



## NOTICE OF RACE

### Governing the Fleet Races of VALENCIA LOUIS VUITTON ACT 11

19-21 May 2006  
at Valencia, Spain

This Notice of Race ("NOR") is published by AC Management SA and the Regatta Director pursuant to Articles 4.2 and 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, and Clause 6.2 of the 32<sup>nd</sup> America's Cup Terms of Challenge ("TOC").

This NOR shall apply to the fleet races of the Valencia Louis Vuitton Act 11 ("Act 11"), a Pre-regatta anticipated by Article 3.3(b)(i) of the Protocol.

A reference to Act 10 means the Pre-regatta called Valencia Louis Vuitton Act 10 and its Notice of Race.

#### 1. ORGANIZING AUTHORITY

- 1.1 The Event and Organizing Authority is AC Management SA ("AC Management") including any affiliate or any subsidiary entity which undertakes any activity on its behalf.
- 1.2 AC Management shall exercise its duties pursuant to the Protocol and the TOC.
- 1.3 The words defined in Article 1 of the Protocol and in Article 2.1 of the TOC shall have the same meaning in this NOR.

#### 2. RULES

- 2.1 Act 11 will be governed by the documents listed in Article 12.1 of the Protocol as well as:
  - (a) the Rules of Procedure, Decisions, and Interpretations of the Jury appointed under Article 21 of the Protocol;
  - (b) such other rules as agreed by the Race Committee, the Defender, and the Challenger Commission, including regulations, calls, cases and interpretations; and
  - (c) any amendments to the documents referred to in this NOR 2.1.
  - (d) Direct on-the-water judging will be used. The procedures, signals, and penalties will be as similar as possible to those used for match racing and will be described in an addendum to the Sailing Instructions.
- 2.2 For the purpose of this NOR, references are to the Racing Rules of Sailing for 2005-2008 ("RRS") as promulgated by the International Sailing Federation at the date this NOR is issued.
- 2.3 The Regatta Director will issue the Sailing Instructions not later than 19 April 2006.

## 2.4 Rule Changes and/or Amplifications

### (a) America's Cup Class Rule Version 5.0 ("ACC Rules") and its Public Interpretations.

#### (i) National Letters and Chartered Boats

(a) Further to ACC Rule 39 and RRS Appendix G, if an ACC Yacht ("yacht") is chartered (this includes a loaned yacht) to a competitor representing a nationality different from the nationality of the owner of record of the yacht, the charterer may apply to the Regatta Director to change the national letters to the nationality of the charterer. Any approval granted by the Regatta Director is temporary and will expire at earlier of the end of the charter, the sale of the yacht, or 1 March 2007.

(b) The owner and charterer shall provide all necessary documents or declarations required by the Measurement Committee to perform or confirm measurement of the yacht; and the front page of the Measurement Certificate shall show the names of the owner and the charterer of the yacht. The 2-digit sail number shall not be changed unless required to be changed as provided in the ACC Rules and/or the Protocol.

(ii) Between 6 May and 9 May each yacht shall present (by appointment) at least 17 crew members for weighing by the Measurement Committee for the purpose of ACC Rule 37.1. On or after 6 May, additional crew members may be weighed at any time (by appointment) before sailing in a race.

(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 and 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) an air horn or similar sound signal device.

(iv) In accordance with ACC Rule 1.2, the Defender and the Challenger of Record with the approval of all other Competitors have agreed to amend Version 5.0 as follows:

#### Limitation on Setting a Spinnaker – Pre-Start.

After the Preparatory Signal and before it starts, a yacht shall not carry a spinnaker (as defined by ACC Rules 29.3 and 33) that is set in its normal position and drawing.

#### (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 a leg 1 or 3 on which a purple flag has been displayed in accordance with NOR 2.4(f)(iii) the distance is extended to three hull lengths.”

(c) RRS – Race Signals

The meaning of “NP” as used in this NOR means numeral pennant and designates the fleet race number for this series.

(d) RRS – Part 2

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

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

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

- (a) by a yacht involved in the incident when injury or serious damage is alleged, or
- (b) by the Jury as a result of information received during a valid protest hearing or request for redress where a collision resulted in injury or serious damage.

(iii) (a) The penalty for a yacht that breaks RRS 14, as amended, shall be DSQ from that race. However, when the Jury finds that the DSQ yacht infringed RRS 2, it may impose other penalties in accordance with the RRS.

(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 2.4(b)(ii) applies yachts are only about to round or pass a *mark* when one of them enters the *three length zone*.”

(v) RRS 20.3 – Delete RRS 20.3.

(vi) RRS 26 is altered by removing the table of signals and sounds and inserting the following:

<b>Time in Minutes</b>	<b>Visual Signal</b>	<b>Sound Signal</b>	<b>Means</b>
11	Flag F displayed	One Horn	Attention Signal
10	Flag NP displayed Flag F removed	One Horn	Warning Signal
5	Flag P displayed	One Horn	Preparatory Signal
1	Flag P removed	None	
0	Flag NP removed	One Horn	Starting Signal

- (e) RRS – Part 3
  - (i) RRS 32.1 – delete the words “...shorten the course (display flag S with two sounds) or...”.
  - (ii) RRS 32.1(c) and RRS 32.2 are deleted.
  - (iii) RRS 33(b) is deleted.
- (f) RRS – Part 4
  - (i) RRS 41 - further to RRS 41 and in the sole discretion of the yacht, a yacht may receive outside assistance from any available source when it must evacuate an injured or ill person requiring immediate medical assistance that cannot be adequately delivered on board 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.
  - (ii) RRS 47.2 - The second sentence of RRS 47.2 is deleted, and the following additions to RRS 47.2 are made:
    - “(a) In the event that a crew member leaves the yacht while racing, the yacht may continue racing and may itself recover the crew member as soon as possible.
    - “(b) In the event that the yacht does not attempt to recover the crew member, any vessel shall attempt to rescue a crew member who has left the yacht.
    - “(c) If the crew member is rescued by a vessel other than the yacht, the crew member shall not be returned to the yacht and the Judges shall penalize the yacht as provided in NOR 2.1(d).
    - “(d) If more than one crew member leaves the yacht in the same incident, a yacht shall be penalized only once.
    - “(e) As contemplated by RRS 47.2, if a crew member intentionally leaves the yacht to help another person or vessel in danger and the Judges are satisfied that the crew member did so solely for the purpose of rendering assistance, there shall be no penalty. The crew member may also be returned to the yacht, but only by the yacht's own chase boat.
    - “(f) Should the 18<sup>th</sup> person leave the yacht, any vessel may recover that person as soon as possible. The 18<sup>th</sup> person shall not be returned to the yacht and the yacht shall not be penalized.”
  - (iii) 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 the “I” point only when the Race Committee is satisfied that:
        - (i) the difference in angle between the wind direction and the course axis is clearly more than 90 degrees and after the Race Committee has signaled all yachts by displaying a purple flag accompanied by a sound signal; or

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

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

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

“(d) The Race Committee will signal all yachts by displaying the purple flag with a sound signal and will attempt to communicate this signal on the Safety radio.

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

“(f) When the Judges determine that a yacht has infringed this rule, it shall be penalized in accordance with Sailing Instruction Addendum F.”

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

“(c) Pumping is permitted on legs 2 and 4, and, when the purple flag has been displayed, on legs 1 or 3”

(g) RRS – Part 7

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

(h) For the avoidance of doubt, mast or boom mounted video cameras and CCD lenses for the purpose of observing the sails of the yacht are permitted if mounted to view in a nearly vertical plane.

### **3. ELIGIBILITY & ENTRY**

3.1 Each Competitor shall register one ACC Yacht in Act 11.

3.2 A Yacht Registration for Act 11 shall be lodged with the Regatta Director on the form provided in Attachment 1 not later than 19.00 on 24 April 2006. The yacht registered for Act 11 need not be the same yacht registered for Act 10.

3.3 Prior to the start of the Measurement Control Period the yacht registered for Act 11 shall have either:

(a) a valid Measurement Certificate, or

(b) with the written permission of the Measurement Committee, all out-of-the-water hull measurement completed except measurement for draft.

### **4. RACE AREA**

The Race Area is the area in the vicinity of the City of Valencia as defined in Regatta Notices # 1 and # 2. The approximate location of rendezvous points within the Race Area will be described in the Sailing Instructions.

## 5. SCHEDULE

- 5.1 Act 11 shall consist of fleet racing only. Not more than five races will be sailed in total, and it is the intention of the Race Committee that not more than two races will be sailed on each day.
- 5.2 The schedule of measurement and races for Act 11 is shown in Attachment 2 but may be revised or modified by the Regatta Director in consultation with AC Management and the Competitors. Act 11 is scheduled to take place in the period between 26 April 2006 (start of Measurement Control Period) and 21 May 2006.

## 6. MEASUREMENT AND INSPECTION

### 6.1 Measurement in General

- (a) Except as otherwise provided, the term "measurement" includes initial measurement, measurement to obtain a Measurement Certificate, re-validations, inspections and re-measurements.
- (b) Each sail shall be measured and initialed by the Measurement Committee prior to its use in a race, except as provided in NOR 6.1(e) and 6.1(f).
- (c) Measurement shall be conducted at places and times stipulated by the Measurement Committee.
- (d) The Measurement Committee may take whatever measurements it considers appropriate.
- (e) If the Measurement Committee is unable to complete a yacht's measurements prior to the dates specified in this NOR due to causes beyond the reasonable control of the Competitor, additional time may be granted by the Regatta Director.
- (f) When the Measurement Committee is unable to obtain a measurement that it considers accurate before a race, the measurement shall be taken as soon as possible after the race.
- (g) The Measurement Committee or Jury may at any time request measurement or inspection of a yacht for compliance with the rules of the Event, including equipment, and the Competitor shall provide all reasonable assistance to the Measurement Committee to carry out such measurement or inspection.

### 6.2 Measurement Control Period

- (a) The Measurement Control Period shall begin at 0800 on 26 April 2006 or at a later time as determined by the Regatta Director in consultation with the Measurement Committee.
- (b) Each Competitor shall have one yacht available for measurement (by appointment) in the Venue not later than the start of the Measurement Control Period unless the Regatta Director determines that delivery of the yacht to the Venue is or will be delayed due to a cause reasonably outside the Competitor's control.
- (c) Prior to the commencement of the "No Change Period" each yacht registered shall have completed measurement by the Measurement Committee.
- (d) In accordance with ACC Rule 45.1, the Measurement Committee shall provide the Regatta Director with a copy of the front page of the Measurement Certificate of each yacht registered no later than 1800 on the day before the first scheduled race of Act 11.

### 6.3 Measurement Changes and “No Change Period”

- (a) The “No Change Period” for Act 11 is the period commencing twenty-four (24) hours before the first scheduled Warning Signal of Act 11 and ending at the conclusion of the protest time limit for the last completed race of Act 11. This No Change Period shall apply only to the yacht registered in Act 11.
- (b) During a No Change Period no change that would invalidate a yacht’s measurement certificate shall be made to the yacht except:
  - (i) when changes are required by the Measurement Committee to enable a yacht to comply with the ACC Rules, or
  - (ii) in the case of unintentional damage, when both the Technical Director and the Regatta Director approve the repairs.
- (c) Changes that would invalidate a yacht’s most recent confirmed certificate and require the issue of a new certificate will be permitted once during the No Change Period. This change shall not be such as to require the yacht to be floated and weighed. This rule does not permit the substitution of a yacht.
- (d) When a new measurement certificate is issued as a result of changes permitted in NOR 6.3(b) or 6.3(c), a copy of the front page of the new certificate shall be provided by the Measurement Committee to the Regatta Director no later than 1000 on the day of the yacht’s next scheduled race.

### 6.4 Post-Race Measurement

- (a) The Measurement Committee, or the senior Judge or Umpire of a race, shall advise a yacht within one (1) minute following a race if the Committee will require a post race measurement, inspection, or verification of that yacht for compliance with ACC Rule 37.1.
- (b) If so advised under NOR 6.4(a), during the one minute period, and thereafter if so advised, no person or thing shall be taken on board or removed from the yacht without the express permission of the Measurement Committee, except that 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 it to haul out, be measured or inspected, be launched, and made ready before it is required to start its 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 Sails & Sail Limits

- (a) A Competitor shall register with the Measurement Committee no more than twenty-six (26) new sails for Act 11. New sails registered with the Measurement Committee for all prior 2006 Acts shall be included in this number.
- (b) In addition to the sails registered in NOR 6.5(a), and unless otherwise prohibited by the ACC Rules, a Competitor may also register for Act 11:
  - (i) all sails registered with the Measurement Committee for Acts 1 through 9, and

- (ii) any sail measured by the Measurement Committee of the 31<sup>st</sup> America's Cup before 3 March 2003,

provided that the total number of sails registered in accordance with (i) and (ii) above shall not exceed twenty (20) sails.

- (c) Only measured sails registered in accordance with NOR 6.5(a) and (b) may be on board the yacht while racing.
- (d) Competitors are advised that the registration of sails in 2006 is cumulative. If a Competitor has registered less than the permitted number of sails through Act 11, the remaining available registration slots may be carried forward to subsequent 2006 Acts. For the avoidance of doubt, the total number of new sails that may be registered for the Acts in 2006 shall not exceed twenty-six (26).

6.6 The event signage required by Protocol Article 10.3 will be supplied by AC Management on or before 26 April 2006. It shall be installed by each Competitor in accordance with the instructions contained in Regatta Notice # 9 and at the direction of the Measurement Committee before racing. Such signage shall be replaced promptly by Competitors if lost or damaged.

## **7. YACHT SUBSTITUTION**

7.1 After 24 April and prior to the start of the No Change Period, a Competitor may substitute its registered yacht with another eligible measured yacht by submitting a new Yacht Registration to the Regatta Director and the Measurement Committee.

7.2 If, during the No Change Period, the Measurement Committee determines that a yacht is so damaged as to be unable to compete in that yacht's next scheduled race and the Jury determines that the yacht is entitled to redress, redress may include the substitution of the damaged yacht with another eligible yacht ("substitute yacht").

7.3 If, during the No Change Period, the Measurement Committee determines that a yacht is so damaged as to be unable to sail in that yacht's next scheduled race and the yacht is not entitled to redress, the Competitor may substitute the damaged yacht with another eligible yacht ("substitute yacht"), provided the Competitor:

- (a) shall immediately advise the Regatta Director and Measurement Committee of the substitution, and
- (b) shall then be penalized by having six (6) points deducted from its score.

7.4 A substitute yacht permitted in NOR 7.2 or 7.3 shall have a Measurement Certificate prior to racing except as provided in RRS 78 and NOR 6.1..

## **8. COURSES**

8.1 The course to be sailed shall be windward – leeward. Yachts shall round the turning marks in the following order: From the Start to Mark 1 (Leg 1) – to the Offset Mark (Leg 2a) – to Mark 2 (Gate)(Leg 2) – to Mark 1 (Leg 3) – to the Offset Mark (Leg 4a) – and then to the Finish (Leg 4). The Offset Mark will be set approximately 90° from Mark 1. On the leg from Mark 1 to the Offset Mark (Leg 2a and/or Leg 4a), yachts shall not take a penalty and there are no restrictions on the use of spinnakers. See Illustration Race Course. The illustration is not to scale.

8.2 The approximate distance and bearing of Mark 1 from the Race Committee Signal Boat will be displayed as described in the Sailing Instructions.

- 8.3 The leeward mark (Mark 2) shall be approximately 0.3 nautical miles from the Race Committee Signal Boat end of the Starting Line. In the event that Mark 2 is replaced by a gate, yachts shall pass through the gate from the direction of the previous mark before commencing the next leg, passing the left-hand gate mark to port or the right-hand gate mark to starboard. The gate marks will be not less than 6 boats lengths apart.
- 8.4 It is the intention of the Race Committee that courses will be not less than 8.6 nor more than 12.6 nautical miles in length, and that Legs 2 and 3 will not be less than 2.0 nautical miles in length.
- 8.5 The starting line and finishing line will be of different lengths.
- 8.6 Marks and the procedure for changing a mark will be described in the Sailing Instructions.
- 8.7 Except at a leeward gate all turning marks shall be rounded to port.

## **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 radio if provided in NOR 15.5(a)(i), and/or such other means of communication as the Race Committee may designate.

## **10. WARNING SIGNAL**

- 10.1 The Warning Signal will be made at 1400. However, it may be changed by notification in accordance with the Sailing Instructions. No Warning Signal will be made later than 1830, unless otherwise agreed by the Race Committee and the Race Committee Representatives of the yachts scheduled to race. No Warning Signal will be made later than 1530 on the last scheduled day of racing.
- 10.2 Before or with the Warning Signal the Race Committee:
- (a) shall signal the distance (in nautical miles and decimal miles) and direction (degrees magnetic) to the first mark (Mark 1); and
  - (b) may substitute a new distance and/or direction signal.

## **11. POSTPONEMENTS AND ABANDONMENT**

- 11.1 Before 1030 on any race day, the Race Committee may notify the yachts not to proceed to the starting area. The means of notification will be described in the Sailing Instructions. The Warning Signal will be made not less than ninety (90) minutes after a subsequent notification to proceed to the starting area.
- 11.2 Before or at the time scheduled for the Preparatory Signal the Race Committee shall postpone if:
- (a) directed by the Jury or Umpires when a yacht has satisfied them that it has been disabled or delayed through no fault of her own, or that a person on board has been seriously injured after the yacht left its mooring for the starting area; or
  - (b) directed by the marine safety authority with jurisdiction.
- 11.3 Before the Starting Signal, the Race Committee may only 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 reasonably conduct a race, or
- (c) as directed by the marine safety authority with jurisdiction.

11.4 The Race Committee shall abandon a race after the Starting Signal:

- (a) if the leading yacht does not complete a leg of the race course within the time limit specified in NOR 13;
- (b) for any reason when agreed by the Race Committee and the designated Chief Umpire on the race course; or
- (c) when instructed by the marine safety authority with jurisdiction.

11.5 Abandoned races will be re-sailed unless otherwise determined by the Regatta Director (e.g. for lack of time).

11.6 It is the intention of the Race Committee that races will be conducted when the true wind speed is between 7 and 23 knots as measured on the Race Committee Signal Boat at about six (6) meters above the water.

## **12. REQUESTS FOR REDRESS**

12.1 RRS 62.1 is altered by adding:

- “(e) an illegal action by a 3<sup>rd</sup> party that causes serious physical damage to a yacht; or
- “(f) being unable to be launched or towed to the starting area.”

## **13. TIME & TIME LIMITS**

13.1 All references to time in this NOR means Central European Daylight Time.

13.2 The time limit for each leg shall be:

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

13.3 The time for the first leg shall begin at the Starting Signal and for subsequent legs when the leading yacht rounds the mark beginning that leg.

13.4 When determining if a leg has been completed within the time limit, the Race Committee will 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 as defined in Addendum F 2.1 of the Sailing Instructions. For the purpose of calculating the time limits for legs 2 and 4, the distance of legs 2a and 4a respectively will not be counted, and the time shall begin when the leading yacht begins leg 2a or 4a, and end when the leading yacht rounds Mark 2 (Gate) or finishes.

13.5 A yacht failing to finish within forty (40) minutes after the first yacht sails the course and finishes will be recorded as Time Limit Expired (TLE). This changes RRS 35 and RRS Appendix A4.

## **14. INTERNATIONAL JURY**

- 14.1 The Jury appointed in accordance with Article 21 of the Protocol shall act as an International Jury for the purpose of RRS 70.4.
- 14.2 The decisions of the Jury shall be final and shall not be subject to appeal or be referred to any court or other tribunal for review in any manner.
- 14.3 Further to ACC Rule 37.2(a), the Jury shall decide the “technical or tactical skill” of the 18<sup>th</sup> person if the matter is referred to the Jury by any competitor. The Jury may permit persons with acknowledged technical or tactical skill to be an 18<sup>th</sup> person if the Race Committee Representatives of all yachts sailing against that competitor agree prior to the Attention Signal.
- 14.4 In alteration of RRS 64.3(b), where a protest relating to any matter concerning the measurement of an ACC yacht or the interpretation of the ACC Rules is lodged with the Jury, the Jury shall refer such issue together with the relevant facts to the Measurement Committee. In making the decision, the Jury shall be bound by the reply of the Measurement Committee.
- 14.5 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. Such deviations shall not invalidate the measurement or rating certificate of the yacht for the race in question. However, the yacht shall not race again until the deviations have been corrected, except when the Jury finds there is or has been no reasonable opportunity to do so.

## **15. COMMUNICATIONS**

- 15.1 Except as expressly approved by this NOR, the Sailing Instructions, or by the Regatta Director, a yacht shall not carry on board while racing any equipment capable of:
- (a) receiving communications or signals originating outside the yacht, including pagers 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 All transmission and receiving equipment permitted by this NOR shall operate on frequencies allocated, approved and/or licensed by the government agency with jurisdiction.
- 15.3 While racing each yacht is permitted to carry on board and to use, including redundant “back-up” systems, the following:
- (a) a radio receiver to obtain public broadcasts, including marine weather advisories, which are generally available at no charge;
  - (b) a Global Positioning System receiver including receipt of differential corrections;
  - (c) 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;
  - (d) a local, low power, on-board communications system (voice and/or data) for the use of crew members on board the yacht; and

- (e) a handheld laser range finder or stadimeter for measuring the relative position of marks or competing yachts.

15.4 Each yacht shall satisfy the Measurement Committee that the equipment permitted in NOR 15.3 is not designed, intended, or used to receive outside assistance while racing. This does not modify RRS 41. Receipt by a yacht of “handshake” synchronization signals for the purpose of operating the equipment permitted in NOR 15.3(c) is allowed.

15.5 The Regatta Director may authorize (and AC Management may provide) the following equipment:

(a) Safety and Umpire Radios

- (i) Each yacht and that yacht's chase boat shall carry on board a two-way “Safety” radio. The yacht and that yacht's chase boat shall use it only for safety or emergency communication between the yacht and its chase boat. The Race Committee may use the safety radio at any time and for any reason, and a yacht's Race Committee Representative may use it to communicate at any time with the Race Committee.
- (ii) Each yacht shall carry on board a two-way “Umpire” radio. The Jury or Umpires may use it to communicate with the yachts, and a yacht may use it only to communicate with the Jury, Umpires, and Race Committee.
- (iii) The Regatta Director specifies that the radios referred to in NOR 15.5(a)(i) and 15.5(a)(ii) will be the same radio.

(b) Broadcast & Telemetry Equipment

- (i) AC Management will specify and may supply equipment as prescribed in Regatta Notice # 33 and an appendix to the Sailing Instructions. Each yacht shall permit without restriction, and shall not interfere with, the installation, maintenance, testing, or normal operation of all broadcast and telemetry equipment.
  - (ii) The Measurement Committee shall determine the position of all such equipment. Its field of view, weight, and dimensions shall be as equal as practicable on all yachts.
  - (iii) The AC Management prescribed 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 during any post-race measurement.
- (c) Receipt by a yacht of signals for the purpose of operating the equipment provided for in NOR 15.5(b), including “handshake” synchronization signals, is permitted.

## 16. COMPETITORS' SUPPORT VESSELS

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

### 16.2 Chase Boats

- (a) Each yacht shall have one chase boat of the rigid-hull inflatable type which should always be available to that yacht while racing for the purposes set out in this NOR, in particular NOR 2.4(f) and NOR 15.5(a)(i).

- (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) Chase boats shall not have cameras on board capable of taking still or moving pictures, except for mobile telephones with cameras of 1.3 mega-pixels or less.
- (d) The chase boat shall be clearly identified with its team by markings and a team flag.
- (e) Prior to the Preparatory Signal chase boats may follow their respective competing yacht, even if that yacht temporarily is within 200 metres of another competitor. At all times chase boats shall remain far enough from competing yachts so as not to interfere with their maneuvers.
- (f) From the Preparatory Signal until all yachts have started, the chase boat shall be positioned as follows, except as permitted by NOR 2.4(f)(i) and 2.4(f)(ii):
  - (i) the chase boat shall take a position on the side of the Starting Area;
  - (ii) shall be on the course side of an extension of the Starting Line; and
  - (iii) the chase boat shall keep clear of the Starting Area and remain nearly stationary.
- (g) After yachts have started, chase boats shall not to enter the racecourse unless directed to enter by the Race Committee. The Race Committee will authorize a limited number of competitor chase boats to enter the race course during fleet racing as a safety patrol for all competitors, and will rotate this authorization among the competitors from race to race.
- (h) Except as permitted by NOR 2.4(f)(i) and 2.4(f)(ii), each chase boat shall remain at least fifty (50) metres from all competing yachts. The chase boat shall stay clear at all times of the Starting Line, the Finish Line, the Umpire boats, and all other race management boats.

### 16.3 Other Support Vessels

- (a) Weather Boats may operate within the Race Diamond as permitted in the Sailing Instructions. Every other support vessel including the towing vessel of every competitor shall be outside the race course perimeter, and keep clear of the Starting Area from the Warning Signal until all yachts have started.
- (b) Thereafter, support vessels may move around the perimeter of the race course in accordance with AC Management guidelines ("Course Marshal Instructions for Perimeter ID Vessels") or as directed by the Race Committee.

## 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

18.1 Anti-doping rules and procedures may be applied by AC Management in connection with Act 11.

18.2 The applicable rules and procedures (the "Anti-Doping Rules"), are issued as a Regatta Notice, and may be amended from time to time. As an indication, the Anti-Doping Rules are based on RRS 5 and based on/or adapted from Regulation 21 – the 2006 ISAF Anti-

Doping Code, and the WADA Prohibited Substances and Methods List as adopted by ISAF in application of the World Anti-Doping Code.

18.3 The attention of Competitors is further drawn to the fact that anti-doping public law regulations are applicable in Spain.

18.4 Each Competitor shall be responsible for informing its crew members on the Anti-Doping Rules.

## **19. SPORTS BETTING**

19.1 All team members of a Competitor shall not participate at any time in any sports betting or related activity with respect to the Event, including:

- (a) accepting a bribe or agreeing to improperly influence the outcome of a race of the Event;
- (b) betting on any race of the Event;
- (c) knowingly advising gamblers or associating with gamblers with the intent to assist in wagers on races of the Event; and
- (d) permitting any other party (including family members or other team members) to engage in any of the activities above from which a team member could reasonably be expected to benefit.

19.2 Team members shall promptly report, in writing, to their team, and the team shall promptly report to the Regatta Director, any bribe offer or any attempt to improperly influence the outcome of a race of the Event.

19.3 The Regatta Director may request and/or the Jury may initiate a hearing upon receiving a report of an alleged violation of this NOR 19.

19.4 The penalty for a violation of this NOR 19 shall be immediate suspension of the team member(s) involved from all further activity with the Competitor during Act 11. The Jury may determine such additional penalty it deems appropriate including suspension from the Event; however, the yacht shall not be penalized from any race unless the Jury finds that the team has violated RRS 2.

19.5 If a Competitor becomes aware from a report or otherwise of a member of its team violating or being a party to a violation of this NOR 19, that Competitor shall immediately suspend that team member from all further activity with the Competitor during Act 11, whether or not a hearing has been held by the Jury.

## **20. SCORING & PRIZES**

20.1 Any number of completed races will constitute Act 11.

20.2 The winner of each fleet race shall be scored points equal to the number of Competitors registered in Act 11; second place shall be scored one point less than the winner; third place two points less, etc.

- (a) A yacht that did not start, did not finish, retired after finishing, or is disqualified shall score zero points.
- (b) A yacht that is recorded as TLE as described in NOR 13.5 will be scored two positions less than the number of yachts that finished.

20.3 The competitor with the highest total points from all races shall be the winner of Act 11, the competitor with the second highest total shall be runner-up, etc. No races shall be excluded.

20.4 Ties shall be broken, in accordance with RRS Appendix A8.

20.5 A prize shall be awarded to the winner of Act 11.

20.6 2006 Louis Vuitton ACC Championship

Pursuant to TOC 6.4, AC Management will designate the title "2006 Louis Vuitton ACC Champion" to be awarded with a suitable prize to the competitor with the most cumulative points from that competitor's overall standing at the end of each 2006 Act. Cumulative points shall be determined on a high point basis, with 12 points for first place overall in each 2006 Act, 11 points for second place overall in each 2006 Act, etc. A competitor that is scored DNC for a 2006 Act will receive no points for that Act. Ties shall be broken, in the following order of precedence, in favor of the competitor that:

- (a) defeated the other competitor(s), cumulatively over all 2006 Acts, in more match races between them; or
- (b) finished ahead of the other competitor(s) in more 2006 Acts; or
- (c) finished higher in the last 2006 Act, or if still tied in the next to last 2006 Act, etc.

20.7 If fewer than three races are scored at the conclusion of Act 11, the final results for Act 11 will not be included in the ranking of Challengers for the purpose of determining bonus points carried forward into the 2007 Challenger Selection Series for the Louis Vuitton Cup.

## 21. AMENDMENTS

Amendments to this NOR may be issued by the Regatta Director in consultation with AC Management, the Defender, and the Challenger Commission.

## 22. RACE COMMITTEE

This NOR is issued in accordance with Article 5.7 of the Protocol by the Race Committee appointed for Act 11.

Race Committee: Wm. H. Dyer Jones, Regatta Director  
Peter Reggio, Principal Race Officer  
Harold L. Bennett, Senior Race Officer  
Javier Escolano Hernández, Race Officer  
Rafael González, Race Officer

**YACHT REGISTRATION**  
for  
**VALENCIA LOUIS VUITTON Act 11**

To be submitted in accordance with NOR 3.2 and NOR 7.

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 **Valencia Louis Vuitton Act 11**.

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

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

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

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

Team Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Team Telephone: \_\_\_\_\_ Team Fax: \_\_\_\_\_

We agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event.

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

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

Note: Please also use this form for submission of a subsequent Yacht Registration in accordance with NOR 7.

## ATTACHMENT 2

**SCHEDULE**  
for  
**VALENCIA LOUIS VUITTON Act 11**

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>Event</u>	<u>Remarks</u>
24 April	Mon	1900	Measurement Schedule Meeting	Jury Room
26 April.	Wed	0800	Start of Measurement Controls & Measurement (by appointment)	Dársena Interior
27 April – 17 May			Measurement (by appointment)	Dársena Interior
6 May	Sat		Crew Weigh-in begins (by appointment)	Dársena Interior
18 May	Thu	1400	Measurement Deadline & start of No Change Period	
19 May	Fri.	1400	First Warning Signal – Fleet Racing	Race Area
20 May	Sat.	1400	First Warning Signal – Fleet Racing	Race Area
21 May	Sun.	1400	First Warning Signal – Fleet Racing Docking Ceremony	Race Area Dársena Interior

# FLEET RACING COURSE DIAGRAM

