



NOTICE OF RACE

Governing the Match Races of

MALMÖ-SKÅNE LOUIS VUITTON ACT 6

19 - 31 August 2005
at Malmö, Sweden

This Notice of Race ("NOR") is published by AC Management Ltd. 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 32nd America's Cup Terms of Challenge ("TOC").

This NOR shall apply to the match races of the Malmö-Skåne Louis Vuitton Act 6 ("Act 6"), a Pre-regatta anticipated by Article 3.3(b)(i) of the Protocol.

A reference to Act 7 means the fleet race Pre-regatta called Malmö-Skåne Louis Vuitton Act 7 and its Notice of Race.

1. ORGANIZING AUTHORITY

- 1.1 The Event and Organizing Authority is AC Management Ltd. ("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 6 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) The ISAF Eligibility Code (Regulation 19) and the ISAF Advertising Code (Regulation 20), except as these are modified by the Protocol or as provided in NOR 2.1(b).

2.2 For the purpose of this NOR, references are to the Racing Rules of Sailing for 2005-2008 and to Appendix C, ("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 25 July 2005.

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 35 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) For the purpose of ACC Rule 37.1, crew members shall be weighed by the Measurement Committee (by appointment) between 20 and 23 August.

(iii) Further to ACC Rule 44.1(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

- (i) Flag “AP” over a number 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 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 (this amends RRS C6.2), 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 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. However, when the Jury finds that the DSQ yacht infringed RRS 2, it may impose other penalties in accordance with the RRS, including awarding the point for that race to the other yacht. This rule shall not restrict the Jury from awarding the point for a race to the other yacht when granting redress. This alters 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 2.4(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.
- (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.
- (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) Any boat may rescue a crew member who has left the yacht. If in the sole discretion of the yacht, the crew member is to be returned to the yacht, the crew member shall be returned to the yacht only by the yacht’s own chase boat.
 - “(c) If the crew member is rescued by a vessel other than the yacht and whether or not returned to the yacht, the Umpires shall penalize the yacht in accordance with RRS C5.2.
 - “(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 Umpires 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 18th person leave the yacht, any vessel may recover that person as soon as possible. The 18th 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 set a spinnaker only when the Umpires are satisfied that the difference in angle between the wind direction and the course axis is clearly more than 90 degrees, and the Umpires have signaled both yachts by

displaying a purple flag accompanied by a sound signal. Once the purple flag has been displayed it will not be removed and shall apply to both yachts for the remainder of that odd-numbered leg.

“(b) 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.

“(c) The Umpires will signal both yachts nearly simultaneously, and may use different Umpire boats and or radio communications.

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

“(e) When the Umpires determine that a yacht has infringed this rule, it shall be penalized in accordance with RRS C5.2, C5.3, or C5.4.”

(g) RRS – Part 7

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

(h) RRS Appendix C

(i) RRS C2.12 is deleted.

(ii) 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.

(iii) Delete RRS C2.6 and replace with:

Rule 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*.”

(iv) 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	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
3	Identification flag or flags displayed**	One Horn**	End of pre-start entry time
1	Flag P removed		
0	Flag NP removed (Flag NP displayed for subsequent match)	One Horn	Starting Signal

“(a) Yachts shall be assigned ends of the Starting Line for their first race according to their seeding in the Event and the table of matches contained in the Sailing Instructions.

“(b) When a race is re-sailed for any reason the assigned ends of the Starting Line will not change.”

(v) 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 a leg 1 or 3 on which a purple flag has been displayed under NOR 2.4(f)(iii).”

(vi) RRS C8.5 is amended by removing the words:

“...may signal...”

and replacing with the words:

“...shall signal...”

(i) 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 enter one ACC Yacht in Act 6. The same yacht shall be entered in Act 7 unless the Jury determines that the yacht is so damaged as to be unable to compete and that such damage was unintentional.

3.2 A Yacht Registration for Acts 6 and 7 shall be lodged with the Regatta Director on the form provided in Attachment 1 not later than 17.00 on 5 August 2005. Accompanying its Yacht

Registration, each Competitor shall provide the Regatta Director with the Certificate of Liability Insurance required by TOC Clause 24.3.

3.3 Prior to the start of the Measurement Control Period, the yacht entered for Acts 6 and 7 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 between Sweden and Denmark in the vicinity of the City of Malmö as defined in Regatta Notice # 7. The approximate location of rendezvous points within the Race Area will be described in the Sailing Instructions.

5. SCHEDULE

5.1 Act 6 shall consist of match racing only with one full round robin scheduled.

5.2 The schedule of measurement and races for Act 6 is shown in Attachment 2 but may be revised or modified by the Regatta Director in consultation with AC Management and the Competitors. Act 6 will take place in the period between 19 August 2005 (start of Measurement Control Period) and 31 August 2005.

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 0730 on 19 August 2005 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 at Malmö not later than 2000 on 18 August 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 entered 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 entered no later than 1800 on the day before the first scheduled race of Act 6.

6.3 Measurement Changes and "No Change Period"

- (a) The "no change period" for Acts 6 and 7 is the period commencing twenty-four (24) hours before the first scheduled Warning Signal of Act 6 and ending at the conclusion of the protest time limit for the last completed race of Act 7. This "no change period" shall apply only to the yacht entered in Acts 6 and 7.
- (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) During the "no change period", one change that would invalidate a yacht's most recent confirmed certificate and require the issue of a new certificate will be permitted. 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 0830 on the day of the yacht's next scheduled race.

6.4 Post-Race Measurement

- (a) The Measurement Committee, or the Umpire of a match, 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-two (22) new sails for Acts 6 & 7. New sails registered with the Measurement Committee for Acts 4 & 5 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 Acts 6 & 7:
 - (i) all sails registered with the Measurement Committee for Acts 1, 2, and 3, and
 - (ii) any sail measured by the Measurement Committee of the 31st 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 2005 is cumulative. If a Competitor registers less than the permitted number of sails for Act 6, the remaining available registration slots may be carried forward to the next or subsequent 2005 Acts. Furthermore, provided it has participated in Acts 4 and 5, a Competitor may register an additional four (4) new sails for Acts 6 and 7, and may register another four (4) new sails for Acts 8 and 9. For the avoidance of doubt, the total number of new sails that may be registered for the Acts in 2005 shall not exceed twenty-six (26).

- 6.6 The signage required by Protocol Article 10.3 will be supplied by AC Management on or before 19 August 2005. It shall be installed by each Competitor in accordance with the instructions contained in Regatta Notice # 9 at the direction of the Measurement Committee before racing.

7. YACHT SUBSTITUTION

- 7.1 A Competitor may substitute its entered yacht with another eligible measured yacht after the entry deadline stipulated in NOR 3.2 by submitting a new Yacht Registration to the Regatta Director prior to the start of the Measurement Control Period for Act 6.
- 7.2 If a yacht is damaged after completing at least one race and the yacht is so damaged as to be unable to compete in that yacht’s next scheduled race and the yacht is entitled to redress under the RRS, the yacht may request that the Jury determine its score.

8. COURSES

- 8.1 The course to be sailed shall be windward - leeward consisting of four (4) legs. After the start yachts shall round the turning marks in the following order: Mark 1 – Mark 2 (Gate) – Mark 1 – and then to the finish. 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 0.25 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 nor more than 12.5 nautical miles in length. Courses will not be shortened as provided in RRS 32.2, but the Race Committee may shorten or lengthen a leg of the course in accordance with RRS 33. If the length of a leg of the course is changed, the approximate distance to the next mark will be displayed on a board along with the required "+" or "-". This modifies RRS 33.
- 8.5 The starting line and finishing line shall be approximately 275 metres in length.
- 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 starboard.
- 8.8 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 2.4(h)(vi).

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 1200. However, it may be changed by notification in accordance with the Sailing Instructions. No Warning Signal will be made later than 1730, unless otherwise agreed by the Race Committee and the Race Committee Representatives of the yachts scheduled to race.
- 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 1000 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 match after the Starting Signal:

- (a) if the leading yacht does not complete a leg of the course within the time limit specified in NOR 13;
- (b) for any reason when unanimously agreed by the Race Committee and the Race Committee Representatives of the yachts in that match; 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) Being unable to be launched or towed to the starting area. However, unfavorable tidal conditions shall not be grounds for redress.”

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 40 minutes.

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.

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) of Version 5.0, the Jury shall decide the “technical or tactical skill” of the 18th 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 18th person if the Race Committee Representative(s) of 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 at Act 6.
- 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 may specify that the radios referred to in NOR 15.5(a)(i) and 15.5(a)(ii) may be the same radio.

(b) Broadcast & Telemetry Equipment

- (i) AC Management may specify and/or supply equipment as prescribed in Sailing Instructions Attachment “Broadcast & Telemetry Equipment”. 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.
- (f) From the Preparatory Signal until both 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 from which side their yacht is designated to enter across the starting line;
 - (ii) shall be on the course side of an extension of the Starting Line;
 - (iii) the chase boat shall keep clear of the Starting Area and remain nearly stationary.
- (g) After both yachts have started, each yacht may have one chase boat on the racecourse, unless directed to enter the racecourse at an earlier time by the Race Committee. 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

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

17.2 Neither AC Management, SNG, the Defender, the Challenger of Record, any other Challenger, the Challenger Commission, any Competitor, the Jury, the Race Committee, the Umpires, the Measurement Committee, Sailing Region (Malmö-Skåne), nor their respective members, employees, servants, and agents, nor any of them, accept or shall have any responsibility for loss, damage, injury, penalty, or inconvenience which might occur to persons or things, ashore or at sea, as a consequence of participating in any way in Act 6 and associated activities.

17.3 The Certificate of Liability Insurance required by TOC Clause 24.3 shall be submitted as provided in NOR 3.2.

18. ANTI-DOPING

18.1 Anti-doping rules and procedures may be applied by AC Management in connection with Act 6.

18.2 The applicable rules and procedures were issued on July 30, 2004 (the "Anti-Doping Rules"), and will 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 2005 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 Competitors acknowledge that compliance with the Anti-Doping Rules forms an essential condition of their participation in the Event and that they shall co-operate and shall procure that all their staff, in particular their crew members, will co-operate in and submit to the conduct of the anti-doping procedures including in- and out-of-competition testing, as may be applicable, effected by or on behalf of the Event Authority.

18.4 The Anti-Doping Rules provide that Competitors will be required to provide a list of all their crew members at specific time(s) and shall procure, as a condition precedent to such crew members taking part to any regatta, that each crew member shall have read, understood, and signed personally for acceptance a copy of Attachment 3 to this NOR, the original copy of which shall be kept on file with the Competitor.

18.5 In the event of a positive doping case, the sanctions in connection with the Competitor and with respect to the person concerned will be issued by the Jury in accordance with the Anti-Doping Rules and will be final and binding. With respect to a person, the sanction may include exclusion from further participation in Act 6 and ineligibility to take part in any further part of the Event.

18.6 No person being subject to a sanction of ineligibility issued by ISAF or another signatory of the World Anti-Doping Code shall be allowed to participate in the Event during the period of ineligibility.

18.7 The jurisdiction of ISAF or of other bodies to issue further sanctions in the event of a positive doping test conducted in application of the Anti-Doping Rules in specific connection with the Event is expressly reserved.

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

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

18.10 Any person not listed on the register referred to in NOR 18.4 may not race as a crew member. The register may be amended at any time, and shall be provided:

- (a) to the Regatta Director as provided in the Anti-Doping Rules; and
- (b) to any authorized "Anti-Doping Organization" upon request.

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 6. 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 6, whether or not a hearing has been held by the Jury.

20. SCORING & PRIZES

20.1 Any number of completed races will constitute Act 6.

20.2 The Competitor with the highest total points from all matches shall be the winner of Act 6; the Competitor with the second highest total shall be runner-up, etc. No races will be excluded.

20.3 Ties shall be broken in accordance with RRS C11.1.

20.4 A prize shall be awarded to the winner of Act 6.

20.5 Seeding for match races of Act 6.

- (a) Yachts will be seeded for Act 6 based on each Competitor's classification at the end of Act 5
- (b) For the purpose of pairing seeded Competitors, the Regatta Director will use the "Pairing Lists" suggested in Part M4 of the ISAF Umpires Manual.

20.6 2005 Louis Vuitton ACC Championship

Pursuant to TOC 6.4, AC Management will designate the title “2005 Louis Vuitton ACC Champion” to be awarded with a suitable prize to the Competitor with the best cumulative classification (not cumulative points) from the 2005 Acts. Cumulative classification shall be determined on a low point basis. 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 Acts, in more match races between them; or
- (b) finished ahead of the other Competitor(s) in more Acts; or
- (c) finished higher in the last Act, or if still tied in the next to last Act, etc.

21. AMENDMENTS

Amendments to this NOR may be issued by the Regatta Director with the consent of AC Management, the Defender, and the Challenger Commission, whose consent shall not be unreasonably withheld.

22. RACE COMMITTEE

This NOR is issued in accordance with Article 5.7 of the Protocol by the Race Committee appointed for Act 6.

Race Committee: Wm. H. Dyer Jones, Regatta Director
 Peter Reggio, Principal Race Officer
 Harold L. Bennett, Senior Deputy Race Officer
 Per-Olof Ekstrand, Deputy Race Officer
 Margriet Pannevis, Deputy Race Officer

YACHT REGISTRATION
for
MALMÖ-SKÅNE LOUIS VUITTON Act 6
19-31 August 2005
and
MALMÖ-SKÅNE LOUIS VUITTON Act 7
2 – 4 September 2005

To be submitted in accordance with NOR 3.2 or 7.1.

To: Wm. H. Dyer Jones
Regatta Director
C/o AC Management Spain SA
Regatta Operations Office
Camino del Canal, 91
46024 Pinedo, Valencia
SPAIN

Telephone: + 34 963 54 23 01
Facsimile: + 34 963 54 23 09

Dear Sir,

Please enter the following America's Cup Class Yacht in the **Malmö-Skåne Louis Vuitton Acts 6 & 7**.

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 7.1.

SCHEDULE
for
MALMÖ-SKÅNE LOUIS VUITTON Acts 6 & 7

Date	Day	Time	Event	Remarks
19 August	Fri.	0730	Start of Measurement Controls	Malmö
20-23 August			Measurement (by appointment)	Malmö
23 August	Tue.		Measurement	Malmö
		1200	Practice Race(s) 1 st Warning Signal	Race Area
		1830	Competitor's Meeting	Jury Room
24 August	Wed.	1400	Measurement Deadline	
25 August	Thu.	1200	First Warning Signal Match Racing	Race Area
26 August	Fri	1200	First Warning Signal Match Racing	Race Area
27 August	Sat	1200	First Warning Signal Match Racing	Race Area
28 August	Sun	1200	First Warning Signal Match Racing	Race Area
29 August	Mon.	1200	First Warning Signal Match Racing	Race Area
30 August	Tue.	1200	First Warning Signal Match Racing *Docking Ceremony & Prizes	Race Area Malmö
31 August	Wed.	1200	*Reserve Racing Day & alternate day for Docking Ceremony & Prizes	Race Area Malmö
1 Sept.	Thu.		Off Day	
2 Sept.	Fri.	1200	First Warning Signal – Fleet Racing	Race Area
3 Sept.	Sat.	1200	First Warning Signal – Fleet Racing	Race Area
4 Sept.	Sun.	1200	First Warning Signal – Fleet Racing Docking Ceremony & Prizes	Race Area Dársena Interior

ACKNOWLEDGEMENT and AGREEMENT

I, as a participating crew member in the Acts (ISAF authorized or recognized events) hereby acknowledge and agree as follows:

1. I have received and had an opportunity to review the International Sailing Federation Anti-Doping Rules and the specific Anti-Doping Rules issued by the Event Authority.
2. I consent and agree to comply with and be bound by all of the provisions of the International Sailing Federation Anti-Doping Rules and the specific Anti-Doping Rules issued by the Event Authority.
3. I acknowledge and agree that the International Sailing Federation has jurisdiction to impose sanctions as provided in the International Sailing Federation Anti-Doping Rules.
4. I acknowledge and agree that the Event Authority has specific jurisdiction to impose sanctions in connection with the Acts and all other parts of the Event as provided in the specific Anti-Doping Rules issued by the Event Authority.
5. I also acknowledge and agree that any final decision to be made in application of the specific Anti-Doping Rules issued by the Event Authority will be issued by the Jury appointed pursuant to Article 21 of the Protocol and will be final and binding. I understand and agree that such decision may include an exclusion of any further participation in the Event.
6. I acknowledge and agree that I agree to be bound by any such Jury decision and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal in connection with such decision.
7. I have read and understood this Acknowledgement and Agreement.

Date

Print Name (Last Name, First Name)

Date of Birth
(Day/Month/Year)

Signature (or, if a minor, signature of
legal guardian)

MATCH RACING COURSE DIAGRAM

