



NOTICE OF RACE

Governing the races of
VALENCIA LOUIS VUITTON ACT 13
5 March - 7 April 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, and Clauses 6.1 and 7.1 of the 32nd America's Cup Terms of Challenge ("TOC").

This NOR applies to the fleet races of Valencia Louis Vuitton Act 13 ("Act 13"), the Pre-regatta anticipated by Article 3.3(b)(ii) of the Protocol.

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.

A reference to the Regatta means the races defined in Article 1.1(cc) of the Protocol. 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 Act 13 will be governed by the documents listed in Protocol Article 12.1 and the following:

- (a) The fleet races will be umpired; the procedures, signals, and penalties will be described in an addendum to the Sailing Instructions ("Addendum F");
- (b) the Racing Rules of Sailing for 2005-2008 ("RRS") and Addendum F to the Sailing Instructions except as modified by the documents precedent;
- (c) the ISAF Case Book; and
- (d) the "Questions and Answers" issued by the Chief Umpire of the Regatta.

For the avoidance of doubt;

- (e) the ISAF Regulations shall not apply unless specifically invoked.

The documents listed in NOR 2.1 shall be applicable if and as stated above, and shall be issued and final on or before 1 March 2007. Thereafter, there shall be no amendments to these documents unless approved by the Defender and 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 1 March 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) Beginning on 29 March 2007 and before racing, each Competitor shall present (by appointment) at least 17 crew members for weighing by the Measurement Committee. Additional crew members may be weighed at this time and must be weighed (by appointment) before sailing in a race. Only the crew members who have been weighed prior to, or during Act 13, may sail in Act 13.

(b) The Measurement Committee will record the weight of each crew member and shall use that recorded weight at any post-race verification of compliance.

(c) In the event that a crew member is re-weighed at any time, a new weight will be recorded and shall be used for any subsequent post-race verification.

(ii) Further to ACC Rule 37.2(a), the Jury has adopted Procedures for Requests for Approval of an 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 Competitor.

(iii) Further to ACC Rule 44.1(a)(iv) the following equipment shall be aboard the yacht while racing:

(a) life-jackets, of a size suitable for, and a number not less than the number of people aboard the yacht;

(b) a horseshoe type lifebuoy, fitted with a whistle, kept on deck or in the cockpit within reach of the crew;

(c) an orange smoke canister, kept on deck or in the cockpit within reach of the crew, and capable of being thrown in the vicinity of a person overboard to alert other vessels that a person is overboard; and

(d) a small air horn or similar sound signal device (but not a whistle).

(b) Racing Rules - Definitions

(i) *Rule* Delete clauses (b) and (c).

(ii) *Two-Length Zone* is deleted in its entirety and replaced with:

"Two or Three Length Zone: The area around a *mark* or *obstruction* within a distance of two hull lengths except that at a *leeward mark*, and at a finishing *mark* at the end of a *leeward* leg, or a mark ending a 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

The meaning of "NP" as used in this NOR means numeral pennant and designates the fleet race number for Act 13.

(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 only:

(a) by a yacht involved in the incident only 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. This alters RRS 60.3.

(iii) (a) The penalty for a yacht that breaks RRS 14 as amended, shall be DSQ from that race.

(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 20.3 – Delete RRS 20.3.

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

Time in Minutes	Visual Signal	Sound Signal¹	Means
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

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

(e) RRS – Part 3

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

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

- (iii) RRS 33(b) is deleted.
- (f) RRS – Part 4
 - (i) RRS 41
 - (a) Delete RRS 41 and replace with the following:
 - “A yacht shall not receive help from any outside source, except:
 - “(a) help as provided for in RRS 1;
 - “(b) help for an injured or ill person aboard the yacht; once a person has been removed from the yacht, that person shall not be returned to the yacht or replaced with another person; there shall be no penalty for the removal of an injured or ill person;
 - “(c) after a collision, help from the crew of the other yacht to get clear;
 - “(d) 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 Addendum F.
 - “(c) If the crew member is rescued by a vessel other than the yacht, the crew member shall not be returned to the yacht.
 - “(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 Addendum F.

“(g) The 18th person shall not leave the yacht intentionally. Any protest under this rule shall be in accordance with RRS 60.”

(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 Race Committee has 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 Race Committee is satisfied that the difference in angle between the wind direction and the course axis is clearly more than 90 degrees it will signal all yachts by displaying a purple flag with a sound signal, and will attempt to communicate this signal on the Safety Radio.

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

“(d) 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.

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

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

(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 to have two (2) representatives each.

(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 Competitor.”

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

(h) RRS – Part 7

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

3. DECLARATION, & REGISTRATION

3.1 On or before 31 March 2007, each Competitor 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 Competitor shall register a declared yacht with the Regatta Director prior to the start of the “No Change Period” for Act 13 using the form provided in Attachment 1.

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

4. RACE AREA

4.1 The Race Area is the area in the vicinity of the City of Valencia as defined in Regatta Notices # 1 and # 2.

4.2 Approximately one (1) hour prior to the 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 for Act 13 is shown in Attachment 2 (the “Schedule”). This Schedule may be revised or modified by AC Management in consultation with the Defender and Challenger Commission.

5.2 Act 13 shall consist of fleet racing only. Not more than seven (7) races will be sailed.

5.3 The Race Committee will not schedule more than 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 Competitor, additional time may be granted by the Regatta Director.
- (f) When the Measurement Committee is unable to obtain a measurement that it considers accurate before a race, the measurement shall be taken as soon as possible after the race.
- (g) The Measurement Committee or Jury may at any time request measurement or inspection of a yacht for compliance with the rules of the Event, including equipment, and the Competitor shall provide all reasonable assistance to the Measurement Committee to carry out such measurement or inspection.

6.2 Measurement Schedule

- (a) The Measurement Committee will meet with Competitors 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 the "No Change Period" each registered yacht shall have completed measurement by the Measurement Committee, except for measurement of any additional sails or equipment.
- (d) Further to ACC Rule 45.1, within four (4) hours of the start of the "No Change Period", the Measurement Committee shall provide the Regatta Director with a copy of the front page of the Measurement Certificate of each registered yacht that has completed measurement.

6.3 No Change Period & Exceptions

- (a) The "No Change Period" for Act 13 shall begin twenty-four (24) hours before the first scheduled Warning Signal of Act 13 and end at the conclusion of the protest time limit for the last completed race of Act 13, or as extended by the Jury.
- (b) The No Change Period shall apply only to the yacht registered for Act 13.
- (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 Competitor is permitted change(s) that would invalidate the Measurement Certificate of its registered yacht one time only. The change(s) shall not be such as to require the yacht to be floated and weighed. This rule does not permit the substitution of a yacht.
- (e) The change(s) required or permitted in NOR 6.3(c) and NOR 6.3(d) shall be completed by 0800 on the day of that Competitor's next scheduled race, and her No Change Period shall continue.

- (f) When a new Measurement Certificate is to be issued 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 Competitors by Regatta Notice before 1000 on the day of that Competitor's next scheduled race.
- (g) At the first reasonable opportunity, the Measurement Committee shall provide a copy of the front page of the new Measurement Certificate to the Regatta Director, who shall post it on the Official Notice Board.

6.4 Post-Race Measurement

- (a) The Measurement Committee, or an Umpire of a race, 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) During this one (1) minute period, 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 she 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 Sails & Sail Limits

- (a) A Competitor shall register with the Measurement Committee no more than sixteen (16) new sails for Act 13.
- (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 13 sails registered with the Measurement Committee for Acts 1 through 12 provided that the total number of sails registered in accordance with this NOR 6.5(b) 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) For the avoidance of doubt, the total number of sails that may be registered for Act 13 shall not exceed thirty-six (36), and this number shall not count in the sail limits imposed for the Regatta.

- 6.6 After 3 March 2007, the Measurement Committee will supply the event signage required by Protocol Article 10.3. Each Competitor shall install it in accordance with the instructions in Regatta Notice # 9 and at the direction of the Measurement Committee. A Competitor shall promptly replace event signage lost or damaged.

7. YACHT SUBSTITUTION

- 7.1 A Competitor may substitute its registered yacht (the “registered yacht”) with another eligible yacht (the “substitute yacht”) at the times permitted herein 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 A Competitor is permitted to substitute its yacht once during the No Change Period, provided the Competitor shall be penalized by deduction of points from its score at the end of Act 13,, unless the Jury grants redress permitting substitution without penalty. The points deducted shall be the greater of six (6) points or the most points won by the Competitor in a race.
- 7.3 When one yacht is substituted for another, the points accumulated (less any penalties) by the registered yacht, or any previously registered yacht shall be carried forward. For the avoidance of doubt, the points shall remain with the Competitor and not with the yacht; likewise the sail limitations of NOR 6.5.
- 7.4 A substitute yacht shall have a Measurement Certificate prior to racing except as provided in NOR 6.1. This modifies RRS 78.2.

8. COURSES

- 8.1 The course to be sailed shall be windward–leeward. After the start yachts shall round the turning marks in the following order: From the Start to Mark 1 (Leg 1), Offset Mark (Leg 2a), Gate (Leg 2), Mark 1 (Leg 3), Offset Mark (Leg 4a), Finish (Leg 4). 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, and Legs 2 and 3 will not be less than 2.0 nautical miles in length.
- 8.3 The distance and bearing of Mark 1 from the Race Committee Signal Boat will be displayed as described in the Sailing Instructions.
- 8.4 The starting line and finishing line will be of different lengths; the starting line 460 metres and the finishing line 170 metres.
- 8.5 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.
- 8.6 The Gate shall be set consisting of Mark 2 and a Gate Mark. Mark 2 shall be 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 up-wind from the Race Committee Signal Boat). Before commencing the next leg, yachts shall pass through the Gate from the direction of the Offset Mark, passing the Mark 2 to port and the Gate Mark to starboard. The marks of the Gate will be not less than 6 boats lengths apart.
- 8.7 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 port.
- 8.8 Marks and the procedure for changing a mark will be described in the Sailing Instructions.
- 8.9 Except at the Gate, all turning marks shall be left to port.

9. RACE COMMITTEE REPRESENTATIVE

Each yacht shall designate one person as her “Race Committee Representative” who shall be aboard the yacht but need not be the same person for each race. When the Race Committee

is in the starting area, this person shall be available to the Race Committee using the Safety Radio, and/or such other means of communication as the Race Committee may designate.

10. WIND LIMITS

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

11. WARNING SIGNAL

11.1 The first scheduled Warning Signal will be made at 1405.

11.2 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.

12. POSTPONEMENTS AND ABANDONMENT

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

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

12.3 Before the Preparatory Signal the Race Committee shall postpone if directed by the Jury 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* a race (display Flag N, N over H, or N over A, with three sounds, as appropriate because:

- (a) of an error in the starting procedure;
- (b) of foul weather;
- (c) 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 race:

- (a) if the leading yacht does not complete a leg of the race course within the time limit specified in NOR 13; or

- (b) for any reason when agreed by the Race Committee and the designated course chief Umpire on the race course.

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

13. TIME LIMITS

13.1 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.

13.2 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
- (b) subtract 0.3 nautical miles as the length of legs 2 and 3; and
- (c) not count the distance of legs 2a and 4a respectively; and
- (d) 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.

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) and shall be scored as provided in NOR 20.2(b). This modifies 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 If the Jury decides that a breach of a *rule* has had no significant effect on the outcome of a race, it may impose a penalty, or make some other arrangement it deems equitable, which may be to impose no penalty.

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

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

15. COMMUNICATIONS

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

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

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

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

15.3 Each yacht shall satisfy the Measurement Committee that the equipment permitted in NOR 15.2 is not designed, intended, or used to receive outside assistance while racing. This does not modify RRS 41, as amended. 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

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.

- (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. COMPETITOR 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 Competitor.

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

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

16.4 The Chase Boat

- (a) Each yacht shall have one 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 Article 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 opponents are racing.
- (d) Prior to the Preparatory Signal, Chase Boats may follow their respective competing yacht.
- (e) From the Preparatory Signal until all yachts have started, except as permitted by this NOR, the Chase Boat shall be positioned as follows:
 - (i) the Chase Boat shall take a position on the side of the Starting Box assigned by the Race Committee;
 - (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 Box and remain nearly stationary.
- (f) After yachts have started, the Chase Boat shall not to enter the Race Diamond until directed to enter by the Race Committee. The Race Committee will authorize a limited number of Competitor's Chase Boats to enter the Race Diamond during fleet racing as a safety patrol for all Competitors, and may rotate this authorization among the Competitors from race to race.
- (g) Except as permitted by NOR 2.3(f)(i) and (iii), while in the Race Diamond, the Chase Boat shall remain at least fifty (50) metres from all competing yachts, and at all times shall stay clear of the Starting Line, the Finish Line, the Umpire boats, and all other race management boats.
- (h) The Chase Boat shall make a reasonable effort to recover any object that falls or is thrown from its yacht.

16.5 Weather Boats

- (a) Boats whose primary purpose is the collection of meteorological data are Weather Boats.
- (b) Weather Boats shall not be longer than fourteen (14) metres in length.

- (c) Weather Boats may perform their duties anywhere in the Race Area until the Race Diamond is established by the Race Committee and Course Marshall. Competitors will be advised by radio by the Race Committee or Course Marshall when the Race Diamond is established.
- (d) After the Race Diamond is established and until the Warning Signal, no more than two (2) Weather Boats of each Competitor may operate within the Race Diamond.
- (e) Weather Boats shall not operate within the Starting Box described in the Course Marshall Instructions.
- (f) After the Warning Signal and until the Preparatory Signal, Weather Boats operating within the 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, Weather Boats shall be outside of the Race Diamond.
- (h) Weather Boats shall not approach or interfere with any yacht while 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 Marshall Instructions for Act 13.
- (b) Support vessels may move around the perimeter of the Race Diamond in accordance with the Course Marshall Instructions for Act 13.
- (c) After the Warning Signal, only the ACC Yachts scheduled to race, and their accompanying Chase Boats, shall enter or be inside the Race Diamond.

17. LIABILITY & INSURANCE

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

18. ANTI-DOPING

Anti-doping rules and procedures (“Anti-Doping Rules”) are issued as Regatta Notice # 54 and become a part of this NOR. The Event Authority may amend the Anti-Doping Rules from time to time, however, the 2007 WADA Prohibited 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 part of this NOR.

20. SCORING & PRIZES

20.1 Any number of completed races shall constitute Act 13.

20.2 The winner of each fleet race shall be scored points equal to the number of Competitors registered in Act 13; 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 (0) 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.

(c) A Competitor that substitutes its yacht shall be scored as provided in NOR 7.

20.3 The Competitor with the highest total points from all races shall be the winner of Act 13, 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 13.

20.6 If fewer than four races are scored at the conclusion of Act 13, the final results for Act 13 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.

By: Wm. H. Dyer Jones
Regatta Director
31 December 2006

ATTACHMENT 1

YACHT REGISTRATION
for
VALENCIA LOUIS VUITTON Act 13

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 **Valencia Louis Vuitton Act 13**.

Sail Number: _____
National Letters and ACC number

Yacht Name: _____

Yacht Club: _____

Team Name: _____

Authorized Representative: _____
Signature

Please Print Name

Date: _____

ATTACHMENT 2

SCHEDULE
for
VALENCIA LOUIS VUITTON Act 13

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>Event</u>	<u>Remarks</u>
3 March	Sat	1900	Measurement Schedule Meeting	Jury Room
5 March	Mon	0800	Start of Measurement Period & Measurement (by appointment)	Dársena Interior
6 March – 2 April			Measurement (by appointment)	Dársena Interior
29 March	Fri	0800	Crew Weigh-in begins (by appointment)	Dársena Interior
31 March	Sat		Declaration of Yachts	
1 April	Sun	0930	Unveiling of Yachts	Dársena Interior
2 April	Mon	1405	Registration & Measurement Deadline & start of No Change Period	
3 April	Tue	1405	First Warning Signal – 2 Races	Race Area
4 April	Wed	1405	First Warning Signal – 2 Races	Race Area
5 April	Thu	1405	First Warning Signal – 2 Races	Race Area
6 April	Fri	1405	Warning Signal – 1 Race & Reserve Race*	Race Area
7 April	Sat	1405	Reserve Racing Day* Warning Signal	Race Area

* If needed

FLEET RACING COURSE DIAGRAM

