC Semi Final stage, and the remaining Challenger will qualify for the Final stage.
- (c) The winner of the LVC Semi Final stage is the first Challenger to score at least 4 points after applying penalties from races of the Semi Final stage, or if neither Challenger scores at least 4 points, the highest ranked Challenger as determined by rule 101.5.
- (d) The winner of the LVC Semi Final stage shall qualify for the LVC Final stage.

100.4 The LVC Final

- (a) The Challengers who qualify for the LVC Final stage as prescribed in rule 100.3 shall race in the LVC Final stage.
- (b) The LVC Final stage shall be conducted on the same terms as the America's Cup Match as set out in article 12(d) of the Protocol except that:
 - (i) the winner shall be the first Challenger to score at least 7 points after applying penalties from races of the Final stage, or if neither Challenger scores at least 7 points, the highest ranked Challenger as determined by rule 101.5, and
 - (ii) a postponement under Protocol 12(d)(v) may not be used on September 2, 2013.
- (c) The winner of the LVC Final is the winner of the LVC and, subject to article 25.2 of the Protocol, shall sail in the Match.

100.5 A race not completed on its scheduled day shall be *postponed* to a later day within the scheduled days for that stage, except as prescribed in rules 60.2(d), 100.6, 101.3, or 101.4.

- 100.6** A race in which both Challengers retire or do not *finish* within the time limit shall not be resailed. However, if in the opinion of the Principal Race Officer, neither Challenger *finishes* within the time limit due to lack of wind, the race shall be resailed.
- 100.7** The Regatta Director may, after consultation with the Challengers still competing, alter the format and schedule if
- (a) the number of Challengers changes, or
 - (b) he determines that it is unlikely that a stage will be completed within the schedule specified in rule 100.1.
- 100.8** The Regatta Director shall, with the agreement of the majority of the Challengers still competing, revise the format if the format of the America's Cup Match changes.
- 101 SCORING IN THE LVC**
- 101.1** The first Challenger 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), 60.2(d) or 101.3, scores one point for that race; the other Challenger scores zero points. If Challengers are tied at the finishing line and neither retires after *finishing* or is disqualified, no points are scored, and the race shall be re-sailed.
- 101.2** A Challenger that did not comply with rule 28.1, retires after finishing, or is disqualified under rule 44.1(c) shall be scored zero points without a hearing.
- 101.3** When only one Challenger has *started* and the race is *abandoned* due to exceeding the wind limits in Protocol article 21.1, the race shall not be resailed, and the Challenger that has *started* shall score one point.
- 101.4** If neither Challenger has *started* within 15 minutes after the starting signal, the race shall be *abandoned* and not resailed.
- 101.5** 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 Round Robin stage, the Challengers shall be ranked in order of highest score from all completed rounds; and
 - (b) in a knockout stage, the Challengers shall be ranked in order of highest score from the matches sailed in that stage.
- Ties shall be broken according to rule 101.7.
- 101.6** When a Challenger withdraws from part of the Regatta, the scores of all completed races shall stand.
- 101.7 Ties**
- Ties between two or more Challengers shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules 101.7(a)(i) to (iv) shall be reapplied to them. Ties shall be decided in favor of the Challenger(s) who
- (a) when the tie is in the Round Robin stage,
 - (i) when the tie is between two Challengers, has the highest score in only the matches between the tied Challengers after applying any penalties in those matches, including races in an incomplete round;
 - (ii) when the tie is between two Challengers, has won the most recent match in the stage between the tied Challengers after applying any penalties in that match, including races in an incomplete round;
 - (iii) has the highest score in the most recent completed round, or if necessary the second most recent completed round and so on until the tie is resolved;
 - (iv) has the highest score after eliminating the score for the first match for each tied Challenger or, should this fail to break the tie, the second match for each tied Challenger and so on until the tie is broken.

(b) when the tie is between two Challengers in a knockout stage (including 0-0),

- (i) it shall be broken by 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.

102 SCORING IN THE AMERICA'S CUP MATCH

102.1 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 are tied at the finishing line, and neither retires after *finishing* or is disqualified, the race shall be re-sailed.

102.2 A Competitor that did not comply with rule 28.1, retires after *finishing*, or is disqualified under rule 44.1(c) shall be scored zero points without a hearing.