



NOTICE OF RACE

Including Amendment # 1 dated 11 April 2007

Governing the races of the

LOUIS VUITTON CUP

Challenger Selection Series for AMERICA'S CUP

5 March – 12 June 2007
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 applies to the Challenger Selection Series ("CSS") pursuant to Protocol Articles 3.3(c) and (d).

The words defined in Protocol Article 1 and in Clause 2.1 of the 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 CSS will be governed by the documents listed in Protocol Article 12.1 and the following:

- (a) The Valencia Plan dated 31 March 2005 ("Valencia Plan") which was agreed upon between the Event Authority and the Challenger Commission as the "further details" of the CSS as provided in Protocol Articles 3.3(c) and (d). The Valencia Plan is attached as Annex A. For the avoidance of doubt, the Valencia Plan shall have the same precedence as the Protocol;
- (b) the Racing Rules of Sailing for 2005-2008 and its Appendix C ("RRS") except as modified by the documents precedent;
- (c) the AC Umpire Calls;

- (d) the ISAF Call Book except as modified by the AC Umpire Calls;
- (e) the ISAF Case Book; and
- (f) the "Questions and Answers" issued by the Chief Umpire of the Regatta.

For the avoidance of doubt

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

The documents listed in NOR 2.1(b) through (h) shall be applicable if and as stated above, and shall be issued and final on or before 31 March 2007. Thereafter, there shall be no amendments to these documents unless approved by the Challenger Commission.

The order of precedence of the above documents will be as listed above.

2.2 The Regatta Director will issue the Sailing Instructions not later than 15 February 2007.

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) In the five (5) days prior to the first scheduled race of each of Round Robin One, the Semi-finals, and the Finals, each Challenger shall present (by appointment) at least 17 crew members for weighing by the Measurement Committee. Additional crew members may be weighed during each stage, and must be weighed (by appointment) before sailing in a race. Only the crew members who have been weighed in the five (5) days prior to each stage, or during a stage, may sail in a race of that stage.
 - (b) The Measurement Committee will record the weight of each crew member, and during that stage shall use that recorded weight for any post-race verification of compliance.
 - (c) In the event that a crew member is re-weighed at any time during a stage, a new weight will be recorded and shall be used during that stage 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 18th Person, and shall decide the "acknowledged technical or tactical skill" of an 18th person if the matter is referred to the Jury by any Challenger.
 - (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
 - (i) Flag “AP” over a numeral pennant.
 - (a) The Race Signals of the RRS is changed to delete the entire meaning of flag “AP” over a numeral pennant.
 - (b) The new definition shall be that flag “AP” over a numeral pennant shall mean that a postponement is in effect for the scheduled match designated by the numeral pennant.
 - (ii) The meaning of “NP” as used in this NOR means numeral pennant and designates the specific match scheduled to start in that starting sequence.
- (d) RRS – Part 2
 - (i) RRS 14 – Delete RRS 14(b) and replace with:

“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:
 - (a) by a yacht involved in the incident only 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, if 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 she sails outside the zone for that *mark* while sailing a *proper course* to the other *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) Add to RRS 27.2:

“If there is a wind shift during the starting sequence of a flight, the Race Committee may change the course to a different Mark 1 for the second and/or third match. This change shall be signaled at or before the Preparatory Signal for the match(es) involved by displaying Flag “C” with repetitive sound signals. The magnetic compass bearing to the new Mark 1, and the color of that mark, will be displayed on the Race Committee Signal Boat.”

- (ii) RRS 27.3 is deleted and replaced by NOR 12.3 and 12.4.

- (iii) RRS 32 is deleted and replaced by NOR 12.5 and 12.6.

- (iv) 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) unsolicited information from a disinterested source, which may be another yacht in the same race; for the avoidance of doubt, the Race Committee may use the Safety Radio to broadcast to all yachts such information as it deems appropriate concerning the conduct of the races, whether solicited by a yacht or not; and
- “(e) other communications with the Race Committee and/or Umpires on the Safety Radio.”

(ii) Delete RRS 42.3(c) and replace with the following:

- “(c) Pumping is permitted from 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 18th 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 18th 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 or requiring the substitution of another eligible yacht belonging to the Challenger.”

- (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 ¹	Means
11	Flag F displayed	One Horn	Attention Signal
10	Flag NP or Flag LV 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 NP or Flag LV removed (Flag NP displayed for subsequent match)	One Horn	Starting Signal

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

* During Round Robin One and Two, and the Semi-finals, within a Flight, NP 1 means Match 1, NP 2 means Match 2, etc. For the Finals, Flag LV will be used. Flag LV is a special event flag for the Louis Vuitton Cup 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) For Round Robin One and Two, yachts shall be assigned ends of the Starting Line for pre-start entry according to the Valencia Plan and the Pairing List shown as NOR Attachment 3.

“(b) For the Semi-finals and Finals, yachts shall be assigned ends of the Starting Line for pre-start entry for the first race as provided in Paragraph 10 of the Valencia Plan and NOR 5.4(b), and shall alternate ends for each completed race.

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

“(d) 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 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 and replaced by Paragraph 11 of the Valencia Plan.

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

3. DECLARATION & REGISTRATION

3.1 On or before 31 March 2007, each Challenger shall declare its ACC Yacht(s) in accordance with Protocol Article 13.2. The means of declaration will be advised by the Regatta Director in a Regatta Notice.

3.2 Each Challenger shall register a declared yacht with the Regatta Director prior to the start of the “No Change Period” for Round Robin One using the form provided in Attachment 1.

3.3 A Challenger 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.

4.2 During Round Robin One and Two, racing will be conducted in the Race Area north and south of the Canal de Acceso de Valencia. During the Semi-finals and Finals racing will be conducted in the Race Area north of Latitude 39° 26.11' North.

4.3 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 & FORMAT

5.1 The schedule is shown in Attachment 2 (the “Schedule”). Except as provided in NOR 5.2, this Schedule may be revised or modified by AC Management in consultation with the Challenger Commission.

5.2 The following starting dates for each stage of the CSS have been established by AC Management:

- Round Robin One – 16 April 2007
- Round Robin Two – 25 April 2007

- Semi-finals – 14 May 2007
- Finals – 1 June 2007

and shall not be changed without the consent of the Challenger Commission.

5.3 Rounds Robin

- The Race Committee shall not schedule more than two races per day without the agreement of the Race Committee Representative of each yacht in a match requested to race.
- During Round Robin One:
 - if the Race Committee cannot complete either a flight or match on the scheduled day, that flight or match shall be re-scheduled to the next available “racing slot” on the Schedule, i.e., as another flight or match on a one-flight day, or as the first or second flight or match on the next Reserve Day; and
 - it is the intention of the Race Committee that any re-scheduled flights will be sailed in their original order and before any re-scheduled matches.
- If, at the end of the scheduled racing and reserve days of Round Robin One, there are one or more races (flights or matches) remaining to be sailed to complete Round Robin One, the Race Committee shall schedule these during Round Robin Two as the second race until Round Robin One is completed.
- During Round Robin Two:
 - if the Race Committee cannot complete either a flight or match on the scheduled day, that flight or match shall be re-scheduled to the next available “racing slot” on the Schedule, i.e., as the second flight or match on a one-flight day, or as the first or second flight or match on the next Reserve Day;
 - it is the intention of the Race Committee that any re-scheduled flights will be sailed in their original order and before any re-scheduled matches; and
 - at any time all re-scheduled races have been completed, the schedule shall return to the one-flight per day schedule.
- Round Robin Two shall be completed before the start of the Semi-finals. However, if at the end of the scheduled racing and reserve days of Round Robin Two, any remaining matches do not affect the standing(s) of the Challengers who will advance to the Semi-finals, nor will determine the elimination of one or more Challengers from CSS, Round Robin Two shall be deemed complete and the remaining matches not sailed.

5.4 Semi-finals and Finals

- Further to Paragraph 8 of the Valencia Plan, on the day following the last race of Round Robin Two, the four (4) Challengers that will race in the Semi-finals shall participate in a Press Conference at which the Challenger with the most points will announce the selection of its opponent for the Semi-finals.
- Further to Paragraph 10 of the Valencia Plan, on the day before the first scheduled races of the Semi-finals and the Finals, the participating Challengers shall attend a Press Conference to determine the pre-start entry for their first race.

- (c) When the Race Committee cannot complete either a flight or match on the scheduled day, that flight or match shall be re-scheduled to the next racing (or reserve) day.
- (d) The Race Committee shall not schedule more than one race per day without the agreement of the Race Committee Representative of each yacht in a match requested to race. However, when the maximum possible number of races remaining (nine minus the number of points scored by both yachts) is greater than the number of remaining scheduled race and reserve days, the Race Committee shall schedule two races 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 measurement prior to the dates specified in this NOR due to causes beyond the reasonable control of the Challenger, 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 Challenger shall provide all reasonable assistance to the Measurement Committee to carry out such measurement or inspection.

6.2 Measurement Schedule

- (a) The Measurement Committee will meet with Challengers at 1900 on 3 March to schedule measurement.
- (b) Measurement will begin at 0800 on 5 March 2007.
- (c) Except as provided in NOR 6.1(e) and (f), prior to the commencement of each “No Change Period” each registered yacht shall have completed measurement by the Measurement Committee, except measurement of any additional sails or equipment.
- (d) Further to ACC Rule 45.1, within four (4) hours of the start of each “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 that has completed measurement.

6.3 No Change Periods & Exceptions

- (a) No Change Periods for:
 - (i) Round Robin One – shall begin twenty-four (24) hours before the first scheduled Warning Signal and end at 2100 on 22 April 2007 unless racing is scheduled on 23 April in which case it shall end at 2100 on 23 April 2007.
 - (ii) Round Robin Two (and for any races of Round Robin One not completed by 23 April) – shall begin at 0800 on 25 April 2007 and end at 2100 on the final day of racing of Round Robin Two.
 - (iii) Semi-finals – shall begin twenty-four (24) hours before the first scheduled Warning Signal and end at 2100 on the day that both Semi-finals are completed.
 - (iv) Finals – shall begin twenty-four (24) hours before the first scheduled Warning Signal and end at 2100 on the day a yacht wins the Finals.

However, if a protest or request for redress is filed before the No Change Period would otherwise end in any of the above four stages, the Jury Chairman may provisionally 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 only to the yacht registered for the CSS at that time.
- (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; and
 - (iii) as provided in NOR 6.3(d).
- (d) A Challenger is permitted to make changes that would invalidate the measurement certificate of its registered yacht and require the issuance of up to three (3) new Measurement Certificates during a No Change Period as follows:
 - (i) one new Measurement Certificate due to modifications that do not require the yacht to be floated and weighed; and
 - (ii) either:
 - (a) a further new Measurement Certificate due to modifications that do not require the yacht to be floated and weighed; or
 - (b) a further new Measurement Certificate due to modifications that require the yacht to be floated and weighed; and
 - (iii) provided the Challenger has not substituted its yacht as permitted in NOR 7, either:
 - (a) a further new Measurement Certificate due to modifications that do not require the yacht to be floated and weighed; or

- (b) a further new Measurement Certificate due to modifications that require the yacht to be floated and weighed;

in which case the penalty (one-race penalty) in NOR 7.2(b) shall apply to the yacht modified under NOR 6.3(d)(iii).

For the avoidance of doubt, the substitution of a yacht as per NOR 7.2(b) shall count as one of the three (3) new measurement certificates.

- (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 Challenger's next scheduled race, and the No Change Period shall continue.
- (f) When a new measurement certificate is to be issued as a result of changes required or permitted in NOR 6.3(c) or 6.3(d), the Measurement Committee shall verify that the changes have been completed in a timely manner and advise the Regatta Director, and the Regatta Director shall advise all Challengers by Regatta Notice before 1000 hours on the day of that Challenger'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 a 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. As an exception, a yacht may change crew, sails, and equipment between races on those days when it is scheduled to sail two races, unless directed otherwise by 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 3 March 2007, the Measurement Committee will supply the event signage required by Protocol Article 10.3. Each Challenger shall install it in accordance with the instructions in Regatta Notice # 9a and at the direction of the Measurement Committee. A Challenger shall promptly replace event signage lost or damaged.

7. YACHT SUBSTITUTION

- 7.1 A Challenger 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 Substitution is permitted:
- (a) between the end of a No Change Period and the beginning of the next No Change Period; and
 - (b) during a No Change Period, provided the Challenger shall be penalized by the deduction from its score of points equal to a one-race win in that stage of the CSS, unless the Jury grants redress permitting substitution without penalty.
- 7.3 When one yacht is substituted for another, the points accumulated by the registered yacht, or any previously registered yacht(s), shall be carried forward. For the avoidance of doubt, the points shall remain with the Challenger and not with the yacht; likewise the sail limitations of NOR 6.5.
- 7.4 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 Courses shall be not less than 8.6 nor more than 12.6 nautical miles in length. Furthermore, on any day when only one race is scheduled during Round Robin Two, the Semi-finals and the Finals, the course shall be 12.6 nautical miles, unless the Race Committee determines that a shorter distance is required to fulfill the intention of Protocol 7(e); however, no leg of the course shall be less than 2.7 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 shall be 275 metres in length.
- 8.5 The Gate shall be set consisting of Mark 2 and a Gate Mark. Mark 2 shall 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 boat 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 of a match is unable to complete a race, the other yacht of that match 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)(viii).

9. RACE COMMITTEE REPRESENTATIVE

Each yacht shall designate one person as its "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 For Round Robin One and Two, the first scheduled Warning Signal will be made at 1405.

11.2 For the Semi-finals and Finals, the first scheduled Warning Signal will be made at 1450.

11.3 No Warning Signal will be made later than 1830 unless otherwise agreed by the Race Committee and the Race Committee Representatives of the yacht pairs scheduled to race.

12. POSTPONEMENTS AND ABANDONMENT

12.1 Before 1100 on any race day, the Race Committee will notify the Challengers 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 Challengers 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 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 except as provided in NOR 5.3(e).

13. TIME LIMITS

13.1 The time limit for each leg shall be:

- (a) 30 minutes for a leg 2.0 nautical miles in length, plus
- (b) one (1) minute for each additional 0.1 nautical mile, if any.

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:

- (a) use the leg length displayed on the Race Committee Signal Boat as the length of legs 1 and 4, and subtract 0.3 nautical miles as the length of legs 2 and 3; and
- (b) 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.

13.4 A yacht still racing forty (40) minutes after her opponent in a race sails the course and finishes will be recorded as Time Limit Expired (TLE) and shall be scored zero (0) points. However, if the Challenger that finished is DSQ or retires after finishing, then the Challenger scored TLE shall be awarded the race. This modifies RRS 35.

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, 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 communication 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 help 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 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 to 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.

16. CHALLENGERS' 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 not less than 20cm in height on both sides of the vessel identifying the vessel with its Challenger.

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 and/or the Course Marshal.

16.4 The Chase Boat

- (a) Each yacht shall have one (1) Chase Boat of the rigid-hull inflatable type. This Chase Boat normally shall be available to that yacht while racing for the purposes set out in this NOR.
- (b) The Chase Boat 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 Terms of Challenge, images (still or moving) shall not be taken from the Chase Boat 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 Boat 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, the Chase Boat 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 Finishing 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(s) is/are established by the Race Committee and Course Marshal. Challengers 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 of the first match on a Diamond, no more than two (2) Weather Boats of each Challenger assigned to start on that Diamond may operate within that Race Diamond. No other Weather Boats may operate within that Race Diamond.
- (e) Weather Boats shall not operate within the Starting Box described in the Course Marshal Instructions.
- (f) After the first Warning Signal, Weather Boats operating inside that Race Diamond shall confine their activity to the upper 40% of the anticipated course area toward Mark 1.
- (g) At or before the Preparatory Signal for their respective match, Weather Boats shall be outside of the Race Diamond.
- (h) Weather Boats shall not approach or interfere with any yacht that is racing.
- (i) At any time, the Race Committee may limit or revoke the foregoing permission to operate within the Race Diamond for cause.

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 applicable Course Marshal Instructions for the CSS.
- (b) Support vessels may move around the perimeter of the Race Diamond in accordance with the Course Marshal Instructions for the CSS.
- (c) After the Warning Signal of the first scheduled match of a flight on a given Race Diamond, only the ACC Yacht(s) scheduled in that flight, and their accompanying Chase Boat(s), shall enter or be inside that 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 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 Scoring shall be in accordance with the Valencia Plan.

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

20.3 The Challenger winning the CSS will be awarded:

- (a) The **LOUIS VUITTON CUP** presented by Louis Vuitton Malletier, and
- (b) the Herbert C. Pell Cup presented by the Ida Lewis Yacht Club of Newport since 1958, and
- (c) The Sir Thomas Lipton Memorial Cup presented by the Royal Ulster Yacht Club since 1970.

20.4 The Challenger placing second in the CSS will be awarded the Centennial Trophy presented by the New York Yacht Club since 1974.

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
30 December 2006, amended 11 April 2007

YACHT REGISTRATION
for the
LOUIS VUITTON CUP
Challenger Selection Series

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 in the **Challenger Selection Series**.

Sail Number: _____
National Letters and ACC number

Yacht Name: _____

Yacht Club: _____

Team Name: _____

Authorized Representative: _____
Signature

Please Print Name

Date: _____

ATTACHMENT 2

**SCHEDULE for the LOUIS VUITTON CUP
and associated events**

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>Event</u>	<u>Remarks</u>
MEASUREMENT				
3 March	Sat	1900	Measurement Schedule Meeting	Jury Room
5 March	Mon	0800	Start of Measurement for Valencia Louis Vuitton Act 13 & Louis Vuitton Cup Measurement (by appointment)	Dársena Interior
5 March - 15 April			Measurement (by appointment)	Dársena Interior
31 March	Sat		Declaration of Yachts	Regatta Director
1 April	Sun		Unveiling Day	Dársena Interior
VALENCIA LOUIS VUITTON ACT 13				
2 April	Mon		Act 13 - Registration & Measurement Deadline, & start of No Change Period	
3 April	Tue		Fleet Racing of Act 13 begins	Race Area
CHALLENGER SELECTION SERIES				
11 April	Wed		CSS Crew Weigh-in period begins (by appt.)	Dársena Interior
14 April	Sat	1405 1900	Practice Race(s) 1 st Warning Signal Competitor's Meeting	Race Area Jury Room
ROUND ROBIN ONE				
15 April	Sun	1405 1405	RR 1 - Registration & Measurement Deadline, & start of No Change Period Practice Race(s) 1 st Warning Signal	Race Area
16 April	Mon		RR 1 – Flights 1 & 2	Race Area
17 April	Tue		RR 1 – Flights 3 & 4	Race Area
18 April	Wed		RR 1 – Flights 5 & 6	Race Area
19 April	Thu		RR 1 – Flights 7 & 8	Race Area
20 April	Fri		RR 1 - Reserve Racing Day *	
21 April	Sat		RR 1 – Flights 9 & 10	Race Area
22 April	Sun		RR 1 - Flight 11 & Reserve Racing *	Race Area
23 April	Mon		RR 1 - Reserve Racing Day *	
24 April	Tue		No Racing Scheduled	

ROUND ROBIN TWO

25 April	Wed	0800	RR 2 - Measurement Deadline and Start of No Change Period	
			RR 2 - Flight 1	Race Area
26 April	Thu		RR 2 - Flight 2	Race Area
27 April	Fri		RR 2 - Flight 3	Race Area
28 April	Sat		RR 2 - Flight 4	Race Area
29 April	Sun		RR 2 - Flight 5	Race Area
30 April	Mon		No Racing Scheduled	
1 May	Tue		RR 2 - Flight 6	Race Area
2 May	Wed		RR 2 - Flight 7	Race Area
3 May	Thu		RR 2 - Flight 8	Race Area
4 May	Fri		RR 2 - Flight 9	Race Area
5 May	Sat		RR 2 - Flight 10	Race Area
6 May	Sun		RR 2 - Flight 11	Race Area
7 May	Mon		RR 2 - Reserve Racing Day *	

SEMI-FINALS

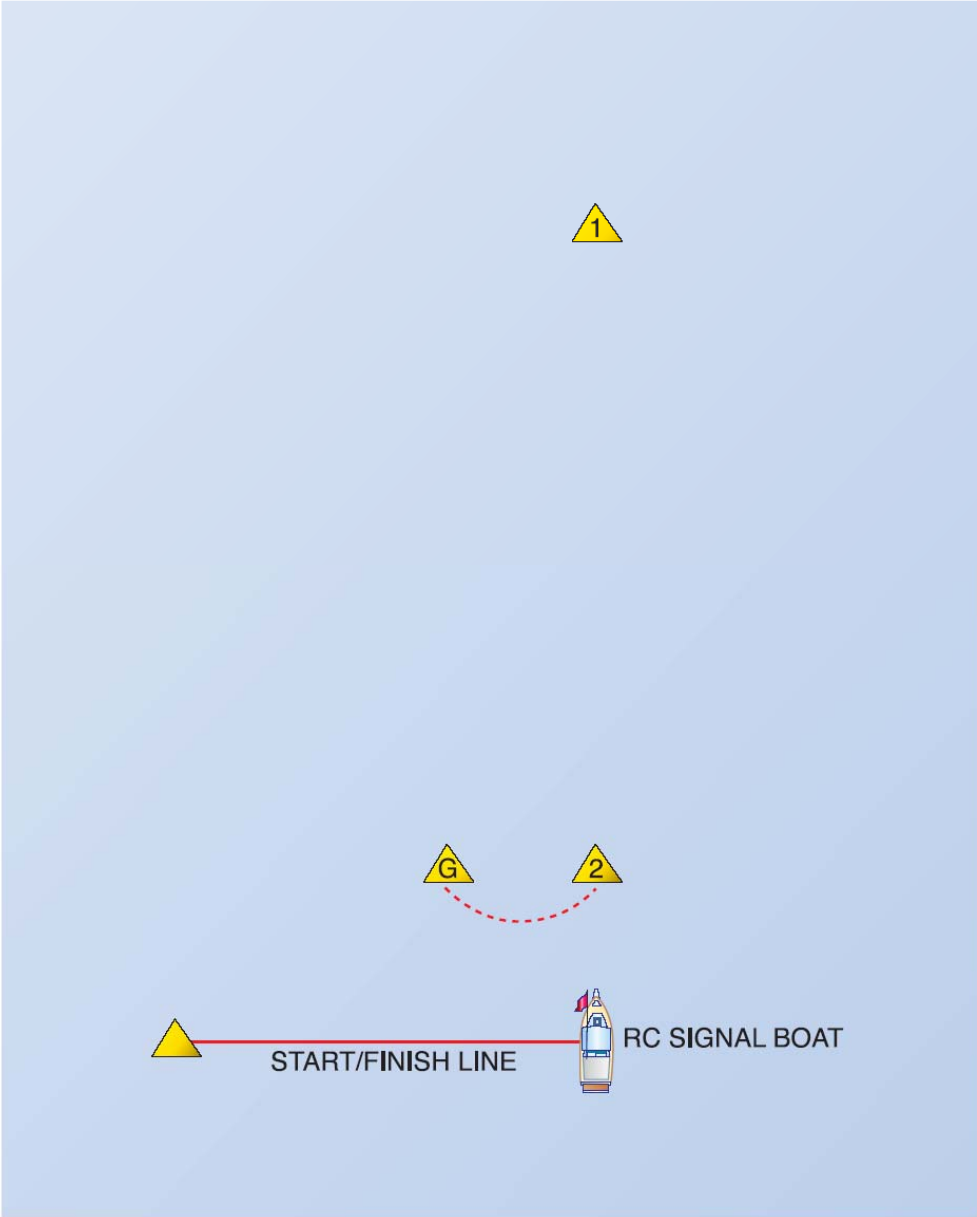
13 May	Sun	1450	Semi-finals Measurement Deadline & start of No Change Period	
14 May	Mon		Semi-final Race # 1	Race Area
15 May	Tue		Semi-final Race # 2	Race Area
16 May	Wed		Semi-final Race # 3	Race Area
17 May	Thu		No Racing Scheduled	
18 May	Fri		Semi-final Race # 4	Race Area
19 May	Sat		Semi-final Race # 5	Race Area
20 May	Sun		Semi-final Race # 6 *	Race Area
21 May	Mon		Reserve Racing Day *	
22 May	Tue		Semi-final Race # 7 *	Race Area
23 May	Wed		Semi-final Race # 8 *	Race Area
24 May	Thu		Semi-final Race # 9 *	Race Area
25 May	Fri		Reserve Racing Day *	

FINALS

31 May	Thu	1450	Finals - Measurement Deadline & start of No Change Period	
1 June	Fri		Finals – Race # 1	Race Area
2 June	Sat		Finals – Race # 2	Race Area
3 June	Sun		Finals – Race # 3	Race Area
4 June	Mon		No Racing Scheduled	
5 June	Tue		Finals – Race # 4	Race Area
6 June	Wed		Finals – Race # 5	Race Area
7 June	Thu		Reserve Racing Day *	
8 June	Fri		Finals – Race # 6 *	Race Area
9 June	Sat		Finals – Race # 7 *	Race Area
10 June	Sun		Finals – Race # 8 *	Race Area
11 June	Mon		Finals – Race # 9 *	Race Area
12 June	Tue		Reserve Racing Day *	

* If required.

MATCH RACING COURSE DIAGRAM



Round Robin Pairing Lists

These Pairing Lists shall apply for the CSS based upon 11 Competitors. The Race Committee may revise a Pairing List in the interest of efficient race management should the number of yachts change, and also may change the order of matches in a flight or Race Circle assignment.

ROUND ROBIN ONE

Flight→	1		2		3		4		5		6	
Match↓	B	Y	B	Y	B	Y	B	Y	B	Y	B	Y
1	5	1	4	9	3	10	10	11	11	7	11	4
2	9	8	5	8	6	11	7	3	1	4	7	1
3					2	7	6	2				
Bye		4		1		5		9		8		2
4	10	2	10	7	8	4	8	1	6	10	8	3
5	7	6	11	2	1	9	4	5	3	2	10	5
6	11	3	6	3					9	5	9	6

Flight→	7		8		9		10		11	
Match↓	B	Y	B	Y	B	Y	B	Y	B	Y
1	2	8	6	8	2	5	3	5	9	10
2	3	9	2	9	4	6	1	6	7	8
3					1	3	2	4		
Bye		6		3		10		7		11
4	10	1	4	10	7	9	9	11	5	6
5	5	11	5	7	8	11	8	10	3	4
6	4	7	11	1					1	2

ROUND ROBIN TWO

Flight→	1		2		3		4		5		6	
Match↓	B	Y	B	Y	B	Y	B	Y	B	Y	B	Y
1	2	10	7	10	4	8	1	8	10	6	3	8
2	6	7	2	11	9	1	5	4	2	3	5	10
3	3	11	3	6					5	9	6	9
Bye		4		1		5		9		8		2
4	1	5	9	4	10	3	11	10	7	11	4	11
5	8	9	8	5	11	6	3	7	4	1	1	7
6					7	2	2	6				

Flight→	7		8		9		10		11	
Match↓	B	Y	B	Y	B	Y	B	Y	B	Y
1	1	10	10	4	9	7	11	9	6	5
2	11	5	7	5	11	8	10	8	4	3
3	7	4	1	11					2	1
Bye		6		3		10		7		11
4	8	2	8	6	5	2	5	3	10	9
5	9	3	9	2	6	4	6	1	8	7
6					3	1	4	2		

ANNEX A

32nd AMERICA'S CUP CHALLENGER SELECTION SERIES ("CSS") FOR THE LOUIS VUITTON CUP

FORMAT/SCORING AGREEMENT

1. USE OF THE ACTS. Beginning in 2005, at the end of each Act (including the April 2007 Fleet Race Regatta), the Challengers will receive "Ranking Points" according to the results of the respective Act (excluding Alinghi) using a high-point scoring system as follows:
 - (a) the first place Challenger scores points equal to the final number of Challengers following the 29 April 2005 final deadline; the second place Challenger scores one less point, etc.
 - (b) Challengers that do not compete in, or are disqualified from, any Act score zero points; and
 - (c) ties will not be broken (Challengers tied for the same place at the end of an Act shall score the same Ranking Points for that Act; e.g., two Challengers tied for 1st would both score points equal to the final number of Challengers as per (a) above, no Challenger would score points for second place, and the third place Challenger would score two less points than the Challengers tied for first place).
2. WEIGHTING OF ACTS. Each Act shall be weighted as follows:
 - (a) Act 1, Act 2 and Act 3: **x 0** (not counted);
 - (b) Act 4, Act 5, Act 6, Act 7, Act 8 and Act 9: **x 1 each**;
 - (c) Act 10, Act 11 and Act 12: **x 2 each**;
 - (d) 13th Act (Fleet Race Regatta): **x 3**.

Therefore, Ranking Points won in each Act are multiplied by the weighting factor for that Act as in bold above (**x0, x1, x2 or x3**) to get the total Ranking Points for each Challenger for all Acts.
3. CSS RANK. The total points each Challenger has accumulated at the end of the 13th Act will rank the Challengers first through last ("CSS Rank"), and their CSS Rank will not change for the duration of the CSS except as in paragraph 4 below.
4. WITHDRAWAL OF A CHALLENGER. If a Challenger withdraws from 32nd America's Cup or otherwise does not start the CSS, their scores and CSS Ranking Points will remain for the Acts in which they did compete; however, that Challenger will be removed from the Ranking list, and others that previously were ranked below that Challenger will be moved up accordingly.
5. FORMAT. The CSS will consist of two rounds-robin with all Challengers in one group, a four-team (two pairs) knock-out semi-final, and a two-team knock-out final.
6. BONUS POINTS. Each Challenger's CSS Rank shall be used:
 - (a) in conjunction with the ISAF round-robin pairing lists, as published in the ISAF International Umpires Manual (6/05) with any corrections recommended by the Regatta Director and approved by the CC, whose approval shall not be unreasonably withheld, to determine the pairings, match order, starting line entry, etc., for the rounds-robin; and
 - (b) to award bonus points to be carried forward by Challengers into the rounds-robin as follows:
 - (i) CSS Rank 1 -- four bonus points;
 - (ii) CSS Ranks 2, 3, and 4 -- three bonus points;
 - (iii) CSS Ranks 5, 6 and 7 -- two bonus points;
 - (iv) CSS Ranks 8 and lower -- one bonus point.

- (c) Challengers tied for the same CSS Rank at the end of the final Act (13th Act) shall score the same bonus points awarded for that Rank as in (b) above; e.g., two Challengers tied for CSS Rank 2 would each receive three bonus points, and the next Challenger would be on CSS Rank 4 and score three bonus points; however, different Ranks would be awarded to the tied Challenger(s) based on (and ties broken using) the results of all matches raced during the Acts (from Act 4) between the tied Challengers or, if that does not resolve the tie, the result of the last match between the tied Challengers, or if that does not resolve the tie, in favor of the Challenger(s) which finished higher (highest, in order) in the 13th Act.
7. ROUNDS-ROBIN. Wins in all rounds-robin races will count two points. Each Challenger's total score for the rounds-robin will be the sum of that Challenger's bonus points carried forward from the Acts plus points won by that Challenger in all rounds-robin races. At the end of the rounds-robin the four Challengers with the most points will advance to the CSS semi-finals. No points from the rounds-robin are carried forward to the semi-finals.
8. SEMI-FINALS. The semi-finalist with the most points at the end of the rounds-robin will choose which one of the other three semi-finalists it will race in its semi-final; the other two will race in the other semi-final. The first team in each semi-final to win five points (one point per win, or as awarded for redress by the Jury) is the winner and advances to the final. No points from the semi-finals are carried forward to the finals.
9. FINALS. The first team to win five points (one point per win, or as awarded for redress by the Jury) will be the winner of the CSS, and will advance to the 32nd America's Cup Match to race the Defender.
10. PRE-START ENTRY. Choice of pre-start entry for the first match of the semi-finals and finals will be determined by toss of a coin or similar.
11. TIE BREAKING. Where there is a tie that does not involve the elimination of a Challenger from the CSS, the tie shall be broken in favor of the Challenger(s) with the higher or highest CSS Rank. Where there is a tie involving the elimination of one or more Challengers from the CSS at the end of the rounds-robin, there will be a "sail-off" (all "sail-offs" are first-to-win two races) to determine which Challenger advances as follows:
- (a) if two Challengers are tied for 4th place, there will be a sail-off;
 - (b) if three Challengers are tied for 4th place, the two Challengers with the lowest CSS Ranks will have a sail-off, and the winner will meet the other Challenger (with the highest CSS Rank of the three) in a sail-off;
 - (c) if four Challengers are tied for 4th place, the Challenger with the highest CSS Rank will choose which of the other three they will race in a sail-off, and the other two Challengers will have a sail-off; then the two winners will meet in a sail-off;
 - (d) if three Challengers are tied for 3rd place, 3rd place shall be awarded to the Challenger with the highest CSS Rank, and the other two Challengers will have a sail-off for 4th place.
 - (e) if four Challengers are tied for 3rd place, the Challenger with the highest CSS Rank will choose which of the other three they will race in a sail-off for 3rd place; the other two Challengers will have a sail-off for 4th place.
 - (f) the principles above will be applied to resolve any other tie involving more than two Challengers where one or more of the Challengers will be eliminated.
12. The Event Authority (ACM) and the Challenger of Record (GGYC) hereby agree to the foregoing format pursuant to Article 3.3(c) of the Protocol. The Event Authority (ACM) and the Challenger Commission hereby agree to the foregoing details pursuant to the second sentence of Article 3.3(d) of the Protocol. For the avoidance of doubt, in accordance with the second and third sentences of Protocol Article 3.3(d), further details of the format for the Challenger Selection Series described herein shall be agreed between the Event Authority and the Challenger Commission. Precise timing and scheduling of the Regatta and the Pre-regattas, however, shall be determined by the Event Authority in consultation with the Challenger Commission and the Defender.

Agreed,

AC MANAGEMENT

_____ the ____ day of _____, 2005
Michel Bonnefous, CEO

_____ the ____ day of _____, 2005
Nathalie Vez-Habegger, General Counsel

CHALLENGER COMMISSION

_____ the ____ day of _____, 2005
George Clyde, Chairman

_____ the ____ day of _____, 2005
Tom Ehman
Chairman, CSS Working Party

GOLDEN GATE YACHT CLUB

_____ the ____ day of _____, 2005
David Haskin, Commodore

_____ the ____ day of _____, 2005
Melinda Erkelens, Director

ANNEX B Umpire Signaling System (“USS”)

Umpire Notice – UN010 dated 28th 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**

The white **17.1** lamp is used to signal whether the yachts are overlapped and whether there is a proper course limitation on the leeward yacht at all times beginning shortly before the start:

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.