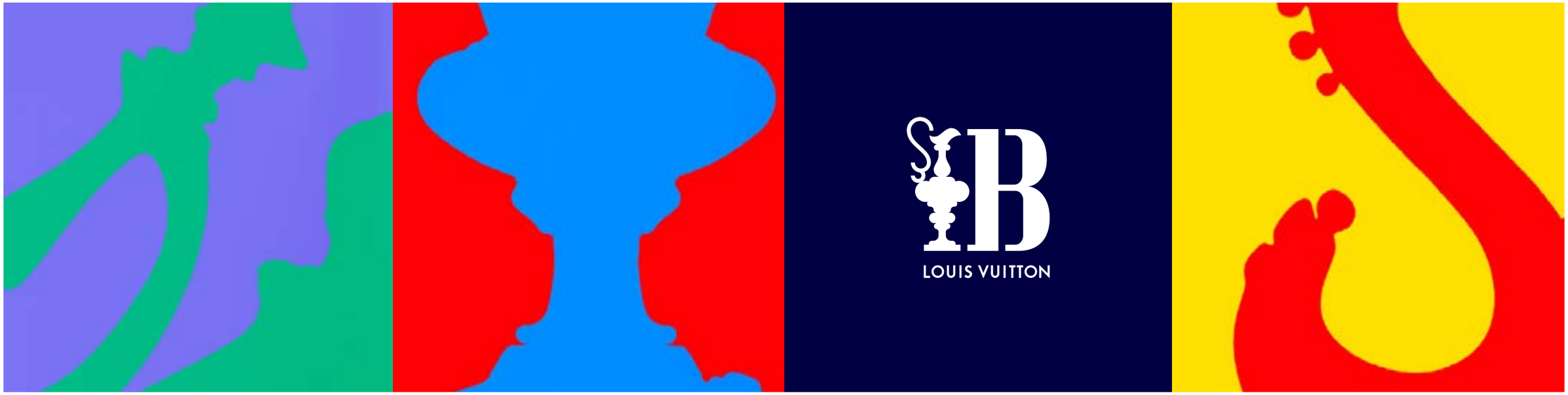
PRESS KIT

37TH AMERICA'S CUP

LOUIS VUITTON

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THERE IS NO SECOND

AMERICA'S CUP HISTORY

Regarded as the pinnacle of international yacht racing, the America's Cup dates back to 1851 when the schooner 'America' crossed the Atlantic from New York as a representative of American yachting ingenuity, designed and built for Prince Albert's Great Exhibition. The 'America' was a sensation, winning a race around the Isle of Wight in the Royal Yacht Squadron's Annual Regatta against the best yachts of the British fleet for what was then known as the £100 Pound Cup.

Upon returning to New York, the original syndicate members of the 'America' had thoughts of melting down the silver ewer to create commemorative medals. Thankfully this didn't happen and on July 8th 1857 the yacht's owning syndicate renamed the trophy the America's Cup and donated it, under a Deed of Gift, the iterations of which have guided the Cup to the present day, to the New York Yacht Club as a "challenge cup for friendly competition between foreign countries." American boats successfully defended the trophy 24 times from 1870 through 1980—until in 1983 'Australia II' became the first ever successful challenger to defeat the New York Yacht Club and take the Cup away from American shores.

Fremantle, Perth, in Western Australia was the first venue outside of the United States to host the America's Cup in 1987. The Cup was won that year by the San Diego Yacht Club and remained in the USA until in 1995, the New Zealand 'Black Magic' team won in sensational fashion.

In over 170 years of the America's Cup's history, just four nations (United States, Australia, New Zealand, and Switzerland) have won the trophy. The British, having challenged the most, have never won the Cup that they first initiated. Challenges by teams from Italy, France, Spain, South Africa, Germany, Japan, China, and Sweden in the modern era of the Cup have, in some cases, come close but never won. It remains one of the hardest competitions to win in international sports.
After defeating Oracle Team USA seven races to one in 2017 in Bermuda—as redemption for the painful loss in San Francisco in 2013—Emirates Team New Zealand went on to successfully defend the America's Cup in Auckland in 2021 against the Italians of Luna Rossa Prada Pirelli, making them the most successful team in modern history having won the America's Cup 4 times (1995, 2000, 2017, and 2021).

Now the oldest trophy in international sports, contested uniquely under the competition's presiding Deed of Gift, the winner of the America's Cup Match earns the right to organise the subsequent edition—including choosing the location, the date, the rules and deciding the design of the competing boats in agreement with the Challenger of Record.

QUICK FACTS:

• The oldest international sporting trophy, the Cup was originally known as the 'R.Y.S. £100 Cup,' standing for a Cup of £100 or 'sovereigns' in value. The Cup was subsequently mistakenly engraved as the '100 Guinea Cup' by the America syndicate who won the Cup and had it engraved.

• The race on the 22nd August 1851 was in the Royal Yacht Squadron annual regatta.

• In 1848 the America's Cup, affectionately known as the 'Auld Mug,' was crafted by Messrs R&S Garrard & Co. of Panton Street, London. An ornate sterling silver bottomless ewer, it was bought and donated by Henry William Paget, the 1st Marquess of Anglesey.

• When Commodore John C Stevens returned to the United States from England in September 1851, he brought with him the Cup won by the yacht 'America' on the 22nd of August 1851 from the fleet of the Royal Yacht Squadron and thus renamed it "America's Cup".

• It was the property of Commodore Stevens and his fellow owners in the 'America': Edwin A. Stevens, George L. Shuyler, Hamilton Wilkes, J. Beekman Finley, and Colonel James A. Hamilton.
• The appearance of the Cup is a ewer shape with an elaborate decoration of shields, panels and scrolls.

• The original trophy is 27 inches high, 36 inches circumference of body and 24 inches of base and weighs 134 ounces.

• It is not a cup properly speaking, but a cylindrical vessel open at both ends and incapable of holding liquids

• A curious feature of the inscription recording the first race is that the name of 'Aurora,' the yacht that was second in the race of 1851, does not appear on the Cup making it literally true in the record at least that "There is no second."

THERE IS NO SECOND!

On the evening of Friday August 22nd 1851, the yacht 'America' passed the flag-ship of the Royal Yacht Squadron off Cowes in England, and received the winning gun at 8.37pm (railway time) amidst a darkening sky—a perfect backdrop for the celebratory fireworks that quickly followed.

'America' had won the Royal Yacht Squadron Cup, beating the best of the British fleet in a 53 nautical mile race around the Isle of Wight. Coming into the final 12 mile run to the finish down the Solent from the Needles to Cowes, the 'America' held an enormous lead estimated to be some seven and a half miles over the second placed yacht, 'Aurora.'

As 'America' sailed down the Solent, she passed the Victoria & Albert steamship and the American crew, led by John Cox Stevens, exchanged salutes with the Royal Yacht, doffing their yachting caps and dipping their flags in respect for Queen Victoria, Prince Albert and the Prince of Wales who were aboard.

The Victoria & Albert continued on to Cowes and her anchorage off the Royal residence of Osborne House but, at some point on the journey, the most famous phrase in America's

Cup history, perhaps apocryphal, was recorded as Her Majesty asked:

"Say, signal-master, are the yachts in sight?"
"Yes, may it please Your Majesty."
"Which is first?"
"The America."
"Which is second?"
"Ah Your Majesty, there is no second."

(Source: 'The Lawson History of the America's Cup')

BARCELONA 2024

37TH AMERICA'S CUP

The 37th America's Cup events will take place between August and October 2024 right in in the beating heart of beautiful Barcelona, the capital of Catalonia (Spain) and one of the most visited cities on planet Earth. With the team bases dotted around the picturesque Port Vell, the racing itself will take place along the Barcelona beachfront, down to the Port Olympic, affording spectators with the very best views of all the action. The America's Cup world has made Barcelona their home for what promises to be one of the most intense regattas in the event's 173-year history.

It's the oldest international sporting trophy—dating back to 1851—and stands as one of the hardest sporting endeavours in world sports. The New York Yacht Club, one of the most prestigious clubs in the world, held the trophy for 132 years before losing it in 1983 to Australia.

Since then, the Cup has only been won by teams from the United States, Switzerland and New Zealand. The current Defender of the America's Cup is Emirates Team New Zealand, representing the Royal New Zealand Yacht Squadron and they face down arguably the strongest line-up of challengers ever assembled.

The Challenger of Record, INEOS Britannia, not only has the support of one of Britain's richest men—Sir Jim Ratcliffe—but also the enormous technical resources of the Mercedes AMG-F1 Applied Science team. Alinghi Red Bull Racing, backed by two-time winner of the America's Cup, Ernesto Bertarelli, has also partnered with Formula 1 through their association with Red Bull Advanced Technologies—the design and engineering team behind the current Formula 1 World Champions. The Italians are back having been runner-up in the 2021 Match with a no-stone-unturned Luna Rossa Prada Pirelli campaign that has impressed in training and looks to have continued where they left off from Auckland. Over in America, the New York Yacht Club is fielding a mighty challenge with the American Magic syndicate and in January 2023, it was announced that a fifth challenger would enter the competition with France's Orient Express Racing Team joining the race for the America's Cup.

The 37th America's Cup in Barcelona will also feature both Youth and Women's regattas, sailed in the innovative AC40 yachts set in strict one-design mode for the fleet and match-racing that is scheduled.

Both events promise to light a pathway for sailors into the AC75 foiling monohulls and will be a vibrant, competitive, youthful and dynamic addition to the America's Cup with maximum media coverage being afforded to the finalists in each event as those races are scheduled between the Challenger Finals (Youth America's Cup) and the Match (Puig Women's America's Cup). Tomorrow's champions will very much be on display.

Welcome to Barcelona and the 37th America's Cup. Stroll around the port, go to the America's Cup village, try the America's Cup Experience on the Port Vell and soak up the atmosphere for a truly unique sporting event where, as Queen Victoria was famously told: "Your Majesty, there is no second."

CATALONIA, SPAIN

WHERE: BARCELONA

From August until October 2024 Port Vell, very much downtown Barcelona, is where you want to be to experience the action and the buzz of the 37th America's Cup off the water.

The event race village will be located along Moll de la Fusta and will allow a FREE experience accessible for everyone, connecting people to boats, team bases and the event.

Emirates Team New Zealand, holders of the Cup, selected the corner area on the promontory that leads out to the impressive World Trade Centre where the media centre and America's Cup Event offices are housed. The famous statue of Christopher Columbus is actually pointing at the Kiwi's base—you can't miss it!

A stroll down the port through the fan village or across the La Rambla del Mar extending bridge leads to another significant promontory out to Port Vell that houses the America's Cup Experience within the IMAX cinema, the must-see aquarium and a popular shopping mall—the Maremagnum. And it is here on this busy stretch where both INEOS Britannia and Alinghi Red Bull Racing will be housed with the superyacht harbour out to the South and the classy Real Club Nautic de Barcelona Yacht Club looking out on the waterfront of the downtown district.

As Challenger of Record, INEOS Britannia had second choice for the base selection and have opted for the area that fronts onto the current superyacht mooring facility adjacent to the IMAX theatre where the America's Cup Experience will be housed.

Alinghi Red Bull Racing will be nestled between the aquarium and the shopping centre.

For Luna Rossa Prada Pirelli and American Magic, both teams have opted for bases further around the port on its southern flank out towards the imposing W Hotel where viewing galleries and hospitality facilities are planned to watch the racing just yards off the beachfront. The Italians will be housed to the western end of the port entrance just down from the Barcelona Nautic Centre in an area that is currently disused and something of a blank canvas for the most stylish team in the America's Cup.

The American Magic Team will make their new home within the Marina Barcelona 92 superyacht facility. The base area will be accessed off the Passeig de Joan de Borbo which is always a busy, vibrant, restaurant district en route to the W Hotel shrouded by functional port buildings but within striking distance of the bustling beachfront promenade—a natural viewing point for the Cup races.

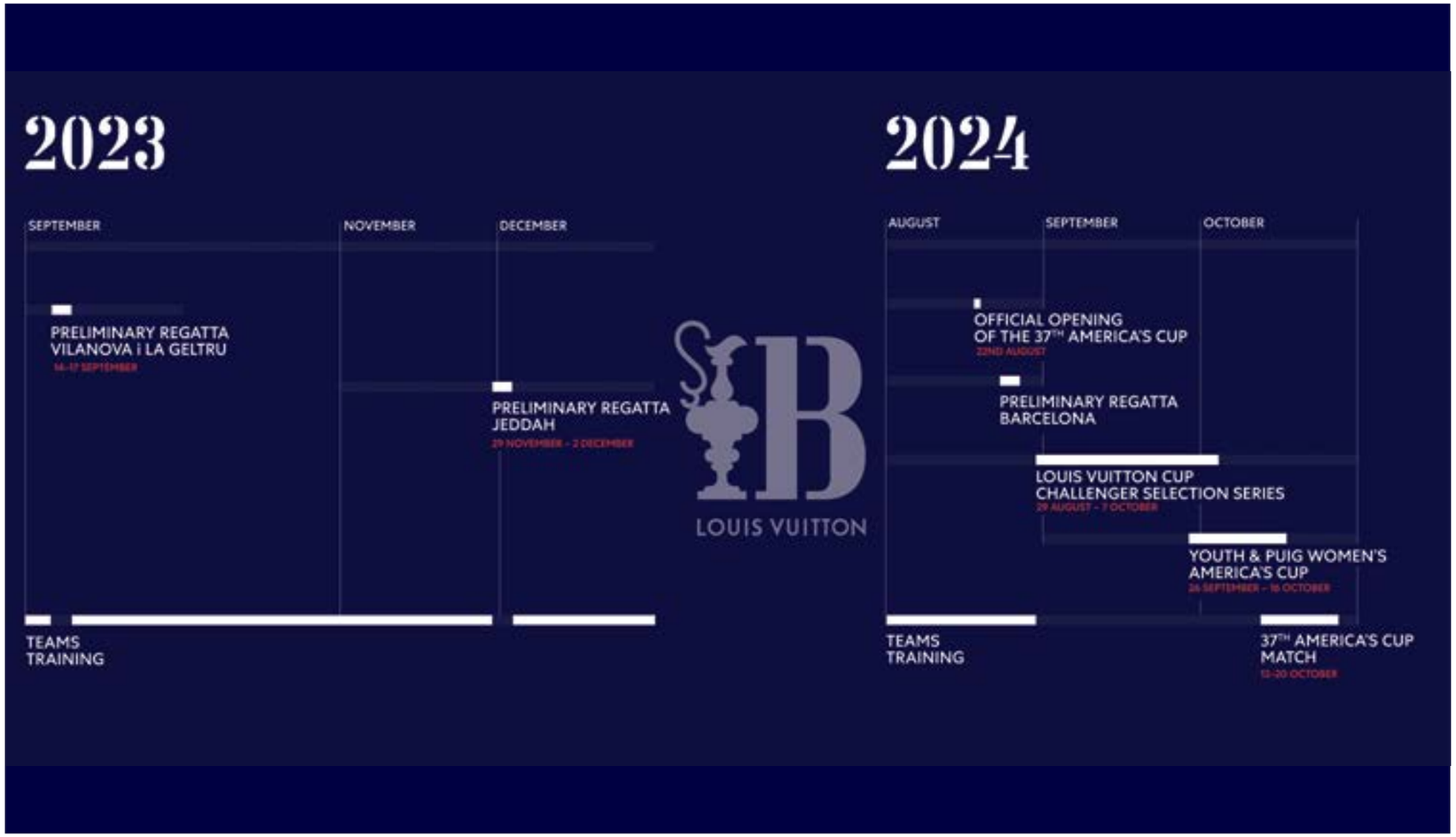
Orient Express Racing Team, the French team who entered the Cup beginning of 2023, will be based on the Moll de Ponent. The area is across the busy port to the west of the World Trade Centre in the current Grimaldi Lines dock.



WHEN: AUG–OCT 2024

On 22nd August 2024, all eyes will be on Barcelona for the opening ceremony before racing starts.
The Final Preliminary Event and the Louis Vuitton Cup (Challenger Selection Series) will follow, leading up to the America's Cup Match that will start on 12 October 2024 and will feature the winner of the Louis Vuitton Cup against the Defenders, Emirates Team New Zealand.

During 2023 and 2024, three preliminary regattas will be raced: Vilanova i La Geltrú, Catalonia, Spain (14-17 September 2023), Jeddah, Saudi Arabia (29 November - 2 December 2023) and Barcelona (August 2024). The plans are for the teams to compete in the AC40 yachts in the first two events and in the AC75 in the third. It is an-ticipated that a pre-regatta in 2024 for the AC75s will be staged to give an early indication of speed and form among the competing teams.



By June 2023, all the teams will have their base set up and be training in Barcelona and it is anticipated that most of the teams will be using their AC40s and LEQ12s for extensive testing and training along the Barcelona waterfront. All of these training sessions will be captured by the recon teams with daily reports, videos and interviews uploaded to the America's Cup website.

Further details about the planned pre-events and race schedules will be published in due course.

SIX TEAMS AT THE PINNACLE

WHO IS RACING

The holders of the America's Cup are Emirates Team New Zealand representing the Royal New Zealand Yacht Squadron, but some strong competition is coming for them.

INEOS Britannia, from the United Kingdom are the 'Challenger of Record'.

The unique format of the Cup affords the Defender, as the holder of the America's Cup, the automatic right to bypass selection and proceed directly to the final 'Match' whereas the Challengers will undertake an intense multi-race series of round-robins to find the top yacht to take on the New Zealand team.

Confirmed entries are: INEOS Britannia from the United Kingdom, Alinghi Red Bull Racing from Switzerland, Luna Rossa Prada Pirelli from Italy, American Magic New York Yacht Club from the USA and Orient Express Racing Team from France.

Every team for the 37th America's Cup is unique. The design of their boats and the technology they employ will be bespoke and highly refined, the result of tens of thousands of hours of computer and on-water testing. The sailors are the very best on the planet drawn from the worlds of the Olympic Games and high-performance foiling. Some are at their peak, others are still endeavouring towards their peak whilst for some, this is their first America's Cup.

What unites all the teams is their "commitment to the commitment" to quote the famous America's Cup winner (and loser) Dennis Conner. It is an event like nothing else on the sporting calendar with rules, nuances, and intrigue that makes the America's Cup so compelling.

Let the 37th America's Cup in Barcelona begin!

DEFENDER

ROYAL NEW ZEALAND YACHT SQUADRON

EMIRATES TEAM NEW ZEALAND

Representing the Royal New Zealand Yacht Squadron, Emirates Team New Zealand were the stand-out winners of the America's Cup in 2021 and as holders are considered to be one of the premier sports teams in the world. Their history in the America's Cup is phenomenal—having famously first won the event in 1995 before retaining it in 2000. There then followed some notable defeats in 2003, 2007, and 2013 in the Finals before the team, under the leadership of CEO Grant Dalton, re-gained the Cup in 2017 in Bermuda. Dalton was instrumental in pushing for the monohull foiling design of the AC75 and in 2021 defended the America's Cup successfully on home waters in Auckland. The Kiwi team are now looking for the 'three-peat'—winning and defending the Cup three times in a row, something that has not ever been achieved by the same team in the history of the America's Cup.

On the water, Emirates Team New Zealand is viewed, quite rightly, as a mighty force in sailing and design innovation. The winning helmsman from 2021, Olympic Gold and Silver medallist Pete Burling, has been retained for 2024 whilst Nathan Outteridge—also an Olympic Gold and Silver medallist—has been brought in to share helming duties. The core team of sailors are of the highest order. Emirates Team New Zealand, for sure, will field the strongest possible line-up of sailors across the America's Cup, and the Youth and Puig Women's America's Cup events.

Off the water, the team has talent and lengthy Cup experience all through the organisation, and defines the word 'team' with a flat structure and a culture of hard work and equality.



Training in the lead-up to the 37th America's Cup in Barcelona has been conducted initially at the new Auckland base on Wynyard Point with the team to receive the first new AC40's that will be used in the Youth and Puig Women's America's Cup. For those events, the AC40's will be sailed in very strict one-design format but for the purpose of testing, teams are allowed to modify and test certain key components that can then be adapted for the single AC75 that each team is allowed to build. As they take the AC40 out of one-design, the yachts adopt the moniker of an 'LEQ12' and whilst other teams have chosen to build new LEQ12's, Emirates Team New Zealand elected to simply modify one of their AC40's for data gathering and testing.

The team, as always, have shown both innovation and a deep commitment to sailing technique in the early stages of their campaign with highly technical and beautifully built foil designs alongside sail development and systems control packages of the highest order. This has translated into performance on the water and the Kiwis were the first team to complete a day of testing with 100% foil-to-foil manoeuvres across tacks and gybes in December 2022. Crew rotation, continual advancement in technology and sailing technique development are key components of the overall programme to ensure that by the 12th October 2024 when Emirates Team New Zealand lines up against the Challenger for the America's Cup, the strongest possible defence of the trophy can be mounted.

CHALLENGER OF RECORD

ROYAL YACHT SQUADRON

INEOS BRITANNIA

INEOS | BRITANNIA



INEOS Britannia, representing the Royal Yacht Squadron Ltd is the Challenger of Record for the 37th America's Cup. INEOS is the key backer initiated by INEOS Chairman and Founder Sir Jim Ratcliffe, who previously supported the team's 36th America's Cup challenge. Being part of the INEOS Sport Group affords the sailing team and designers access to a wider sporting family which includes the Mercedes-AMG Petronas F1 Team, the INEOS Grenadiers cycling team, the All Blacks, and football clubs OGC Nice and FC Lausanne-Sport. As part of this high-performance group, the INEOS Britannia team has partnered with Mercedes-AMG F1 Applied Science, a division of the Mercedes-AMG Petronas F1 Team, to fuse the best of the worlds of high-performance marine and automotive engineering, with the outright goal to win the America's Cup for Britain—a feat that since losing the first race around the Isle of Wight in 1851, has never been achieved.

Leading INEOS Britannia into the 37th America's Cup is Sir Ben Ainslie—four-time Olympic gold medallist and a former America's Cup winner with Oracle Team USA in 2013—as Team Principal/CEO and skipper. Sir Ben is joined on the helm by Giles Scott MBE—double Olympic Gold medallist in the Finn Class—and has retained the majority of the key members of the sailing team from the 36th America's Cup: The likes of Iain Jensen, Luke Parkinson, Leigh MacMillan, Bleddyn Mon, David 'Freddie' Carr, and Ben Cornish offer a wealth of America's Cup experience with many sailing in their third British campaign.

Off the water, INEOS Britannia is one of the largest organisations in the 37th America's Cup with the deepest of resources. James Allison, the Chief Technical Officer of the Mercedes-AMG Petronas F1 Team, has been drafted in from motorsports to perform the same CTO role for INEOS Britannia and is supported by Geoffrey Willis as Technical Director. Leading the design concept for INEOS Britannia's one-build AC75 boat is the highly experienced naval architect, Martin Fischer. German-born Fischer was most recently a key part of Luna Rossa Prada Pirelli's design team for two America's Cup campaigns. David Endean, now in his sixth America's Cup cycle has responsibility as Chief Operating Officer of the team.

Winter training was conducted out of the team's Palma base in their radical-formed prototype testing 'LEQ12' platform that the team named 'T6. With live data links back to the Mercedes Applied Science team in Brackley, Northamptonshire, this is a campaign rooted in technology and with considerable resources and funding behind the team, are expected to deliver the best possible chance for Britain to win the America's Cup for the first time in the history of the event.

As Challenger of Record, INEOS Britannia is a key component of the success of the 37th America's Cup in Barcelona and have been heavily involved from the start in the direction of the Protocol working with Emirates Team New Zealand effectively. The team will now be judged on the water and expectations are high. Many people's favourites to make the Match—could this be INEOS Britannia's time?

CHALLENGER

SOCIÉTÉ NAUTIQUE DE GENÈVE

ALINGHI RED BULL RACING

Two-time winners of the America's Cup—in 2003 and 2007—the Swiss Alinghi sailing team, the brainchild of syndicate owner and backer Ernesto Bertarelli, is one of the most respected forces in world sailing. Coming back to the America's Cup in 2024, representing once again the Société Nautique de Genève has seen the team partner with Red Bull Advanced Technologies (the Formula 1 team), and the Red Bull brand to create 'Alinghi Red Bull Racing' which Bertarelli described at launch as: "a true partnership, to nurture young athletes and turn them into the best in their field."

Alinghi Red Bull Racing has successfully fused young Swiss sailing talent with experienced coaches, campaigners and winners from past America's Cups to create one of the most dynamic teams in the tournament. The purchase of the first-generation New Zealand AC75 yacht 'Te Aihe' which was quickly re-named as 'BoatZero,' was the first step into the elite world of the America's Cup and the team were the first to base themselves in Barcelona at the Port Vell in the summer of 2022.

Early sessions showed the learning curve that the Swiss were attempting to climb. The introduction of former American Magic skipper, Dean Barker, and former Luna Rossa sailor, Pietro Sibello, allowed the Swiss to bridge the learning gap quickly.

Designated skipper Arnaud Psarofaghis has adapted quickly to a figurehead role within the team supported by key sailing team members such as Lucien Cujean, Matías Bühler, Maxime Bachelin, Bryan Mettraux, Nicolas Charbonnier, and Yves Detrey. Younger team members such as Nicolas Rolaz, the 2014 Optimist World Champion, are very much a nod to the future of the America's Cup and could well be drafted in for the AC40 Youth team where it is expected that the Alinghi Red Bull Racing Team will be strong.



Key management positions include Silvio Arrivabene as Technical Director supported by Pierre-Yves Jorand who looks after the sailing team and performance. Michel Hodara returns as the key liaison with marketing, sponsors and administration. Hans-Peter Steinacher, a double Olympic champion overseeing the overall programme, plus Brad Butterworth, a former winner as tactician when the 'Alinghi Team' won in 2003 sits on an oversight board with Ernesto Bertarelli and representatives of the Red Bull brand. Mr Bertarelli regularly joins the Alinghi Red Bull Racing team for training sessions as well as sailing with the team on the Swiss lakes in the TF35 and GC32 catamaran classes—with some notable successes in recent seasons.

The relationship with Red Bull Advanced Technologies brings Formula 1 and the America's Cup ever closer and the design team for Alinghi Red Bull Racing, led by former American Magic designer Marcelino Botin and co-ordinated by another former American Magic team member Adolfo Carrau, have all the resources they need at their disposal to deliver a Cup winning design. The team's boat will be built at the Decision SA Yard in Ecublens and they are seen very much as the dark horses for the 37th America's Cup in Barcelona with so much resting on design and innovation in this cycle.

CHALLENGER

CIRCOLO DELLA VELA SICILIA

LUNA ROSSA PRADA PIRELLI

The beaten finalist from the 2021 event, Luna Rossa Prada Pirelli, is back for the 37th America's Cup in Barcelona determined to go one better. Backed by Patrizio Bertelli, one of the greatest supporters of America's Cup racing in the history of the event having entered and competed some seven times since the team's first entry in 2000, the Luna Rossa Prada Pirelli challenge for 2024 draws on all the experience of their past campaigns.

Based out of Cagliari on Sardinia's southern coast, and representing the Circolo della Vela Sicilia yacht club, the team have been putting in long hours on the water with their interestingly detailed and beautifully adorned LEQ12 prototype that has proven to be the perfect platform to extract maximum data and serve as a test bed for new componentry. Throughout the winter training of 2022–2023, the team have upgraded foils and sail control systems whilst the settled sailing team have displayed some of the most consistent flight time and highest percentages of foil-to-foil manoeuvres.

The team have been operating at near race pace throughout their sessions, rotating established Cup helmsmen Jimmy Spithill and Francesco Bruni with Olympic gold medallist and Olympic foiling sensation Ruggero Tita whilst testing increased crew numbers on the LEQ12 depending on conditions. Tita has proven to be a very capable helm in the LEQ12 and is very much the future of Italian sailing at the elite level once his campaign for gold at the Paris Olympic Games 2024, in the foiling Nacra 17, is complete.



Jimmy Spithill returns in a dual helmsman position with Francesco Bruni, one of the leading International Moth sailors in the world. Overall, the team are settled and focussed on performance on a daily basis, keeping close counsel on developments or areas of concentration. This is a team with a determination to win the America's Cup at all costs and are the team most feared by all the other challengers.

Max Sirena, one of Patrizio Bertelli's most trusted sailors—having sailed with Luna Rossa on their 2000, 2003, and 2007 challenges as well as winning the America's Cup with Oracle Team USA in 2010 and being part of the winning Emirates Team New Zealand management in 2017—is Luna Rossa Prada Pirelli's Team Director and very much a focal point for the team. Gilberto Nobili is the day-to-day operations manager, as well as a sailor on the test-boat, and Philippe Presti, now in his sixth America's Cup has returned as team coach concentrating on performance and working closely with the helmsmen.

Design is being co-ordinated by the highly experienced Horacio Carabelli who leads an experienced design team that draws in all the elements of CFD, structural engineering, aero, computer simulation, VPP, naval architecture, systems, sail design and performance. Luna Rossa Prada Pirelli is giving themselves 'no excuse to lose' (to quote the famous American skipper Dennis Conner) and after coming so close in 2021 against Emirates Team New Zealand, the Italians are leaving no stone unturned in their quest to bring the America's Cup to Italy.

CHALLENGER

NEW YORK YACHT CLUB

NYYC AMERICAN MAGIC

New York Yacht Club American Magic was formed in 2018 by principals Hap Fauth, Roger Penske, and Doug DeVos with the intent of re-gaining the oldest trophy in international sports for the yacht club that held the America's Cup for 132 years from its inception in 1851. It is a loss that is deeply felt by the membership of the NYYC but American Magic is delivering a campaign worthy of the club both on and off the water.

The team competed in the 36th America's Cup and had perhaps the most dramatic of regattas after suffering a capsize and significant damage to the hull of their AC75 'Patriot' during a semi-final race against Luna Rossa Prada Pirelli. Widely acknowledged as having a very fast boat—they were the only team to beat the Kiwis in a competitive race before the Finals. American Magic was in many people's eye the hottest tip to make it to the America's Cup Match.

After the crash, the boat was never the same again and the programme was severely disrupted but the team handled themselves with grace, winning fans around the world for how they conducted themselves in the aftermath and the subsequent re-entry of a patched-up 'Patriot' to continue racing.

Now they are back with possibly 'the' signing of the 37th America's Cup cycle in Tom Slingsby—an Olympic gold medallist and International Moth World Champion as well as being Yachtsman of the Year in 2021—who is widely acknowledged as one of the greatest and fastest foiling sailors of the modern era.



Slingsby is partnered on helming duties by Paul Goodison, himself a gold medallist and former International Moth World Champion, and the team have impressively wintered from their base in Pensacola, Florida putting in huge and highly productive hours on the water in the heavily-modified 'Patriot.' American Magic were the first team to introduce cyclors into their on-water training and have spent time refining systems and power-delivery at full-scale in their AC75. Delivery of the teams' AC40's in the spring of 2023 has up their testing and race preparation programmes further under the ever-watchful eye of Terry Hutchinson, President of Sailing Operations.

Key sailors include alternate helmsman Riley Gibbs, Flight Controllers Andrew Campbell and Michael Menninger, trimmers Dan Morris and Lucas Calabrese. In the power unit, American Magic have recruited powerful athletes from the track cycling and rowing worlds alongside experienced grinders from the 36th America's Cup.

The formation of a new partnership will see 'Quantum Racing powered by American Magic' provide the development pathway for younger American sailors and the next generation of female athletes in the USA to come through and this will be key to their entry into the Youth and Puig Women's America's Cup events.

Off the water, the team is led by Mike Cazer, Chief Executive Officer, supported by Tyson Lamond as Chief Operating Officer. Scott Ferguson, the nine-time America's Cup veteran and two-time member of the winning design team with Oracle Team USA in 2010 and 2013, has been appointed as Design Coordinator responsible for delivering a yacht fast enough to bring the famous silver ewer back to the New York Yacht Club clubhouse on West 44th Street in Manhattan.

CHALLENGER

SOCIÉTÉ NAUTIQUE SAINT-TROPEZ

ORIENT EXPRESS RACING TEAM



The Accor hotel group has committed to K-Challenge for the 37th America's Cup in Barcelona naming its 'Orient Express' brand as title partner of the official French challenger, which is now called the 'Orient Express Racing Team.'

The team, led by Stéphan Kandler and Bruno Dubois, and including talented French specialists such as naval architect Benjamin Muyl, skipper Quentin Delapierre, Head of Performance Franck Cammas, and Technical Director Antoine Carraz have a goal to carry the colours of Orient Express as far as possible into the competition.

For the first time in France's history in the America's Cup (which dates back to 1970), the French challenge will benefit from a latest generation technology package provided by Emirates Team New Zealand. This will allow Orient Express Racing Team to gain time on the design process and start on more equal terms with the other challengers.

Stéphan Kandler, Founder and CEO of K-Challenge said at the launch in early February 2023: "We are very happy and proud to carry the colours of such an iconic French brand as Orient Express, part of the Accor Group, which has a worldwide reputation and exports French excellence. Accor's support through two of its brands is a global and ambitious commitment that will allow our sport-tech platform K-Challenge, co-managed with Bruno, to engage in multiple sporting and technology projects. These projects will highlight French know-how, talent, innovation, and contribute to a transition to ecological transportation."

K-Challenge—now 'Orient Express Racing Team'—has been working for months to ensure that France, a nation widely recognised as an expert in the field of competitive grand prix sailing, will not only compete at the 37th America's Cup in Barcelona, but perform and as Stéphan Kandler noted at launch: "Bruno and my starting point was to ensure that the French team was competitive. Beyond the budget that we had to put together, we very quickly entered discussions with the Defender, Emirates Team New Zealand, with whom we have had a very good relationship since the first K-Challenge campaign in 2003. The resulting technological partnership includes a latest generation design package to work from and we will build our own AC75 Made in France. This partnership allows us to compete on equal terms with the other challengers. This is a great precedent in the history of a French challenge."

For the build of the AC75, Orient Express Racing Team has chosen to work with several well-established shipyards at the heart of the French maritime industry. They are renowned for their know-how gleaned from the many industrial projects they have worked on and from the world of competitive sailing, and Bruno Dubois further added: "We are fortunate in France to benefit from an extraordinary amount of expertise that we will exploit to the full. We will work with Multiplast, based in Vannes in the Morbihan region, CDK, based in Lorient and Port-La-Forêt, as well as numerous subcontractors. Working with several entities allows us to save time for the construction of the AC75, a process that has started in April 2023 and will be completed in spring 2024."

With the AC75 Orient Express scheduled to launch in spring 2024, the sailing team will train in the meantime on an AC40, that will also be used as the platform for the Youth and Puig Women's America's Cup with the team placing emphasis on knowledge transfer to discover and develop sailors and favouring the integration and training of women and young people into elite competitive sailing at the heart of Orient Express Racing Team and K-Challenge's mission. Stéphan Kandler is enthused by the opportunity, saying: "We are very happy to see that for the first time in its history, the America's Cup is hosting an event that is 100% dedicated to female athletes. The fact that the Puig Women's America's Cup is scheduled around the America's Cup Match between the ultimate Challenger and the Defender, will give it a great deal of visibility. We are delighted. Alongside Team France, the French Sailing Federation, the Fondation du Sport and private partners such as NextWorld Philanthropies, and others soon to be announced, we are going to help the younger generation, girls, and boys, to train and perform across all sectors."

Orient Express Racing Team is going to be busy over the next months. Ashore, the team base in Barcelona has been set up and operational from summer 2023 whilst afloat, the sailing team will alternate between training onboard the AC40 in Barcelona and international racing on the foiling SailGP circuit.

AC75, AC40 & LEQ12

WHAT BOATS

Although foiling feels like a recent revolution to take the world of water-sports by storm, it has been at the heart of America's Cup racing for over ten years.

It was August 2012 when the sailing world was turned upside down by a 72-foot catamaran flying in the Hauraki Gulf. Emirates Team New Zealand had brought foils to the America's Cup—changing the face of top-level, grand-prix yacht racing forever.

Six years later, in 2018, the publication of the AC75 Class Rule marked the beginning of a new sailing era. The engineering and sailing techniques needed to get the AC75 to fly were completely different from anything seen before and the America's Cup became the ultimate foiling development arena.

During the 36th America's Cup in 2021 the AC75's proved themselves to be unique and kept millions of fans worldwide glued to their screens. It was no surprise that the Defenders were keen to continue with the AC75 rule for the 37th America's Cup in Barcelona, albeit with several improvements to promote faster flight and incorporate upgraded technology. But the organisers went further.

With a focus on Youth and Women being paramount to growing the sport into the future, a new class of boats was introduced—the AC40—specifically for this purpose. As the smaller sister-ship of the AC75, the AC40 launched in Auckland to much acclaim with speeds hitting the "high 40's" almost immediately straight out of the box under the skilful command of Emirates Team New Zealand in September 2022.

Barcelona will be treated therefore to a spectacle of grand-prix foiling, never before seen in the America's Cup. The next generation of Cup winners will be on display in the Youth and Puig Women's America's Cup and the main event promises to be perhaps the closest fought in history with the finest racing sailors on the planet on display. Barcelona in 2024, is the only place to be.

HOW MANY NEW AC75'S CAN A TEAM BUILD?

When agreeing the new format for the 37th America's Cup, both Defender and Challenger of Record were determined to keep a lid on costs and to deliver a sustainable event that could attract additional entries without having a very high financial barrier to entry.

At the 36th America's Cup teams were allowed to build two AC75's but in the final Protocol for 37th America's Cup, it was agreed that teams **could only build one AC75 to compete in the 37th America's Cup in Barcelona.**

The introduction of the AC40 class allowed teams to purchase these for either two-boat training or as test boats and a further concession was permitted in that teams could build one specific LEQ12 (Less than or Equal to 12 metres) for testing and training purposes. By implementing the one-boat build rule for the 37th America's Cup, a high premium is placed on getting the final design right as there is little opportunity to change the fundamental design of the boats after launch.

The world's greatest naval architects, designers and engineers have been employed by all the teams with several partnering with complementary sports engineering functions such as Red Bull Advanced Technologies and Mercedes F1 Applied Science. The design race for the Cup is therefore, as intense as ever and throughout the build-up to the America's Cup we have seen innovative foil, sail control and power transfer initiatives being implemented. Will anyone arrive in September 2024 with a game-changing innovation? We will have to wait and see...

CAN OLDER AC75'S BE USED AND/OR MODIFIED?

The first generation AC75s used at the 36th America's Cup in 2021 can be used for training purposes by all teams in the run up to the 37th America's Cup in Barcelona. To date, two teams—American Magic and Alinghi Red Bull Racing—have opted to re-launch these first-generation boats and use them as test boats and in the case of Alinghi Red Bull Racing, the Swiss who were not present at the 36th America's Cup, purchased Emirates Team New Zealand's first boat 'Te Aihe' to train in Barcelona. There are strict rules on developing these first-generation boats with a restricted number of foil wings, flaps, rudders, foil arms, masts, hull surfaces and sails. This could well be the reason why some of the other teams have elected to develop LEQ12s or to adapt their AC40s into LEQ12s, as is the case with Emirates Team New Zealand, where the limits on componentry and testing are less stringent and the components less expensive, allowing more scope for design development and analysis.

WHEN DOES AN AC40 BECOME AN LEQ12?

As mentioned above, in relation to the AC40, these boats are delivered in one-design format, but some teams may elect to take them out of one-design to test out componentry and in this case, those AC40's will be deemed as 'LEQ12s' until returned to one-design configuration.

Change anything on your AC40 outside of the very strict class rules on componentry and it becomes an LEQ12, and in order for it to be used in the planned pre-regattas or the Youth and Puig Women's America's Cup events it must be returned to the agreed, and very strict conditions of the one-design configuration.

Immediately after the necessary commissioning process of the very first AC40 that was delivered to Emirates Team New Zealand in September 2022, the team made changes to the cockpit configuration, electronics, foils, sail controls and certain other controls that the crew use and this immediately made the Emirates Team New Zealand AC40 an LEQ12.

THE AMERICA'S CUP BOATS

AC75

On the 15th of November 2021, eight months after the Kiwis defended the America's Cup, an updated 'Version 2' of the AC75 Class Rule was released.

By design, the boats will be a considerable step on from what we saw in Auckland in 2021. The foils will be larger to promote quicker lift and faster flight. The boats will be lighter and onboard, the electronics, hydraulics and software systems will be vastly upgraded to reflect industry changes in these areas. The number of crew on the AC75 has been reduced from 11 to eight, to save weight again with an eye on promoting earlier flight in the expected lighter conditions of Barcelona. The move to reduce the crew means cycle power is again an option for teams, and the cyclors—introduced by Team New Zealand in 2017—might return to the game

Several of the elements are strict one-design, such as the mast, rigging, foil cant-arms and cant hydraulics but the scope for design elsewhere is broad. To keep costs under control, it was also determined that teams would only be allowed to build one AC75 so the demand on getting the design right is at a premium. The boats will be expected to fly at speeds touching 50 knots in winds that average 12 knots in the late summer in Barcelona.

The design challenge is real, however, and the resources being employed for the 37th America's Cup are vast—and will almost certainly see the most technologically advanced America's Cup boats in history. Formula 1 technicians and resources have been drafted in by two of the challengers: Alinghi Red Bull Racing and INEOS Britannia, whilst elsewhere some of the finest naval architects, CFD technicians, aero engineers, simulation specialists, artificial intelligence resources and the world's greatest sailmakers and sail designers have been engaged to try and find the edge that will win the America's Cup.

Throughout the history of the America's Cup, the event has delivered technical innovations that have ultimately changed sailing. Even as far back as the original race in 1851, the yacht 'America' arrived in British waters with flat-cut sails and a radical hull-form through to the famous winged-keel of 'Australia II' in 1983—innovation is everything. Today, the foiling generation have taken over sailing from the grass-roots upwards to the pinnacle of the sport in the America's Cup and the AC75's that will be delivered for the teams to race in Barcelona in 2024 will undoubtedly be some of the finest and most high-tech sailboat racing craft ever seen.

For fans of high-performance sailing, or even just the curious, the America's Cup is a spectacle unlike anything else in world sport. It always was, and always will be.

IN NUMBERS:

Hull: 20.7m
Mast: 26.5m
Weight: 6.5t
Crew: 8 sailors
Top speed: 50+kn



TESTING, YOUTH & WOMEN

AC40



New for 37th America's Cup, the AC40 is a multi-use foiling monohull that all the confirmed teams will use for sailing and testing purposes. The AC40 is also the nominated boat for both the Youth and Puig Women's America's Cup events where they will be sailed in strict one-design. The confirmed teams will also use the AC40 in competitive events leading up to the America's Cup. The AC40 hulls have been built by McConaghy Boats with the foils and systems created by the Emirates Team New Zealand North Shore Facility and were delivered in strict order of entry to the America's Cup. Teams may modify and test out componentry on the AC40, and for this purpose, they will be deemed as an LEQ12, but for competition purposes in the Youth and Puig Women's America's Cup, they will be returned to one-design according to strict rules around those specific events.

Early trials of the AC40 by Emirates Team New Zealand have been sensational with speeds recorded in the 'high-40-knot' bracket and it is anticipated that this new class will form a global circuit both before and after the America's Cup.

For the Youth and Puig Women's America's Cup, aside from the confirmed entries from the America's Cup competitors, yacht clubs from around the world have been invited to form teams with strong and experienced women and youth athlete divisions eyeing these AC40 events as the ultimate pathway to the apex of sailing—the America's Cup.

In a bid to increase exposure, both of the finals of the Youth and Women's events are scheduled on key dates of the America's Cup Challenger Series and Match dates. This exposure will catapult both disciplines into the media spotlight and give spectators and fans a glimpse of the future sailing superstars of the America's Cup.

With the AC40's being equalised and sailed under very strict one-design rules, it is anticipated that the racing will be fast, furious and very close. The format is a severe test of sailing and foiling ability with the early rounds being fleet-racing before the Finals being contested under match-racing conditions (the same format as the AC75s in the Cup races).

Races will be won and lost on minor mistakes or mis-judgements with a premium put on good judgement, race-craft and trimming skills. It will attract the new generation, the foiling generation, and off the water, the teams will be based down at the Port Olímpic which promises to be a vibrant, lively and interactive place for visitors to Barcelona to get up close with these extraordinary boats and athletes.

Welcome to the America's Cup—the next generation of foiling megastars.

IN NUMBERS:

Hull: 11.3m
Mast: 18 m
Weight: 2t
Crew: 4 sailors
Top speed: 45+ kn

TESTING ONLY

LEQ12

Entrants for the 37th America's Cup are required to build one AC75 and purchase at least one AC40 but within the rules there is also the opportunity for teams to build one, new, test boat with the stipulation that it must be 'Less than or Equal to 12 metres in overall length.'

The term LEQ12 was thus coined and it's a nod to a well-used term in computing 'LEQ' and was the most accurate description of the vessel. To date, two teams have built dedicated LEQ12's—INEOS Britannia and Luna Rossa Prada Pirelli—and these boats are loaded with sensors, cameras and measuring devices in order that the design teams can collate data and calibrate their design software packages in a real-world environment.

For the sailors too, it is an opportunity to hone monohull foiling techniques and to have the ability to try new sailing styles as well as test new componentry in a highly controlled environment, and with far less consequences than trialling something new on a powerful AC75 at full scale.

The two specifically built LEQ12s to date are notably different in design with the Italian LEQ12 being of similar style to the winning 'Te Rehutai' design of Emirates Team New Zealand at the 36th America's Cup whilst the British LEQ12 is a more extreme design to give a baseline of validation to the INEOS Britannia design team that is supported by the Mercedes AMG-F1 Applied Science division.

Emirates Team New Zealand, the holders of the America's Cup, have received two AC40s (40-1 and 40-3) and have adapted their first boat to an LEQ12, fitting a new port side wing alongside a whole host of electronics, systems controls, sails and upgrades that the design team and sailors are trialling with a view to including them on the team's AC75. These LEQ12s are a vital link to the final America's Cup raceboats for all the teams, particularly as in the 37th America's Cup, all the teams are only allowed to build one new AC75.

IN NUMBERS:

Hull: Less or EQual to 12 metres in overall length



THE ROAD TO THE AMERICA'S CUP

EVENT FORMAT

The 37th America's Cup will comprise several events that will eventually culminate in October 2024's Match between the Defender Emirates Team New Zealand and the Challenger—yet to be decided. The Preliminary Regattas will serve as warm-up races ahead of the Challenger Selection Series, an intense set of one-on-one match-races between the challengers to decide who advances forward to face the Defender in the Match for the America's Cup.

The very best female and youth athletes from around the world will also be thrust into America's Cup level racing, with their own series.

PRELIMINARY REGATTAS
There will be three Preliminary Regattas, with the first two raced in AC40s, whilst the third event will be in Barcelona and sailed on the new AC75s built specifically for the 37th America's Cup. The format, scoring and Preliminary Regatta Conditions for each Preliminary Regatta will be published in due course.

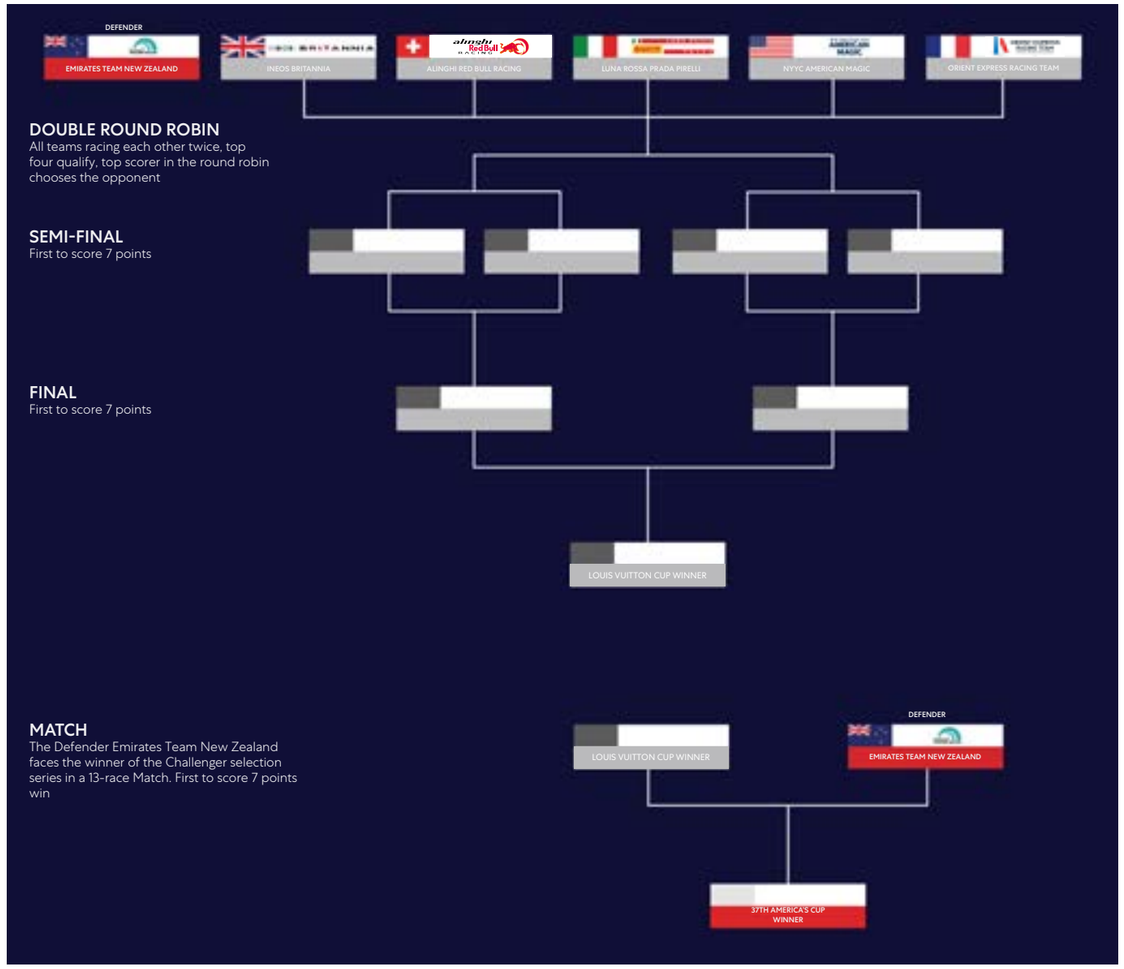
LOUIS VUITTON CUP (CHALLENGER SELECTION SERIES)
The Series will determine the team to face the Defender in the Match.

It will comprise of Round Robin stages to decide two challengers to meet in a Final. The Round Robin stages may consist of a single or double round robin depending upon the number of eligible competitors and the time available for racing. The top four Challengers will have a semi final series before the top two teams qualify for the final stage.
The winner will be the first Challenger in the Final stage to score at least seven points.

AMERICA'S CUP MATCH
The America's Cup is the race where "there is no second." Either you win or you lose, and it has been this way for over 170 years.

In October 2024 the Defender, Emirates Team New Zealand, will face the winner of the Challenger Selection Series in a 13-race Match. Each race will be a one-on-one 'match-race' between the two teams, the winner of each race scores one point, the loser scores zero points. The first team to score seven points will win the Cup and become the Defender of the 38th edition.

In the original Deed of Gift, George L. Schuyler stated that the competition was to be: "perpetually a challenge cup for friendly competition between foreign countries." In the heat of battle—let's hope Schuyler's words are not forgotten.



THE WARM UP RACES

PRELIMINARY REGATTAS

The journey to the 37th America's Cup in Barcelona between September and October 2024 begins with a series of preliminary regattas that will serve as warm-up races ahead of the Challenger Selection Series. The first event will be held in Vilanova i La Geltrú between 14-17th September 2023 before the teams head to Jeddah, Saudi Arabia, for a second regatta between 29th November to 2nd December 2023. The third and last preliminary regatta will be held in August 2024 in Barcelona. The first two events will be raced in strict one-design AC40s—the world's newest and most exciting foiling class with top speeds touching 50 knots and perhaps beyond.

Looking forward to 2024, we will see the final preliminary regatta in Barcelona where all the America's Cup teams will race in their new AC75s for the very first time. More details on race format dates to follow shortly.





VILANOVA i LA GELTRU, CATALONIA, SPAIN

14–17 SEPTEMBER 2023

Vilanova i La Geltrú is set to welcome the America's Cup world with the announcement of the first preliminary regatta to be held in the beautiful seaside city, located some 45 kilometres to the west of Barcelona.

In the 19th century, Vilanova i La Geltrú was fondly known as 'Havana Xica' or 'Little Havana' and today it is one one of the country's leading capitals of popular and traditional culture. Els Tres Tombs and the town's carnival, declared a Heritage Festival of National Interest, are just some of the events that have made the capital of El Garraf a must-see destination on the Spanish coastline.

The splendid seafront promenade, where colonial style buildings live in harmony with fishermen's houses, its Rambla, the city's social and retail hub, its wide range of fish and seafood culinary offerings and the famous xató dish mark Vilanova i La Geltrú as one of the jewels of not only the region of Catalonia but all of Spain.

JEDDAH, SAUDI ARABIA

29 NOVEMBER – 2 DECEMBER 2023

The vibrant port city that sits looking out on the Red Sea is a modern-facing, commercial centre with a culture and youthful demographic that are very much rooted in top level sport. Jeddah plays host to dozens of international sporting spectacles with high profile motorsport, football, cricket, basketball, boxing, equestrian, golf and athletics events frequently held in the city.

The America's Cup will be hosted by the magnificent Jeddah Yacht Club and Marina situated right in the heart of the famous Jeddah Corniche Formula 1 circuit. Racing will take place just off the Corniche on the Red Sea in front of the city's skyline with ample viewing opportunities for spectators right along the waterfront.





BARCELONA, CATALONIA, SPAIN

AUGUST 2024

The final preliminary regatta will be held in Barcelona in August 2024. The America's Cup teams will race their new AC75s for the first time, and the Defender, Emirates Team New Zealand, will line up against the Challenger syndicates offering the first indication of who to watch in the Challenger Selection Series. More details on exact dates to follow shortly. The racecourse for the AC75 event will be the America's Cup racecourse as defined in the Protocol and situated just metres off the La Barcelonetta beachfront and all along towards the Port Olímpic. Barcelona will be the beating heart of the sporting world as the America's Cup comes to town, but this is going to be a Cup like no other, as Barcelona—the capital of Catalonia, in Spain—is one of the world's finest cities. From August until October 2024 Port Vell, very much downtown Barcelona, is where you want to be to experience the action and the buzz of the 37th America's Cup off the water.

THE FUTURE OF THE CUP

YOUTH AND PUIG WOMEN'S AMERICA'S CUP

Creating an electrifying pathway to the America's Cup itself, the Youth & Puig Women's America's Cup events are set to be some of the highlights of AC37 in Barcelona, attracting the next generation of foiling superstars who have the perfect platform to showcase their talents to the world.

All six of the confirmed entries for AC37 in Barcelona will be fielding both Youth & Puig Women's America's Cup teams and they will respectively be representing their confirmed clubs from New Zealand, Great Britain, USA, Italy, Switzerland and France. The six remaining teams that form the other side of the grouping come from Spain (Royal Barcelona Yacht Club), The Netherlands (Royal Netherlands Yacht Club & Royal Maas Yacht Club), Canada (Royal Vancouver Yacht Club),Germany (Kieler Yacht Club 3.V & Norddeutscher Regatta Verein), Sweden (Royal Gothenburg Yacht Club & Royal Swedish Yacht Club) and Australia (Cruising Yacht Club of Australia). Selection processes are well underway with all the teams, and we will bring you confirmed athletes as soon as they are announced.

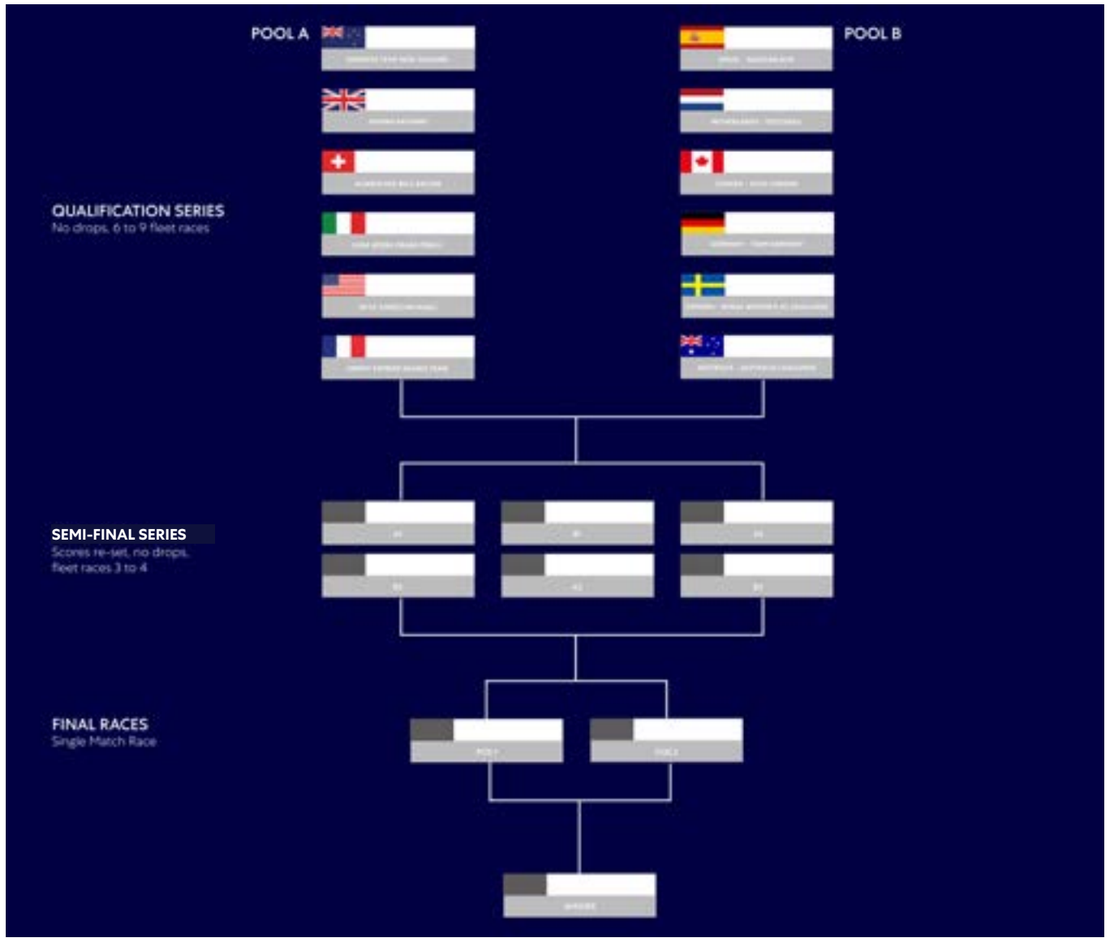
Racing in each event will take place in the AC40—all equalised with standard components in strict one-design. The AC40 fleet will be based along the Barcelona waterfront at the re-developed Port Olímpic to allow fans and spectators the rare opportunity to get up close to the AC40 racing yachts and engage with the athletes.

The Youth & Puig Women's America's Cup events will take place through September and October 2024 with the Youth America's Cup starting after a practice period for all the invited teams on the 26th September 2024. The regatta runs through to the Final scheduled to be held on Wednesday 2nd October 2024 in-between flights of the Challenger Selection Series Final.

The Puig Women's America's Cup starts immediately after the conclusion of the Youth America's Cup with practice days starting from the 4th October 2024. The regatta itself starts on the 10th October and runs through to the 15th October before the Final match race scheduled for the 16th October 2024 in-between flights for the America's Cup Match itself.

The timing of the Finals in each category have been designed to offer maximum





media exposure for the Youth & Women's teams and will be streamed live to the world.

FORMAT: The Youth America's Cup programme begins with five and a half scheduled days of practice for the invited teams and one half day of practice for the America's Cup teams that runs from the 19th-25th September 2024. The fleets are then split between the Invited Teams and the America's Cup Teams, and the competition begins with fleet racing in the Youth America's Cup on Thursday 26th September.

The opening qualification rounds will see a total of nine races completed for both groups and the top three teams from each group will progress into the Semi-Final Series of four races to decide the top two boats. Wednesday 2nd October is the scheduled day for the Final of the Youth America's Cup and will see the top teams go head-to-head in a winner-takes-all match-race for the title and trophy.

The Puig Women's America's Cup starts immediately after the conclusion of the Youth America's Cup with a briefing on the 3rd October 2024 followed by the practice days that run through to the 8th October in the same format as the Youth America's Cup with the Invited Teams getting five and a half scheduled days of intense practice.

Once racing starts on the 10th October, the Invited Teams and AC Teams will be split before re-joining for the Semi-Final Series which starts on the 15th October 2024.

The top two teams from the Semi-Final Series will progress to the match-race and this is scheduled to be held on 16th October 2024.

Racing will be held to ensure the maximum opportunity for spectators to see the AC40s in action from the shoreside. Racing flights will be run just metres off the Port Olímpic harbour entrance which is situated mid-way along the Barcelona beachfront. Racing will be televised and displayed in the America's Cup village in the port and several opportunities for VIP grandstanding will be available along the beachfront.

If you're in Barcelona, it will be hard to miss!

THE SPY GAME

JOINT RECON

New for the 37th America's Cup has been the introduction of a Joint Reconnaissance Programme aimed at both cost reduction for the teams and to provide daily commentary and analysis to spectators in the lead-up to Barcelona. This was largely in response to the 36th America's Cup, where the situation on the water was, at times, bordering on crazy with multiple team spy vessels following and tracking individual AC75s as they went about their training schedule.

So, for the 37th America's Cup, buried deep in the Protocol Document (it is Rule 41 in Part F) is a new and highly significant rule aimed at curbing the expenditure, reducing the frustration that teams have traditionally experienced of being spied upon and opening up the event for spectators to get a consistent view of developments and techniques that all the syndicates are honing, in this cycle.

Architect of the new initiative, Dan Bernasconi of Emirates Team New Zealand, has been pining for change in this area for a while: "We started thinking about a shared recon programme a good few years before the last Cup and really it was all about making it safer on the water by reducing the armada of chase boats but also, it's about opening up the America's Cup to its fanbase. We watched as a number of new technical websites and YouTubers sprung up to analyse Cup designs and it just felt that it was the right time to formalise an approach to open up the sport and give the media and fans direct access to recon data, analysis and commentary so they can track the developments as they happen. That's a big part of the whole fascination with the America's Cup and this time, fans will be in the box-seat as the AC40s start sailing before the AC75s splash in 2024."



And he added: "There are still areas of these boats where significant gains can be found, the larger span of the foils creates a lot of avenues for the design teams to run through and things like the mainsail control system, the opening up of the hydraulics rule and the lighter weight of the boats makes for some interesting structural decisions to be made. There will be a lot to track in the recon programme. It will be exciting for the fans to see."

POWERING THE FUTURE OF SUSTAINABILITY

HYDROGEN BOATS

As well as foiling sailing boats, spectators at the 37th America's Cup in Barcelona will also notice that all of the competing teams will have at least one foiling chase boat. And whilst foiling motorised boats are nothing new, what is new is that the America's Cup chase boats will be driven by hydrogen power. Emirates Team New Zealand have led the way in this innovative field, making hydrogen boats a pre-requisite of entry through the Protocol governing the event and being the first to launch 'Chase Zero' that has been a sensation through its trials and a sustainable workhorse, integral to the team, since its successful commissioning period in 2022.

'Chase Zero' is powered by two 80kW Toyota hydrogen fuel cells, one in each hull, which provide most of the energy needed to power the boat. The hydrogen gas is passed through a catalyst which strips the electrons away from the H_2 molecules. These electrons are used to power the boat and then return to the positively charged H+ ions which are combined with oxygen from the air, leaving nothing but pure H_2O (water) to exit the exhaust of the fuel cell. This electricity is then either stored in the battery or fed directly into the electric motors that provide the propulsion to the boat.

The batteries onboard also play a critical role in allowing 'Chase Zero' to accelerate and achieve its top end speeds as Electrical Engineer Michael Rasmussen explains: "The fuel cells provide the majority of the energy, however the battery acts as a filter for the faster changes in power demand. The response time of the fuel cell is much slower than available from the battery, so during fast changes in demand, the battery supplies the difference as a compromise in performance was not an option."



"The battery is also used to achieve the higher speeds. The boat can cruise at approximately 30kts with the 160kW generated from the fuel cells, but to achieve the higher end speeds over 50 knots we are able to draw from the batteries as well to bump this up to around 420kW for shorter periods. The fuel cell will then re-charge the batteries once there is excess power available again."

Emirates Team New Zealand COO, Kevin Shoebridge remains highly impressed with the hydrogen project saying: "Looking at 'Chase Zero' foiling along today, it looks like a futuristic power boat, but then you actually need to remind yourself that there are zero carbon emissions, it is basically water vapour coming out of the exhaust which is amazing when considering the positive environmental impact that can be made by reducing emissions from regular boat engines."

Look out for the team chase boats in Barcelona as they glide quietly along the beachfront.

The future is now.

PARTNERS



37TH AMERICA'S CUP
LOUIS VUITTON

TITLE PARTNER

LOUIS VUITTON

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HOW TO FOLLOW

The America's Cup Race Village is where you want to be in the middle of the action and experience the buzz of the event off the water. The Village is FREE throughout all America's Cup events and it will be located in the Port Vell along Moll de la Fusta connecting people to boats, team bases and event. The beaches between Port Vell and Port Olímpic will allow FREE race viewing for everyone.

Sign up to the **newsletter** to be notified of more event related information as it comes to hand.

High quality coverage (live, highlights, clips and news) of the America's Cup will be distributed on the broadest possible basis to maximise the audience for the event. This will include distribution on free to air TV, online and on mobile through partnerships with broadcasters as well as via the **America's Cup website**, the **Media Cloud**, and its official social channels.

It is the intention that the 37th America's Cup in Barcelona will be the most open and accessible event ever in its long history. By opening up access to all and inviting the world to come and view the racing and the off-water spectacle of this magnificent event, it is anticipated that a new generation of America's Cup followers and fans will be introduced to the sport.



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