



AMERICA'S CUP CLASS

PUBLIC INTERPRETATION No 27

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In response to the following:

1. *What does 'normal rigging arrangements' in ACC 16.4 mean?*
2. *Assuming that boats under sailing load sink and bend a small amount, what is the limit (if any) to the amount of the incidental increase in draft before the yacht no longer complies with the Rule?*
3. *If the use of normal rigging arrangements of a yacht results in sailing deflections that may move an appendage to windward or leeward when the rigging is loaded, or vertically so as to increase draft, does this yacht comply with ACC rule 16.4 (or others) if, after sailing, when the fore and aft running and standing rigging are slack the hull and appendage return to their original position?*

INTERPRETATION:

1. Rule 16.4 states,

"The hull and/or deck shall not be loaded or deformed by any device or with any force that may create deflections that may improve the performance of the yacht other than normal loads and deflections imposed by the sea or by normal rigging arrangements."

The Oxford English Dictionary defines normal as:

Constituting, conforming to, not deviating or differing from, the common type or standard; regular, usual.

The Oxford English Dictionary defines rigging as:

A system of ropes, chains or cables supporting a ships spars and controlling of yards and sails.

For the purposes of ACC 16.4, normal rigging shall be taken as the series of ropes and cables (including rods) used in their usual arrangement to support a spar or hoist, trim or control sails.

2. The ACC Rule has no limitation on the deflection of the hull and deck induced by loads anticipated in Rule 16.4. As a consequence of there being no limitation on the deflection of the hull and deck there can be no limitation on the incidental increase in draft provided these deflections are only induced by loads imposed by the sea and normal rigging arrangements.
3. The use of normal rigging arrangements which results in sailing deflections that consequently move an appendage does not contravene ACC rule 16.4 . "Normal rigging" is as defined in answer 1 above.

Rule 16.4 would not necessarily be satisfied if the hull and appendage(s) returned to their original position when the fore and aft standing and running rigging were slack.
END

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

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