



# AMERICA'S CUP CLASS

## PUBLIC INTERPRETATION No 13

November 1, 2005

Page 1 of 2

In response to the following:

1. *Is a "Sliding Keel" a movable appendage in the context of the ACC Rule?*
2. *Is it permitted by ACC Rule (a) to extend (lowering) or (b) to retract (lifting) an appendage (operating a sliding keel) while racing?*
3. *Is it allowed by ACC Rule to build a new boat with a "Sliding Keel" if:*
  - a. *The "Sliding Keel" is only used for docking?*
  - b. *The "Sliding Keel" is carried in a locked position while racing?*
4. *Do the answers to the questions above also apply to a "Centre-Board" inside the hull or inside an appendage? And if not, which do not apply?*

### INTERPRETATION

1. The keel is an **appendage** as defined in ACC Rule 2.5 (c) as follows:

"**Appendage**" means any element outside the **hull** up to the **sheerline** but excludes bowsprits. **Appendage** may also include an element of an **appendage** which may extend from outside the **hull** into the yacht (eg. fin tower or rudder stock).

"Sliding" is defined in the Oxford English Dictionary as to move along a smooth surface while maintaining continuous contact with it.

Therefore a "Sliding Keel" is an appendage that moves. i.e. a "movable appendage" in the context of the ACC Rule.

2. ACC Rule 17.10 limits the maximum number of movable **appendages** to two, and furthermore requires movement to be limited to rotation only and this rotation shall be only in the fore and aft centreline plane of the **hull** and at an angle to the MWL plane exceeding 45 degrees.

A sliding keel is a movable **appendage** but its movement is "along a smooth surface", this is to say in a plane, as opposed to rotation or movement on an axis.

Accordingly a sliding keel is a movable **appendage** whose movement is not by rotation and thus not permitted by **ACC Rule**. This applies both to the extension (lowering) or the retracting (lifting) movements of the sliding keel.

3. ACC Rule 11.2 states "Lifting **appendages** are permitted but shall be fixed whilst racing in their **measurement condition** position." Therefore it is allowed to build a lifting **appendage** to be used fixed during the racing. This rule does not permit "lowering **appendages**" in order to increase draft or any other reason.

As per **ACC Rule 11.2** (see above) any lifting **appendage** shall be fixed whilst racing in its **measurement condition** position.

4. A "centreboard" is a movable **appendage** which may move in a plane and/or rotate about an axis. Rule 17.10(a) requires rotation of any movable appendage to be only in the fore and aft centreline plane of the **hull** and at an angle to the MWL plane exceeding 45 degrees. Any centreboard shall comply with these requirements.

Notwithstanding the above in 4., a centreboard may be considered as a lifting **appendage** as described in Rule 11.2 and be permitted under this Rule but shall be fixed whilst racing in its **measurement condition** position.

END

*This interpretation is made by the **CORD Measurement Committee** in accordance with Rule 3.3 of Version 5.0 of the America's Cup Class Rule.*

*Ken McAlpine  
ACC Technical Director  
117 Marine Terrace, Fremantle,  
W.A. 6160 AUSTRALIA  
Phone 61 8 9336 6664  
Fax 61 8 9336 6665  
Email [kenmcalpine@compuserve.com](mailto:kenmcalpine@compuserve.com)*