37TH AMERICA'S CUP
LOUIS VUITTON

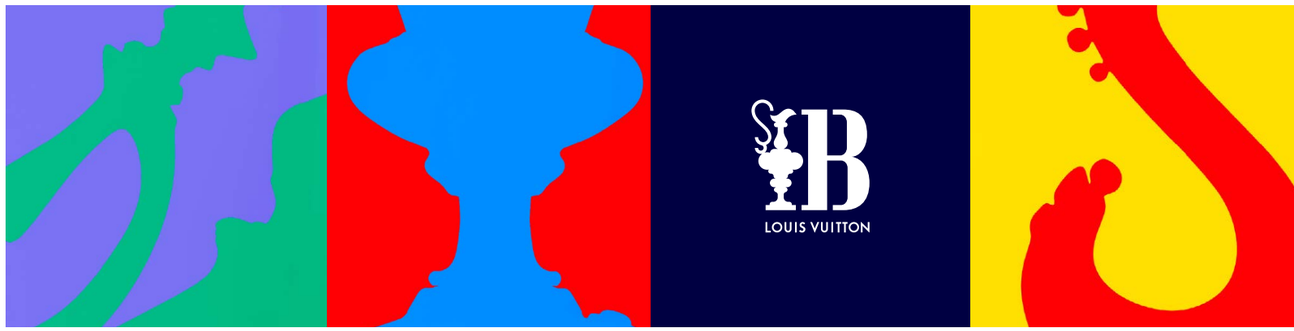
LOUIS VUITTON 37TH AMERICA'S CUP BARCELONA

PRESS KIT



PRESS KIT

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37TH AMERICA'S CUP
LOUIS VUITTON

www.americascup.com

V 2.8: 3 June 2024

PUIG WOMEN'S AMERICA'S CUP PRESS KIT

01

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 with the intention of challenging the best of the British fleet in speed trials. The 'America' was a sensation, winning a race around the Isle of Wight in the Royal Yacht Squadron's Annual Regatta on 22nd August 1851 for what was then known as the £100 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 four 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.

AMERICA'S CUP WINNERS OVER TIME



MEDIA CLOUD

02

A MODERN HISTORY

LOUIS VUITTON AND THE AMERICA'S CUP

37TH AMERICA'S CUP
LOUIS VUITTON

To many, the modern-day America's Cup began with Australia II's magnificent victory in Newport, Rhode Island in 1983, beating Dennis Conner's Liberty and ending 132 years of the New York Yacht Club's dominance of the event since the yacht 'America' won the inaugural race around the Isle of Wight in 1851.

Louis Vuitton's involvement with the America's Cup dates back to that regatta in 1983, with the Louis Vuitton Cup being awarded to the winner of the Challenger Selection Series. From there it grew into one of the greatest sporting partnerships of all time.

The genesis of the Louis Vuitton's involvement was the arrival in 1970 of multiple international challengers all wishing to take on the defender of the America's Cup, the New York Yacht Club, with entries from France, Australia, Great Britain and even a non-starter from Greece. That regatta prompted much interest in France with the swash-buckling Baron Bich spearheading what would become multiple French challengers over the next decades.

The Australians dominated the challenger selections from 1970 through to 1983, first with Sir Franck Packer's Gretel II and then a series of Alan Bond-backed yachts culminating in Australia II, the famous winged-keel yacht, designed by Ben Lexcen, that would go on to victory in 1983.

For 1983, the Royal Sydney Yacht Squadron, in conjunction with the New York Yacht Club, created 'The Challenger's Cup' and Louis Vuitton became the Title Partner. Louis Vuitton's involvement with the America's Cup and the Challenger Selection Series ran from 1983 through to 2003 and with the exception of the 1988 and 2010 'Deed of Gift' challenges where no international multiple challenges could be received in those one-on-one Matches, the Maison's support was peerless in world sport. After a brief hiatus after the end of the 32nd America's Cup in 2007, Louis Vuitton returned for the 34th America's Cup in San Francisco and then went on to sponsor the 'World Series' regattas leading up to both the 2013 and 2017 America's Cup regattas as well as the Challenger Selection Series for both.

Apart from their magnificent support over the decades, Louis Vuitton is also synonymous with the America's Cup trophy having crafted a stunning, bespoke trophy trunk with the iconic Monogram canvas, with brass appointments for the clasps and keeps the trophy that dates back to 1848 when it was purchased from the stock of R&S Garrard of Panton Street, the Crown Jewellers, by the Marquess of Anglesey, safe on its travels.

ABOUT LOUIS VUITTON

Since 1854, Louis Vuitton has brought unique designs to the world, combining innovation with style, always aiming for the finest quality in the respect of biodiversity. Today, the House remains faithful to the spirit of its founder, Louis Vuitton, who invented a genuine "Art of Travel" through luggage, bags and accessories which were as creative as they were elegant and practical. Since then, audacity has shaped the story of Louis Vuitton. Faithful to its heritage, Louis Vuitton has opened its doors to architects, artists and designers across the years, all the while developing disciplines such as ready-to-wear, shoes, accessories, watches, jewellery, and fragrance. These carefully created products are testament to Louis Vuitton's commitment to fine craftsmanship.

For further information: **www.louisvuitton.com**





MEDIA CLOUD

03

CATALONIA, SPAIN

WHERE: BARCELONA

From the end of August until the end of October 2024, the Port Vell, very much 'downtown Barcelona', is where you want to be to experience the action and the buzz of the Louis Vuitton 37th America's Cup Barcelona. Further up at the Port Olímpic, where the sailing events were held when Barcelona hosted the Olympic Games in 1992, spectators can get super-close to the **UniCredit Youth & Puig Women's America's Cup** with some twelve teams from all over the world competing in the dynamic AC40 class–a stroll out to the Port Olímpic is not to be missed.

The event Race Village will be located along Moll de la Fusta and will allow a FREE experience accessible for everyone, connecting people to the boats, the teams and the event itself with multiple activations, live screens and stages. Walking around the Port Vell and looking across the harbour, spectators can see the team bases and their inner workings up close–it's well-worth a stroll in the early morning or evening as the boats dock-in as these bases become a hive of activity. Let's take a look at all the bases...

Emirates Team New Zealand, holders of the America's Cup, selected their base on 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 Maremàgnum. And it is here on this busy stretch where both INEOS Britannia and Alinghi Red Bull Racing are both housed with the superyacht harbour out to the south and the classy Real Club Nàutic 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 is housed.

Alinghi Red Bull Racing are nestled between the aquarium and the shopping centre in a large base decked-out in their distinctive blue livery with the Red Bull branding prominently on display–expect plenty of team activations as the regatta progresses.

For **Luna Rossa Prada Pirelli** and NYYC American Magic, both teams have opted for bases further around the port on its southern flank out towards the imposing W Hotel just yards off the beachfront. The Italians are housed to the western end of the port entrance just down from the Barcelona Nàutic Centre in an area and you can't miss the stylish Italians as their all-white building with the team logo is complemented by the only all-white crane in the harbour. A nice touch.

NYYC American Magic have made their home within the Marina Barcelona 92 (MB92) superyacht facility. The base area will be accessed off the Passeig de Joan de Borbó 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, are based on the Moll de Ponent near the bridge to the commercial docks. The area is across the busy port to the west of the World Trade Centre and is best viewed by boat on the way out to watching the America's Cup racing on the water.

The racing itself will take place on the America's Cup race course just yards off the beachfront of the La Barceloneta offering ample opportunity for spectators to watch the racing all along the beachfront. It is one of the great natural amphitheatres for sailing anywhere in the world and with the boats easily sailing at speeds in excess of 100 km/h, it is set to be the most unrivalled sporting spectacle of 2024.



04

TIMELINE

WHEN: AUGUST TO OCTOBER 2024

On 22nd August 2024, all eyes will be on Barcelona for the opening ceremony before racing starts. The final **Preliminary Regatta** and the Louis Vuitton Cup (Challenger Selection Series) will follow, leading up to the Louis Vuitton 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** (22–25 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. These Preliminary Regattas will give an early indication of speed and form among the competing teams.

By June 2023, all the teams had their base set up and are training in Barcelona. 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.



04

TIMELINE

KEY DATES 2024

PRELIMINARY REGATTA BARCELONA
22–25 August •

LOUIS VUITTON CUP
ROUND ROBINS
29 August – 8 September •

LOUIS VUITTON CUP SEMI-FINAL
14–19 September • FIRST 2 TO WIN 5 RACES

LOUIS VUITTON CUP FINAL
26 September – 5 October • FIRST TO WIN 7 RACES

LOUIS VUITTON 37TH AMERICA'S CUP MATCH
12 October – 21 October • FIRST TO WIN 7 RACES

UNICREDIT YOUTH AMERICA'S CUP
17–26 September • •

PUIG WOMEN'S AMERICA'S CUP
5–13 October • •

• Official practice days precede the start of race days
• Reserve dates are scheduled if required



05

THE PATH TO THE AMERICA'S CUP

EVENT FORMAT

The Louis Vuitton 37th America's Cup will comprise several events culminating in October 2024's Louis Vuitton America's Cup Match between the Defender, Emirates Team New Zealand and the Challenger, the winner of the Louis Vuitton Cup, to be decided.

Leading up to the main events, two Preliminary Regattas were held in the second half of 2023 at Vilanova i la Geltrú in Spain and Jeddah in Saudi Arabia where the America's Cup teams raced equalised on-design AC40s in fleet and match-races to both spread the message of the America's Cup and also to get an early indication of sailing form. NYYC American Magic won the first of these regattas in Vilanova i la Geltrú before Emirates Team New Zealand secured the win in Jeddah. A third Preliminary Regatta will take place in Barcelona from the 22–25 August 2024 but this time, the teams will all be racing in their brand-new AC75s, the boats they will use in the racing for real.

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

Two Preliminary Regattas have already been raced–**Vilanova i la Geltrú** and **Jeddah**–in 2023 and both of these regattas were held in the one-design AC40 class. A third Preliminary Regatta, scheduled for 22–25 August 2024 will be held in Barcelona and sailed in the new AC75s built specifically for the Louis Vuitton 37th America's Cup.

LOUIS VUITTON CUP (CHALLENGER SELECTION SERIES)

The selection series will determine the team to face the Defender, Emirates Team New Zealand, in the Louis Vuitton 37th America's Cup Match.

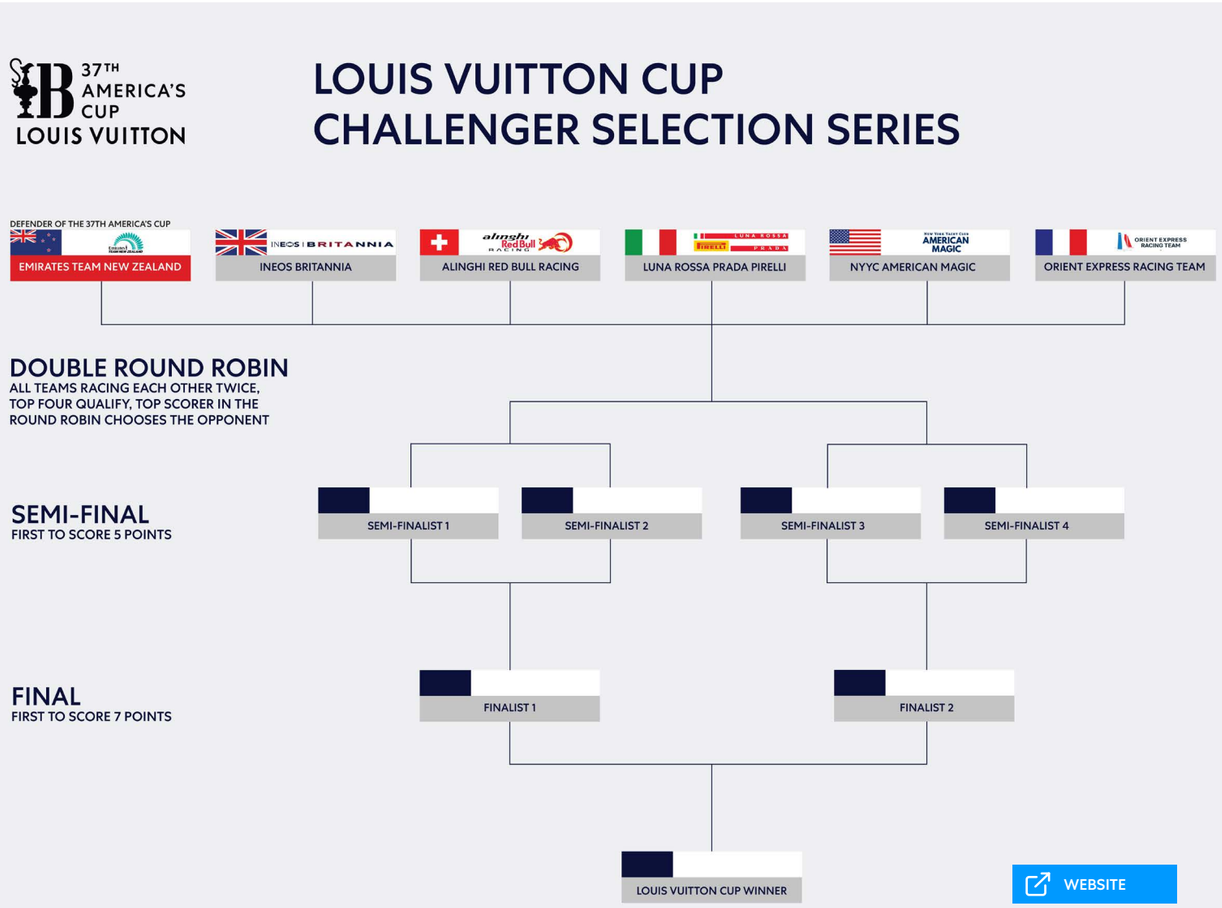
It will consist of two Round Robin stages, with the first elimination after the second Round Robin, to decide the four semi-finalists. The winning boat from the Round Robin stage gets to select the opponent they wish to race and at the conclusion of the semi-finals, two challengers will meet in the final for the prestigious Louis Vuitton Cup. The winner gets not only a magnificent trophy but also the right to challenge Emirates Team New Zealand in the Louis Vuitton 37th America's Cup.

LOUIS VUITTON AMERICA'S CUP MATCH

The America's Cup is the race where famously "there is no second." Either you win or you lose, and it has been this way for some 173 years.

Starting on 12th October 2024, a national holiday in Spain, the Defender, Emirates Team New Zealand, will face the winner of the Challenger Selection Series in a 13-race one-on-one 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 and become the Defender of the 38th America's Cup.

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.





06

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, with **INEOS Britannia**, from the United Kingdom as 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 (GBR), **Alinghi Red Bull Racing** (SUI), **Luna Rossa Prada Pirelli** (ITA), **NYYC American Magic** (USA) and **Orient Express Racing Team** (FRA).

Every team for the Louis Vuitton 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 Louis Vuitton 37th America's Cup in Barcelona begin! •

EMIRATES TEAM NEW ZEALAND
DEFENDER

INEOS BRITANNIA
CHALLENGER OF RECORD

ALINGHI RED BULL RACING

LUNA ROSSA PRADA PIRELLI

NYYC AMERICAN MAGIC

ORIENT EXPRESS RACING TEAM
CHALLENGERS



DEFENDER

EMIRATES TEAM NEW ZEALAND

ROYAL NEW ZEALAND YACHT SQUADRON (RNZYS)

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 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 to win and defend 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 as a mighty force in sailing and design innovation. The winning helmsman from 2021, Olympic gold and silver medallist Peter 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 and the tight helming unit has been complemented by the likes of Blair Tuke and Andy Maloney, two outstanding Trimmers and Flight Controllers throughout their training. The wider team has real strength in depth with huge competitiveness between the Cyclors, driving the whole team forward.

Emirates Team New Zealand, for sure, will field the strongest possible line-up of sailors across the America's Cup, as well as in the **UniCredit Youth and Puig Women's America's Cup** events where the selection process was thorough and has produced stand-out talent of Olympians and world champions in both the women's and youth teams.

Off the water, the team has talent and lengthy Cup experience all through the organisation with many seasoned campaigners and Cup winners from previous campaigns returning, and defines the word 'team' with a flat structure and a culture of hard work and equality. Kevin Shoebridge, now in his tenth America's Cup campaign, is a steadfast leader of the team as Chief Operating Officer.

Emirates Team New Zealand were the first to receive the new AC40 class at the end of 2022 and then throughout 2023 trained in both Auckland and Barcelona, combining AC40 and AC75 training seamlessly. At the first Preliminary Regatta in Vilanova i la Geltrú in 2023 they were seen as the team to beat but in a topsy-turvy regatta, ended up second by one point to NYYC American Magic. Determined to do better, they came to the second Preliminary Regatta in Jeddah, Saudi Arabia, and made the final, beating Luna Rossa Prada Pirelli with a fine display of accurate sailing and execution of manoeuvres.

The team, as always, have shown both innovation and a deep commitment to improving sailing technique throughout the campaign with highly technical and beautifully built foil designs alongside sail development and systems control packages of the highest order. Dan Bernasconi, the Chief Designer for Emirates Team New Zealand has assembled once again a formidable design and performance engineering team with the likes of Bobby Kleinschmidt and Elise Beavis being key on-water liaisons between the sailors and the designers. Burns Fallow is back for his 'last' America's Cup as the team's sail designer.

In early April 2024, Emirates Team New Zealand highlighted their super-efficiency by launching, tow-testing and sailing their new AC75 'Taihoro' all in one day on 12th April. They then sailed for a total of 14 out of 18 days, getting through the commissioning phase, working up the systems and starting race practice. The team's efficiency is a response to battling the clock as they still have the shipping time to Barcelona to consider but are expected to be on the water in early July at the venue ahead of their initial racing in the Preliminary Regatta at the end of August and the first Round Robin races of the Louis Vuitton Cup.

The next time after that we will see Emirates Team New Zealand compete in Race 1 of the Louis Vuitton 37th America's Cup Match starting on October 12th.



CHALLENGER OF RECORD

INEOS BRITANNIA

ROYAL YACHT SQUADRON (RYS)

INEOS Britannia, representing the Royal Yacht Squadron Ltd is the Challenger of Record for the Louis Vuitton 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, FC Lausanne-Sport and most recently Manchester United Football Club.

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 Louis Vuitton 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 Louis Vuitton 37th America's Cup with the deepest of resources. Geoffrey Willis is currently the acting Chief Technical Officer for the sailing team–a role he first enjoyed in the F1 team whilst leading the design concept for INEOS Britannia's one-build AC75 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 has responsibility as Chief Operating Officer of the team.

Winter training was conducted initially out of the team's Palma base in their radical-formed prototype testing 'LEQ12' platform that the team named 'T6' before switching to their base in the Port Vell, Barcelona. The arrival of the new AC40 'Athena' which was bought for the Athena Pathway Youth & Women's teams to compete on, opened the door to two-boat training and after two average results in the opening Preliminary Regattas in Vilanova i la Geltrú and Jeddah, the team started 2024 putting match-race and pre-start practice high on the sailing agenda.

With live data links back to both the base in Barcelona and on to the Mercedes Applied Science team in Brackley, Northamptonshire, through what they call 'Mission Control,' 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.

In April 2024 INEOS Britannia took delivery of their new AC75 having brought it from an airfield in Northamptonshire where the fit-out took place to their base in the heart of Port Vell, Barcelona. An efficient launch and commissioning process of the boat they call 'RB3' followed in early May and the team have been training hard ever since, pushing the boat harder. A radical design, the boat has a slightly different set-up to the others with the trimmers situated in the aft pods, the helms forward and the two cyclors either side in the middle two pods. The hull design is a nod to aero innovation with a drop-nosed bow and a beautiful run-off down the main cockpit–perhaps an influence of extensive Formula 1 influence by the Mercedes Applied Science division.

As Challenger of Record, INEOS Britannia is a key component of the success of the Louis Vuitton 37th America's Cup in Barcelona and were heavily involved right from the start in the direction of the **Protocol** working with Emirates Team New Zealand, as Defender, highly 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

ALINGHI RED BULL RACING

SOCIÉTÉ NAUTIQUE DE GENÈVE (SNG)

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 wider 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 highly experienced coaches, campaigners and winners from past America's Cups to create one of the most dynamic teams in the event with wonderful activations embracing the wider Red Bull family off the water. The purchase of the first-generation New Zealand AC75 yacht 'Te Aihe' which was quickly re-named 'BoatZero,' was the first step into the elite world of the modern-day monohull foiling America's Cup class 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 but equally showed that they were fast-learners and highly talented. The introduction of former NYYC American Magic skipper, Dean Barker, and former Luna Rossa Prada Pirelli sailor, Pietro Sibello, allowed the Swiss to bridge the learning gap quickly whilst the addition in 2023 of Phil Robertson into the Driving Group has sharpened up match-racing and short course tactics.
Designated skipper Arnaud Psarofaghis has adapted quickly to a figurehead role within the team supported by key sailing team members such as Lucien Cujean, 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. The Power Group have been undergoing extensive training throughout the campaign with the help of the Red Bull Athlete Performance Centre in Austria and plenty of hill riding camps. The Power Group includes: Nils Theuninck, Nico Stahlberg, Augustin Maillefer, Arthur Cevey, Florian Trüb, Barnabé Delarze, Théry Schir, Paul Jacquot and Franco Noti.

Results at the Preliminary Regattas in Vilanova i la Geltrú and Jeddah were promising with Alinghi Red Bull Racing always near the front of the fleet and on occasions leading mid-race. Poor execution at crucial moments was the take-away from both events and the team maintained a base in Jeddah to secure vital two-boat winter training as temperature dropped in Europe through early 2024. Noticeably, the team ramped up their manoeuvres, pre-starts and overall execution in those sessions.

Extensive selection trials were held in Switzerland in 2023 for the Alinghi Red Bull Racing Youth & Women's teams under the guidance of Mathias Bühler and Coraline Jonet and are expected to perform well with plenty of simulator and on-water foiling time being allocated in the lead-up to the events.
Key management positions include the experienced Silvio Arrivabene and Michel Hodara as co-General Managers. Hans-Peter Steinacher, a double Olympic champion and Brad Butterworth, a former winner as tactician when the 'Alinghi Team' won in 2003 and in 2007 sit on an oversight board with Ernesto Bertarelli and representatives of the Red Bull brand. Mr Bertarelli has regularly joined the Alinghi Red Bull Racing team for training sessions in both the **AC75** and **AC40**.

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 NYYC American Magic designer Marcelino Botín and co-ordinated by another former NYYC 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 was built at the Décision SA Yard in Ecublens, Switzerland, and they were the first to reveal their boat in April 2024.

What they subsequently launched was arguably the most radical design of all the new generation AC75s. The most distinctive feature is the cut-away pods at the stern that lead to a clean transom whilst the moulding of the bow sees air-flow being caressed into the jib over smoothed gunwales and 'bumps' at the peak. A full-length bustle tapers from a stepped chine at the bow all the way back to the transom underbody with the rudder mounted beneath the bustle. Through commissioning, Alinghi Red Bull Racing were rock solid and found stability of flight quickly as the young team got to grips with the nuances of their new boat with a remarkable efficiency.

Alinghi Red Bull Racing are seen very much as the dark horses for the Louis Vuitton 37th America's Cup in Barcelona and with a winning pedigree could well be a potent force in the competition.



CHALLENGER

LUNA ROSSA PRADA PIRELLI

CIRCOLO DELLA VELA SICILIA (CVS)

The beaten finalist from 2021, Luna Rossa Prada Pirelli, is back for the Louis Vuitton 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 consistently upgraded foils and sail control systems whilst the settled sailing team 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.

However, a new sailing sensation came to the fore at the Preliminary Regatta in Jeddah, in the form of 20-year-old Marco Gradoni who helmed alongside Ruggero Tita and took Luna Rossa Prada Pirelli to the Final in stunning fashion. The Italians looked like they had found a boatspeed advantage in the **AC40** and it took every ounce of sailing skill and experience from Emirates Team New Zealand to secure the win.

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 an occasional sailor on the test-boat, and Philippe Presti, now in his sixth America's Cup has returned as team coach concentrating on performance alongside Jacopo Plazzi, both working closely with the helming team.

Design has been co-ordinated by the highly experienced Horacio Carabelli who leads a design team that draws in all the elements of CFD, structural engineering, aero, computer simulation, VPP, naval architecture, systems, sail design and performance. In April 2024 what was revealed was a stunning, aesthetically outstanding AC75 completed with a silver livery and revealing a conservative but highly efficient aero design hull that has proved to be easy to manage in flight and incredibly stable. The commissioning was quick and within two days, the team revealed their first foil iteration with an interesting forward facing guide protrusion on the knuckle above the foil which breaks the water surface. The sail programme looks on point with naked carbon sails radiating a complimentary aesthetic grey colour scheme. Training continued through May before the team relocate to Barcelona for the summer.

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

NYYC AMERICAN MAGIC

NEW YORK YACHT CLUB (NYYC)

New York Yacht Club American Magic was formed in 2018 by principals Hap Fauth, Roger Penske and Doug DeVos with the intent of regaining 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 that they were leading by a significant margin 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 eyes, 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 Louis Vuitton 37th America's Cup with Tom Slingsby–an Olympic gold medallist and International Moth World Champion as well as being Yachtsman of the Year in 2021 and 2023–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 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 AC75 cyclors at full-scale into their on-water training and have spent time refining systems and power-delivery with the resources of cycling brand SRAM. Delivery of the teams' **AC40s** in the spring of 2023 upped their testing and race preparation programmes further under the ever-watchful eye of Terry Hutchinson, President of Sailing Operations.

Key sailors include Flight Controllers Andrew Campbell, Riley Gibbs and Michael Menninger alongside 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 has seen 'Quantum Racing powered by American Magic' provide the development pathway for the 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 **UniCredit Youth and Puig Women's America's Cup** events. Harry Melges IV is very much the figurehead for the youth team alongside Finn Rowe, Kyle Navin, and Severin Gramm.

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, is 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, New York City.

In May 2024, Clare Harrington, Vice-Commodore of the New York Yacht Club christened the new AC75 'Patriot' and the yacht immediately hit the water and went straight into tow-testing and a first sail, underlining the efficiency from top to bottom of the NYYC American Magic syndicate. A radical take on the power trains sees recumbent cyclors facing aft and the helm and trim teams sitting side by side rather than in a line astern. Patriot's foil package is neat with harlequin style foils blended into the sharply-pointed bulb with minimal side-walling. The first commissioning sails saw the platform rock-solid in flight and fast straight out of the box.

This is a mighty challenge for the Louis Vuitton 37th America's Cup and arguably the best chance in decades of regaining the famous trophy for the club's magnificent West 44th Street, Manhattan clubhouse.



ORIENT EXPRESS RACING TEAM
OFFICIAL FRENCH CHALLENGER

CHALLENGER

ORIENT EXPRESS RACING TEAM

SOCIÉTÉ NAUTIQUE SAINT-TROPEZ (SNST)

Led by Stephan Kandler and Bruno Dubois, the Orient Express Racing Team were the final entrant to the Louis Vuitton 37th America's Cup but are bristling with talent. 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.

France's illustrious history in the America's Cup dates back to the period 1968-1970 with multiple challenges since. This time, the French challenge will benefit from a latest generation technology package provided by the design office of Emirates Team New Zealand which has allowed Orient Express Racing Team to gain valuable time on the design process and start on more equal terms with the other challengers.

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 with the main hull being built at the famous Multiplast Yard in Vannes in the Morbihan region. Multiplast have been at the forefront of yachting technology for years and are the go-to partners for the global multihull and monohull offshore grand prix campaigns.

The team took delivery of their **AC40** in August 2023 and almost immediately, with the minimum of training time, began racing at the first Preliminary Regatta in Vilanova i la Geltrú. Undoubtedly, to date, the highlight of the campaign was a stunning win in the opening race and a decent showing in the overall results there. The lack of time-on-the-water showed at the second Preliminary Regatta in **Jeddah**, Saudi Arabia, and the team are under no illusions as to the learning curve they are on in comparison with the other teams.

With Orient Express, part of the French company Accor Group and increased sponsorship through L'Oréal, the cosmetics company, Photomaton Me Group, and Alpine, part of the Renault car group, plus the very public support of the French President Emmanuel Macron has given the team all the firepower they need to cause upsets come the Louis Vuitton Cup in September 2024.

The Orient Express Racing Team AC75 launched at the end of May 2024. In the lead-up to the launch, the sailing team continued training on their AC40 having taken it out of class and into **LEQ12** developmental mode. This boat will be returned to one-design to be used as the platform for the **UniCredit Youth and Puig Women's America's Cup**, at which the French team is expected to perform well. After extensive selection trials, the final 13 athletes were announced in December 2023 full of Olympic, match-racing, world, european and youth champions.

Orient Express Racing Team's base in Barcelona became operational in summer 2023, whilst afloat, the sailing team alternated between training onboard the AC40 in Barcelona and international racing on the foiling SailGP circuit. The learning curve for the whole team is steep and bridging the gap to the other Challengers will be tough but the team are confident of causing upsets and will, for sure, take scalps all the way through the Louis Vuitton Cup. Orient Express Racing is undoubtedly one of the most exciting and likeable teams in this Louis Vuitton 37th America's Cup cycle.

In late May, Orient Express Racing Team played their trump card and revealed their AC75 to the world as an almost exact sister-ship to the Emirates Team New Zealand designed AC75 'Taihoro'–its hull form virtually discernible from the Defender's yacht. Replete with a stunning royal navy blue and black livery, the yacht was officially christened with Moet champagne by Quentin Delapierre surrounded by the Senior team and the Youth & Women's team members. The first sail of the new boat was in June and the hard work started to bridge the training, technique and manoeuvre gap to the other challengers. This charismatic challenge for the Louis Vuitton 37th America's Cup is one of THE stories of this cycle with a thrilling generation of French talent emerging on the world stage.

One to watch for sure and with a long-term ambition and partnership secured through an alliance with one of France's most dynamic and technological sailing regions, Lorient Agglomération. The agreement will see the team based at the heart of the new 'Péristyle' eco-neighbourhood in Lorient from 2025.



07

AC75, AC40 & LEQ12

THE 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 AC75s 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 Louis Vuitton 37th America's Cup in Barcelona, albeit with several improvements such as reducing crew numbers, lightening the overall hull weight, and increasing the size of the foils, to promote faster flight and incorporate upgraded technology. But the Defender and Challenger of Record went one step 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 knot mark almost immediately straight out of the box under the skilful command of Emirates Team New Zealand in September 2022.

In 2023, no less than ten AC40s were delivered to the America's Cup teams and at the Preliminary Regattas in **Vilanova i la Geltrú**, Spain, and especially in the high winds at **Jeddah**, Saudi Arabia, they showed that foiling monohull racing was unarguably the most exciting and closest spectacle on water. Late in 2023, World Sailing named the AC40 as the 'Boat of the Year 2023'–an accolade richly deserving of this ultimate foiling yacht.

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 **UniCredit Youth and Puig Women's America's Cup**, based out of the Port Olímpic, with a full-on series that sees fleet racing between twelve teams (in two groups) before match-race finals being held between the Louis Vuitton Cup Final and the Louis Vuitton 37th America's Cup Match. Maximum exposure therefore is guaranteed for the next generation of America's Cup sailing talent.

HOW MANY NEW AC75s CAN A TEAM BUILD?
When agreeing the new format for the Louis Vuitton 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 an impossibly high financial barrier to entry.

At the 36th America's Cup teams were allowed to build two AC75s but in the final Protocol for the Louis Vuitton 37th America's Cup, it was agreed that teams **could only build one AC75 to compete in the Louis Vuitton 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 AC75 build rule for the Louis Vuitton 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 AC75s BE USED AND/OR MODIFIED?
The first generation AC75s used at the 36th America's Cup in 2021 were permitted to be used for training purposes by all teams in the run up to the Louis Vuitton 37th America's Cup in Barcelona. Three teams–Emirates Team New Zealand, NYYC American Magic and Alinghi Red Bull Racing–opted to re-launch 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 have been strict rules on developing these first-generation boats with a restricted number of foil wings, flaps, rudders, foil arms, masts, hull surfaces and sails, however they have proven useful for systems testing at full-scale for componentry such as the cyclors, electronics, foil system and sail controls.

WHEN DOES AN AC40 BECOME AN LEQ12?
In relation to the AC40, these boats are delivered in one-design format, but some teams elected to take them out of one-design to test out componentry and in this case, those AC40's were immediately deemed as 'LEQ12s' until returned to full 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 the yachts to be used in the Preliminary Regattas or the **UniCredit 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.

07

THE 37TH AMERICA'S CUP BOATS

AC75

On the 15th 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, and some say 'radical,' from what we saw in Auckland in 2021. The foils will be considerably larger and lighter to promote quicker lift and faster flight. The boats will be all-up 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 eleven to eight, to save weight again with an eye on promoting earlier flight and the move to reduce the crew, means cyclor power is back in the America's Cup again across all of the AC75s, an innovation first introduced by Emirates Team New Zealand in 2017.

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. Efficient delivery of power from the cyclors to the control systems is a key battleground and where the influence of Formula 1 engineering may be most influential–gear boxes, power-trains, hydraulic containers and battery optimisation are all in focus.

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, from the outset, is at a premium. The boats will be expected to fly at speeds well in excess of 50 knots in winds that average 12-15 knots in the late summer in Barcelona.

The design challenge is real, however, and the resources being employed for the Louis Vuitton 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 AC75s 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

WHAT ARE THE DIFFERENCES BETWEEN THE OLD AC75s AND THE NEW AC75 BOATS:
- Enhanced hull design to optimise performance in varying wind and sea states and built specifically for expected Barcelona conditions. Hull length is 20.7 metres (68 feet approx.) plus a 2 metre (6.5 foot approx.) bowsprit.
- Maximum beam of the AC75 is just 5 metres.
- New lighter foils with an increase in span to 4.5m, facilitating lift out of the water and a 250mm shorter depth.
- The rudder is a centrally mounted T-foil with a maximum depth of 3.5 metres and a maximum span of 3 metres.
- Upgraded electronics, hydraulics, and software systems for improved control and manoeuvrability.
- Reduced crew size from eleven to eight sailors
- Cyclors (replacing grinders) to power all of the AC75 above-deck components: mast rotation, mainsheet traveller, jib and mainsail trim, rig tension, forestay tension.
- AC75 mast is 26.5 metres in height
- All-up weight is 6.5 tons
- The soft sail design comprises twin mainsails and a headsail (jib), resulting in a total sail area of approximately 230m².
- Total man-hours to build an AC75 vary between 65,000–75,000hrs
- Estimated design hours are in excess of 100,000hrs
- Design and build team sizes vary from 30-100+ and consist of: CFD analysts, engineers, naval architects, AI resources, and boatbuilders.
- Top speeds in top-end conditions (above 18 knots) are expected to exceed 53 knots.



07

2023 PRELIMINARY REGATTAS, TESTING, YOUTH & WOMEN

AC40

Since launch in late 2022, the AC40 has been a sensation. Named as the World Sailing 'Boat of the Year' in 2023, its pedigree shone at the first two America's Cup Preliminary Regattas in Vilanova i la Geltrú, Spain, and Jeddah, Saudi Arabia. What was delivered by the 'works' America's Cup sailing teams was some of the closest and most dynamic racing ever seen in the world of sailing with eye-watering closing and outright speeds.

Outside of racing and race practice, several of the America's Cup teams in this cycle such as NYYC American Magic, INEOS Britannia, Alinghi Red Bull Racing, Orient Express Racing Team and Emirates Team New Zealand elected to conduct foil and sail testing on their AC40s–taking them into what is called 'LEQ12 mode.'

However, the main reason for the introduction of the AC40 has been to provide a pathway for both women and youth (under 25) into the America's Cup and the yachts will be used for both the re-introduced **UniCredit Youth America's Cup** and the inaugural **Puig Women's America's Cup**. The AC40s will be sailed in a strict one-design, fully equalised format for these events that will feature some twelve teams, split into separate six-boat fleets for an initial series to decide the top two. They will then proceed into one-on-one match-racing with the Final being run for the UniCredit Youth America's Cup in between races in the Louis Vuitton Cup and the Puig Women's America's Cup Final being held in-between the Louis Vuitton 37th America's Cup Match.

The genesis of the AC40 saw the hulls being built by McConaghy Boats with the foils and systems created by the Emirates Team New Zealand North Shore Facility and were delivered to teams in a strict order of entry to the America's Cup. Early trials saw immediate speeds recorded in the 'high-40-knot' bracket and this has continued throughout 2023 with some astonishing speeds and extremely close racing being observed. It is anticipated that the AC40 class will form a global circuit after the America's Cup with several confirmed orders from private owners currently in build.

For the UniCredit Youth and Puig Women's America's Cup, aside from the six confirmed entries from the America's Cup competitors, yacht clubs from around the world were 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 addition to youth & women's teams from the confirmed America's Cup entrants, the following entries were also received from:

- Royal Barcelona Yacht Club
- Royal Netherlands Yacht Club & Royal Maas Yacht Club
- Royal Vancouver Yacht Club
- Kieler Yacht Club 3.V & Norddeutscher Regatta Verein
- Royal Gothenburg Yacht Club
- Cruising Yacht Club of Australia

Situated at the Port Olímpic, with easy access for the public to come and see and be a part of the action, the UniCredit Youth & Puig Women's America's Cup events promise to be a highlight of the Louis Vuitton 37th America's Cup in Barcelona. They have already attracted the next generation, the foiling generation, and teams are busy practising on specially built simulators and programmes, readying themselves for what promises to be some of the closest fought battles of the summer in 2024. For certain, future winners, and legends of the America's Cup will announce themselves to the world at the UniCredit Youth & Puig Women's America's Cup. Make sure you see them in action.

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



KEY FEATURES OF THE AC40:

- **ALL UP** The hull length is 11.3 metres with a 3.38 metre beam and an 18 metre mast. The boat has an all-up weight of just 2 tons and is sailed by a crew of four comprising two helmsmen and two trimmers. There is no requirement for power as it is all battery operated. In light winds the AC40 is expected to be able to sail at up to 26 knots at 46° upwind and 30 knots boat speed at 138° downwind. At the upper limits of 20 knots TWS, the boat speeds are expected to escalate to 39 knots upwind at 41° and 44 knots at an angle of 155° downwind.

- **HYDRAULICS** Hydraulics are at the heart of the AC40 control systems, with most hardware being operated by electrically assisted hydraulics, supplied by Cariboni. Controls include: Foil arms, autopilot control, all sail controls and mast rotation. These are all operable using a push button control system, whilst sitting at either the helm or crew positions.

- **FOILS** Each AC40 is supplied ready to sail, with two foil arms, wings and flaps and the T-foil rudder blade. The foil arm is a carbon composite construction with the foil wings and flaps a mixture of carbon and stainless steel for strength and durability. The foil arms connect to two bearing points, one on the hull and the other onto the hydraulic rams directly to control overall foil position. The T-foil rudder is a carbon/steel construction, with a solid wing fixed into a stock and hull mounting at deck level.

- **ELECTRONICS** One of the key points with the new AC40 is the reliance on battery power versus manpower, so gone are the days of requiring a small army of crew. Each boat is provided with a lithium battery pack and the required charging unit and power reserves are designed to last around 8 hours, so even a long day's racing is more than taken care of. Power is used to accumulate hydraulic pressure and operates the boat's PLC (Programmable Logic Controller) unit which handles all sail, board and mast controls.

- **MAST AND RIGGING** Provided by Southern Spars, the rig on the AC40 is a high-modulus D Section spar, which flies two mainsail skins simultaneously. Coupled with internal composite battens it allows sail camber and twist to be manipulated far more than a conventional sail. A single boom is fitted inside the two skins which allows for mainsheet attachment, traveller attachment and outhaul control. The mast is built in two sections that allows for easy break-down when shipping/trucking the AC40.

- **SAIL PLAN** The AC40 has a standardised one-design sail inventory, consisting of five sails–two mainsail skins and three headsails. Class sails are provided with North Sails using a mixture of C-Tech and custom-built hardware.

- **SAIL AREAS** Mainsail: 63 m², J1: 38m², J2: 32m², and J3: 26m².

07

TESTING ONLY

LEQ12

Entrants for the Louis Vuitton 37th America's Cup were required in the rules to build one AC75 and purchase 'at least' one AC40 but within the rules there was also the opportunity for teams to build just one 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. Two teams–INEOS Britannia and Luna Rossa Prada Pirelli–elected to build dedicated LEQ12's and these boats were loaded with sensors, cameras and measuring devices in order that the design teams could collate data and calibrate their design software packages in a real-world environment. It also gave the yacht builders a chance to work with the design and engineering teams in a scaled-down environment where vital lessons could be learned ahead of starting the build on the team's AC75 of which only one boat can be built per team for 2024.

For the sailors too, it has been 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 were 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 was a much 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.

All the other teams elected to adapt their AC40 yachts to take them out of class and into LEQ12 mode in order to test all manner of components including foils, rudders, electronics, systems controls and sails in order to extract vital design data that would inform their decisions for the AC75 yachts.

The LEQ12s thus became not only a new nautical term in the international yachting lexicon but also a vital link to the final design of the America's Cup race-boats that will contest the Louis Vuitton 37th America's Cup in Barcelona.

IN NUMBERS

- Hull: **L**ess or **EQ**ual to **12** metres in overall length



MEDIA CLOUD

07

AC75, AC40 & LEQ12

TECHNOLOGY

Since the very first race in 1851 around the Isle of Wight, England, technology has been at the forefront of success in the America's Cup. Today, in 2024, no technological stone is left unturned and all of the teams are using recent significant advances in Artificial Intelligence to produce simulation for both the overall design of the yachts, the sails and even race simulation for the sailors to practice on. All the teams have dedicated simulators that are mocked-up to precisely reflect the design and attitude of the boat and it's here where many believe the Louis Vuitton 37th America's Cup will be won and lost. The Youth and Women's Teams have also been gaining valuable time on their simulators and even formed an unofficial league, challenging each other to daily races on virtual racecourses.

Onboard the AC75s everything is measured with the boats literally covered in sensors measuring both performance data of the boat plus individual loadings on components and pressures in hydraulic cylinders. For the sailors when racing they will be looking at rig loading, target speeds, VMG (Velocity Made Good), SOG (Speed over the Ground) and weather data–vital when speeds can reach upwards of 50 knots.

They will also have the onboard race management software detailing the exact position of the start and finish line, the boundaries and the turning gate markers. Shoreside, the boats are monitored in real time with the likes of INEOS Britannia having two Mission Control Centres in both Barcelona and in Brackley, Northamptonshire monitoring every conceivable data collection point on the boat from the sail shapes, to hull stresses, to rig loads, hydraulic pressures and electronic aide stability. They also measure ride height of the boat, pitch, fore and aft modding, rudder rake, foil cavitation/performance and foil arm immersion depth.

As an example, the Orient Express Racing Team estimated that on average the following data was captured from onboard their AC40 on any given sailing day. We can assume that the number of data points on an AC75 are exponentially higher:

. 4 gigabytes of data
. 3,000 variables
. 20 gigabytes of video data



08

TEAM ROLES

WHO DOES WHAT, WHEN, AND HOW

The core make-up of teams in the America's Cup can number up to 120 each with extended research and development teams taking that number, in some cases, above 200–and there are a wide variety of skills employed.

Each team has a maximum numbers of eight sailors on board the **AC75**–with a number of reserves on stand-by on any given race day. Four of the crew on the new AC75s are 'Cyclors' powering the sail control, mast and hydraulic functions of the yacht. In contrast the **AC40** has just four sailors (two helms, two sail trimmers)–as all the functions of the AC40 are powered by batteries and require no manual power generation.

All of the sailors competing at the Louis Vuitton 37th America's Cup are professional, and most are multiple World Champions and Olympic medallists (even amongst the Cyclors) and some are winners of previous editions of the America's Cup. Here is the make-up of the crew:

HELMSMAN On a race-day, the AC75 will have two helmsmen–one sitting on the port side and the other on starboard. The communication between these two sailors is key as they sit remotely from each other and only have 180 degrees of vision as the rest is covered by the huge deck-sweeping sails. The helmsmen steer the boat and have multiple functions on their steering wheels, just like in F1, where they can trim the pitch, cant and angle of the boat at the press of a button. All of the sailors who make it to the America's Cup are world class athletes, legends of sailing across multiple classes with many having Olympic medals.

FLIGHT CONTROLLER/TRIMMER There are two Flight Controller/Trimmers onboard an AC75 and they are responsible for keeping the boat up in flight on the foils and achieving target speeds through trimming the sails effectively. They work in conjunction with the helmsmen and can also assist in tactical decisions, spotting wind pressure and boat-on-boat decisions.

CYCLORS New to the Louis Vuitton 37th America's Cup (but first seen at the 35th America's Cup in Bermuda), the Cyclors are the power behind the sail controls, mainsail traveller, mast rotation and some additional mechanical outputs. The Cyclors are world-class athletes drawn from the most demanding physical sports such as rowing, long-distance running and cycling and effectively power all of the boat's functions other than the foil arm mechanism.

DESIGN TEAM Depending on the profile and budget of the syndicate, Design teams vary in size with the best funded teams employing several dozen specialist designers concentrating on specific areas of the boat be that hydro-dynamics, aero-dynamics, systems or foil development. The principal naval architects are undoubtedly some of the best in the world who work across all forms of yacht and ship design and bring the very latest learnings to the America's Cup's unique design brief. The advent of Artificial Intelligence and super-computing means that many thousands of permutations of design can be assessed efficiently so the output from the design offices of all the teams should reflect the very cutting-edge of innovation and foiling yacht race design.



08

TEAM ROLES

WHO DOES WHAT, WHEN, AND HOW

SHORE CREW Supporting the sailors are a huge number of shore crew who are responsible for launching the boat every morning with the giant crane, stepping the mast and the support Rigid Inflatable Boats (RIB)–also with the crane–and then making sure all the systems are operational before dock-out. At the end of the day, the shore team take over to de-rig, check everything, clean and store the boat ready for racing the next day.

ON-WATER TEAM Each team has its own dedicated on-water team that tow the boats out to the racecourse via a RIB. Onboard the RIB are the Driver, Team Coach, Safety Diver, and any number of Technicians and Engineers. Usually around six to eight people are on the support boat.
One of the great features of the Louis Vuitton 37th America's Cup is the ability to film on board both the AC75 and also from the Chase Boats. Live interviews are conducted after each race with the skippers/helmsmen but equally, during the race, the commentary team can cut to the Chase Boats to get analysis from the team bosses, performance engineers or coaches.

SAILMAKERS Each team will have on-site sailmakers and sail designers who are capable of performing any overnight repairs or re-cutting of the sails if required.

MECHATRONICS ENGINEERS In short, the mechatronics team make sure that when the sailors press a button, the function happens. It is a highly technical field and in the heat of Barcelona, electronic connections and functions will be tested. Mechatronics Engineers are highly skilled and vital to the function of both the AC75 and the AC40 yachts.

COMPOSITE BOAT BUILDING SPECIALISTS Both the AC75 and AC40 class of yachts are made completely out of carbon fibre, similar to Formula 1 cars, and each team has their own specialist Composite Boat Building Team who are capable of fixing any breakages either on-the-water or overnight if required.

HYDRAULICS ENGINEERS Both the AC75 and AC40 utilise complex and advanced hydraulics systems–in particular to lift and drop the foil arms plus several rig controls such as forestay and rig tension. Having smooth hydraulics is vital to America's Cup yachts at a regatta level and the hydraulics teams are on-site early to test the yachts before dock-out, through the day and at dock-in.

SOFTWARE TECHNICIANS Both the AC75 and AC40 run a number of software packages from the Foil Cant System through to live wind-speed, boat-speed, heel angles, cant angles, True Wind Angles, immersion depths and other software applications. All the teams have dedicated Software Technicians on-site and remotely to ensure the smooth running of the yachts.

RIGGING TEAM One of the key jobs in the America's Cup, the Rigging Teams are highly prized for their accuracy (and sense of humour). Ensuring that the mast is straight, and the rigging equalised on either side whilst also ensuring the correct setting for the conditions and working with the sailors to achieve perfection is the Riggers' job on a daily basis.

MEDIA AND PUBLIC RELATIONS PERSONNEL Each team in the America's Cup have professional media and public relations experts to capture and relay imagery and race details around the world on their website and social media channels to keep fans engaged. The PR teams also ensure that the sailors attend all the official events, monitor their engagement with the media and also fulfil sponsor obligations.

HOSPITALITY TEAM Each team in Barcelona has dedicated hospitality personnel to welcome their commercial and corporate guests under different programmes, and also to fulfil sponsor obligations whilst also ensuring that their team members are well fed with optimum food-fuel for the racing day.

LOGISTICS MANAGERS Shipping yachts safely and on-time and getting team personnel around the world to America's Cup regattas and events is the job of the Logistics Managers and each team will have a number of logistics professionals co-ordinating with a wide variety of stakeholders. One of the hardest jobs in the America's Cup.

TEAM COACH Each team employs coaches to help the sailors on the water in analysing the conditions, talking about technique, suggesting improvements etc. The coach will often also combine those duties with physical training both pre and post sailing to ensure the athletes are in tip-top condition for racing at the very highest level.

METEOROLOGISTS All the teams have in-house meteorologist experts to give the sailing team the very best weather and conditions information expected for the day. Some are even off-site at various locations around the world monitoring weather models and feeding back to the teams remarkably detailed minute-by-minute analysis in real-time.

MEDICAL TEAMS All of the teams have dedicated on-site medical officers that are often combined with other functions within the team, to keep the sailors in peak fitness and health condition and address any issues should they arise.


Emirates
FLY BETTER
OMEGA
TOYOTA
INEOS
BELSTAFF
BRENADIER
PRADA
PIRELLI
PANERAI
Unipol
L'ORÉAL
ORIENT EXPRESS
MEMBER OF All
alinghi
RACING

09

THE WARM-UP RACES

PRELIMINARY REGATTAS

VILANOVA I LA GELTRÚ, CATALONIA, SPAIN

14–17 SEPTEMBER 2023

The wonderful journey to the Louis Vuitton 37th America's Cup in Barcelona between August and October 2024 began with a series of Preliminary Regattas that proved to be the perfect warm-up ahead of the Louis Vuitton Cup (Challenger Selection Series) with some thrilling, nerve wracking racing at two of the most outstanding sailing venues in the world.

The first event was held in Vilanova i la Geltrú between 14-17 September 2023 and despite some challenging weather conditions, gave an early indication of form as the teams raced in one-design, fully equalised AC40s. By the time of the second Preliminary Regatta in Jeddah, Saudi Arabia, from the 29th November to the 2nd December 2023, a much clearer picture had emerged although there were some very notable performances through the competitive fleet.

The third and final Preliminary Regatta will be held from the 22-25 August 2024 in Barcelona but the big difference will be that all teams will be racing their new AC75 yachts, built specifically for Spanish Mediterranean sea and weather conditions. It promises to be one of the great events of the sporting calendar.

RESULTS VILANOVA I LA GELTRÚ

POSITION	TEAM	TOTAL PTS
1	NYYC AMERICAN MAGIC	34
2	EMIRATES TEAM NEW ZEALAND	33
3	ORIENT EXPRESS RACING TEAM	24
4	LUNA ROSSA PRADA PIRELLI	20
5	ALINGHI RED BULL RACING	19
6	INEOS BRITANNIA	9

RESULTS JEDDAH

POSITION	TEAM		TOTAL PTS
1	EMIRATES TEAM NEW ZEALAND	MATCH RACE WINNER	64
2	LUNA ROSSA PRADA PIRELLI		49
3	ALINGHI RED BULL RACING		35
4	NYYC AMERICAN MAGIC		28
5	INEOS BRITANNIA		26
6	ORIENT EXPRESS RACING TEAM		20

WEBSITE

The splendid seafront town of Vilanova i la Geltrú, known as 'Havana Xica' to the locals, welcomed the America's Cup world in September 2023 and put on a memorable regatta that was a challenge for the very best sailors in the world. An opening race victory by the new French Orient Express Racing Team set the tone for the event where reputations were cast aside. Emirates Team New Zealand closed out the opening day ahead with some fabulous racecraft on display and looked to have the regatta in their pocket but a charging NYYC American Magic stormed up the leaderboard on day two and the final two races on day three with consistent race wins and results to eventually make it to the Final match-race on top of the standings by one point from the Kiwis. In a dying afternoon breeze, the Americans led the New Zealand team by a distance as the two AC40s struggled in displacement mode before the Race Committee timed them out, abandoned the race and awarded the regatta to NYYC American Magic. Wild scenes of jubilation from the Americans were a reflection of just how much the win meant. The Kiwis reflected sanguinely on a missed gybe and a splashdown that cost them the regatta win. Small margins.



MEDIA CLOUD

09

JEDDAH, SAUDI ARABIA

29 NOVEMBER – 2 DECEMBER 2023

The vibrant port city of Jeddah that sits looking out on the twinkling Red Sea was a magical new venue for the America's Cup and the first time in its history that America's Cup racing had taken place in the Kingdom of Saudi Arabia. Hosted by the architecturally magnificent Jeddah Yacht Club & Marina in conjunction with the progressive Ministry of Sport, the Saudi Sailing Federation and presented by NEOM, the Cup community were rewarded by consistent upper-range afternoon sea-breeze that delivered some of the finest, and fastest, fleet racing ever seen. Smarting from defeat in the first Preliminary Regatta, Emirates Team New Zealand were determined to perform and with a real accuracy of execution, made the final match-race with ease after the fleet race series. However, the story of the regatta was the change in helm on Luna Rossa Prada Pirelli with Olympic gold medallist Ruggero Tita joining forces with 19-year old Marco Gradoni in sensational style. The duo made the final showing incredible boatspeed and tactical ability and all was set for a 'battle royale' for the regatta win. Boat damage however, robbed us of a clean fight and at the final windward mark, Luna Rossa nosedived and their race was over. Emirates Team New Zealand sailed off to seal the victory with some relief. Jeddah proved to be a stunning venue for international America's Cup racing. •

BARCELONA, CATALONIA, SPAIN

22–25 AUGUST 2024

The final Preliminary Regatta will be held in Barcelona in August 2024 and the America's Cup teams will all be racing their new AC75s against each other for the first time. The Defender, Emirates Team New Zealand, will line up against the Challenger syndicates offering the first indication of outright form ahead of the Louis Vuitton Cup (Challenger Selection Series).

The racecourse for the final Preliminary Regatta will be the same as for the Louis Vuitton Cup and Louis Vuitton 37th America's Cup Match and will be situated just metres off the La Barceloneta beachfront, running all the way along towards the Port Olímpic, offering spectators unrivalled vantage points all along the coastline to see the racing. The talking stops and the racing begins here - but will any team sandbag? Unlikely.

The Preliminary Regatta start will be preceded by two official practice days.
•





10

THE FUTURE OF THE CUP

UNICREDIT YOUTH AND PUIG WOMEN'S AMERICA'S CUP

Creating an electrifying pathway to the America's Cup itself, the UniCredit 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. This talent has been drawn from athletes competing both at the Paris Olympic Games and previous Olympic Games with multiple medal winners, world foiling champions, kiteboarders, iQFoil riders, match-racers and traditional dinghy and yacht championship sailors. The level of talent coming to Barcelona is super-high and for certain we will see future winners of the America's Cup out on the waters, competing at the very highest level of competition.

All six of the confirmed entries for the Louis Vuitton 37th America's Cup in Barcelona will be fielding both youth and women's 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).

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 UniCredit Youth & Puig Women's America's Cup events will take place through September and October 2024 with the UniCredit Youth America's Cup starting after a practice period for all the invited teams on the 17th September 2024. The regatta runs through to the Final scheduled to be held on Thursday 26th September 2024 in-between flights of the Louis Vuitton Cup (Challenger Selection Series) Final.

The Puig Women's America's Cup starts immediately after the conclusion of the UniCredit Youth America's Cup with practice days starting from the 28th September 2024. The regatta itself starts on the 5th October and runs through to the 11th October before the Final match race scheduled for the 13th October 2024 in-between flights for the Louis Vuitton America's Cup Match itself.

The timing of the Finals in each category have been designed to offer maximum media exposure for the youth and women's teams and will be streamed live to the world.

FORMAT

The UniCredit 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 10–26 September 2024. The fleets are then split into the 'Invited Teams' and the 'America's Cup Teams', and the competition begins with fleet racing in the UniCredit Youth America's Cup on Tuesday 17th September.

The opening qualification rounds will see a total of eight 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. Thursday 26th September is the scheduled day for the Final of the UniCredit 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 UniCredit Youth America's Cup with a briefing on the 28th September 2024 followed by the practice days that run through to the 4th October in the same format as the UniCredit Youth America's Cup with the Invited Teams getting five and a half scheduled days of intense practice.

Once racing starts on the 5th October, the 'Invited Teams' and 'America's Cup Teams' will be split before re-joining for the Semi-Final Series which starts on the 11th October 2024.

The top two teams from the Semi-Final Series will progress to a match-race Final and this is scheduled to be held on 13th October 2024 in between races of the Louis Vuitton 37th America's Cup Match.

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.

The next generation of foil megastars and future America's Cup winners will be racing in Barcelona–be sure not to miss it.

10

THE FUTURE OF THE CUP

UNICREDIT YOUTH AND PUIG WOMEN'S AMERICA'S CUP

UNICREDIT YOUTH AMERICA'S CUP BARCELONA

PUIG WOMEN'S AMERICA'S CUP BARCELONA

POOL A–AMERICA'S CUP TEAMS

Emirates Team New Zealand Youth Team
Emirates Team New Zealand Women Team

Athena Pathway (Youth Team)
Athena Pathway (Women's Team)

Alinghi Red Bull Racing Youth Team
Alinghi Red Bull Racing Women's Team

Luna Rossa Prada Pirelli Youth Team
Luna Rossa Prada Pirelli Women's Team

NYYC American Magic Youth Team
NYYC American Magic Women's Team

Orient Express–L'Oréal Racing Team (Youth)
Orient Express–L'Oréal Racing Team (Women)

POOL B–INVITED TEAMS

SAIL BCN Youth Team
SAIL BCN Women's Team

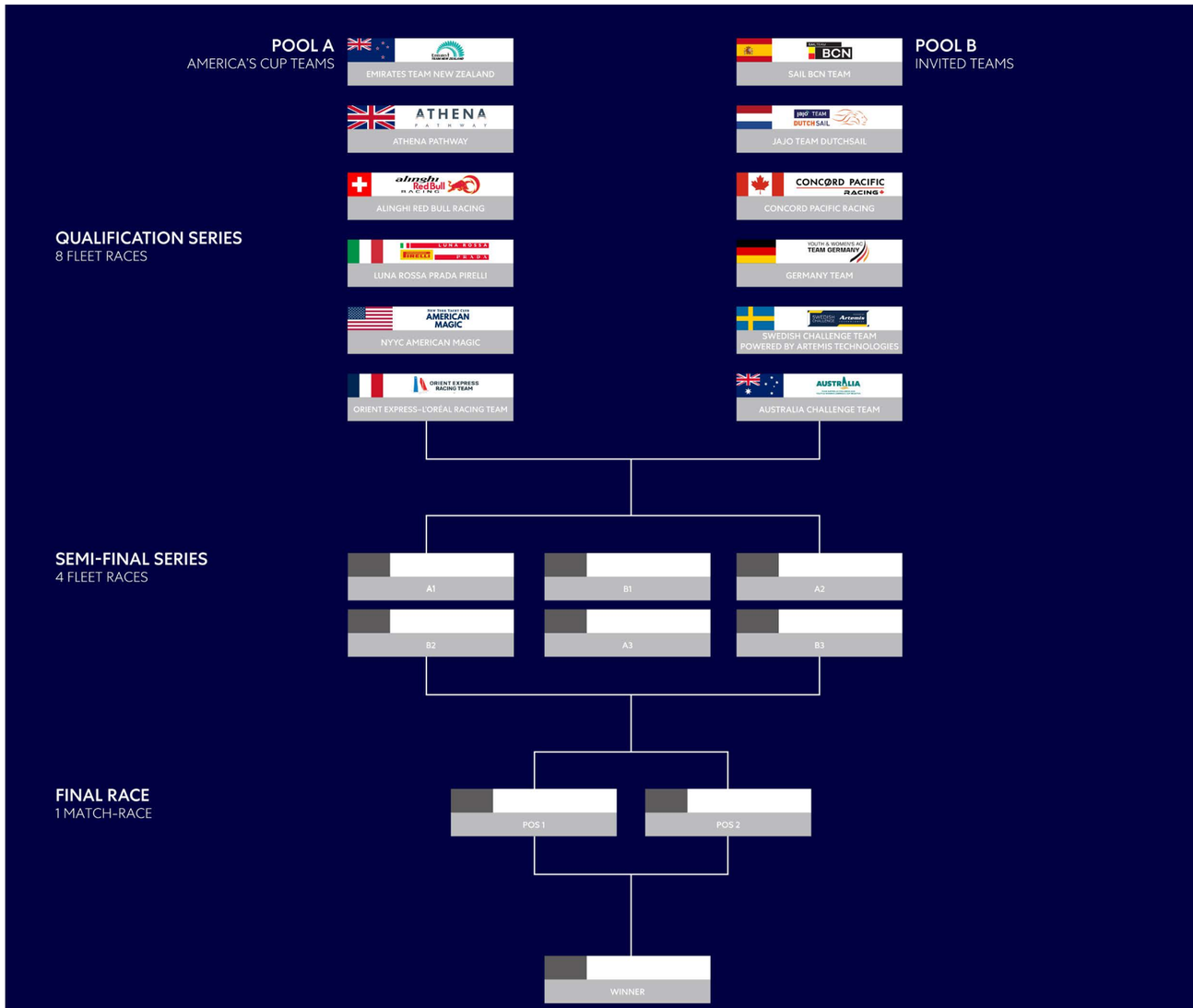
JAJO Team DutchSail (Youth)
JAJO Team DutchSail (Women)

Concord Pacific Racing (Youth)
Concord Pacific Racing (Women)

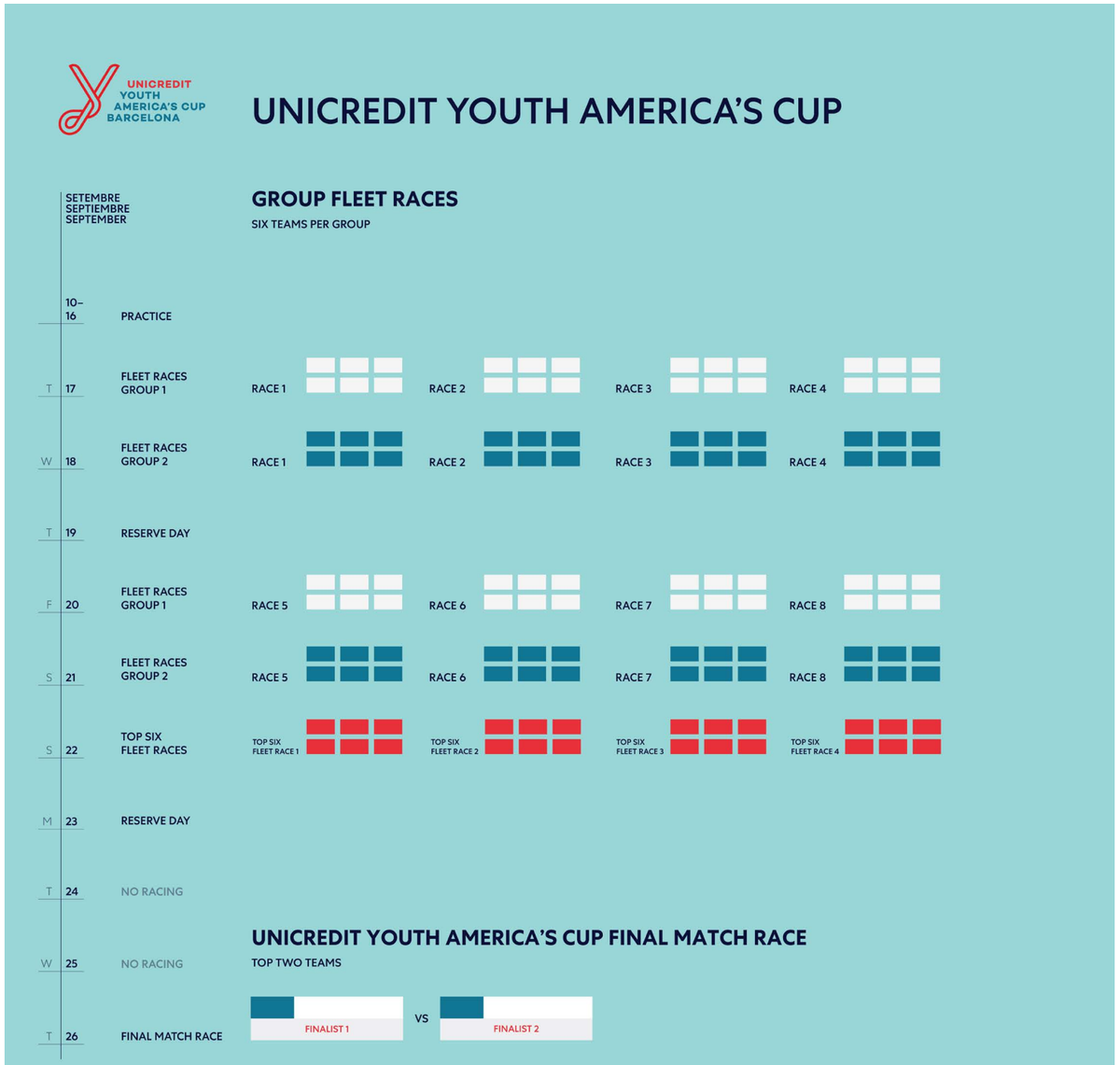
Germany Youth Team
Germany Women's Team

Swedish Challenge Youth Team powered by Artemis Technologies
Swedish Challenge Women's Team powered by Artemis Technologies

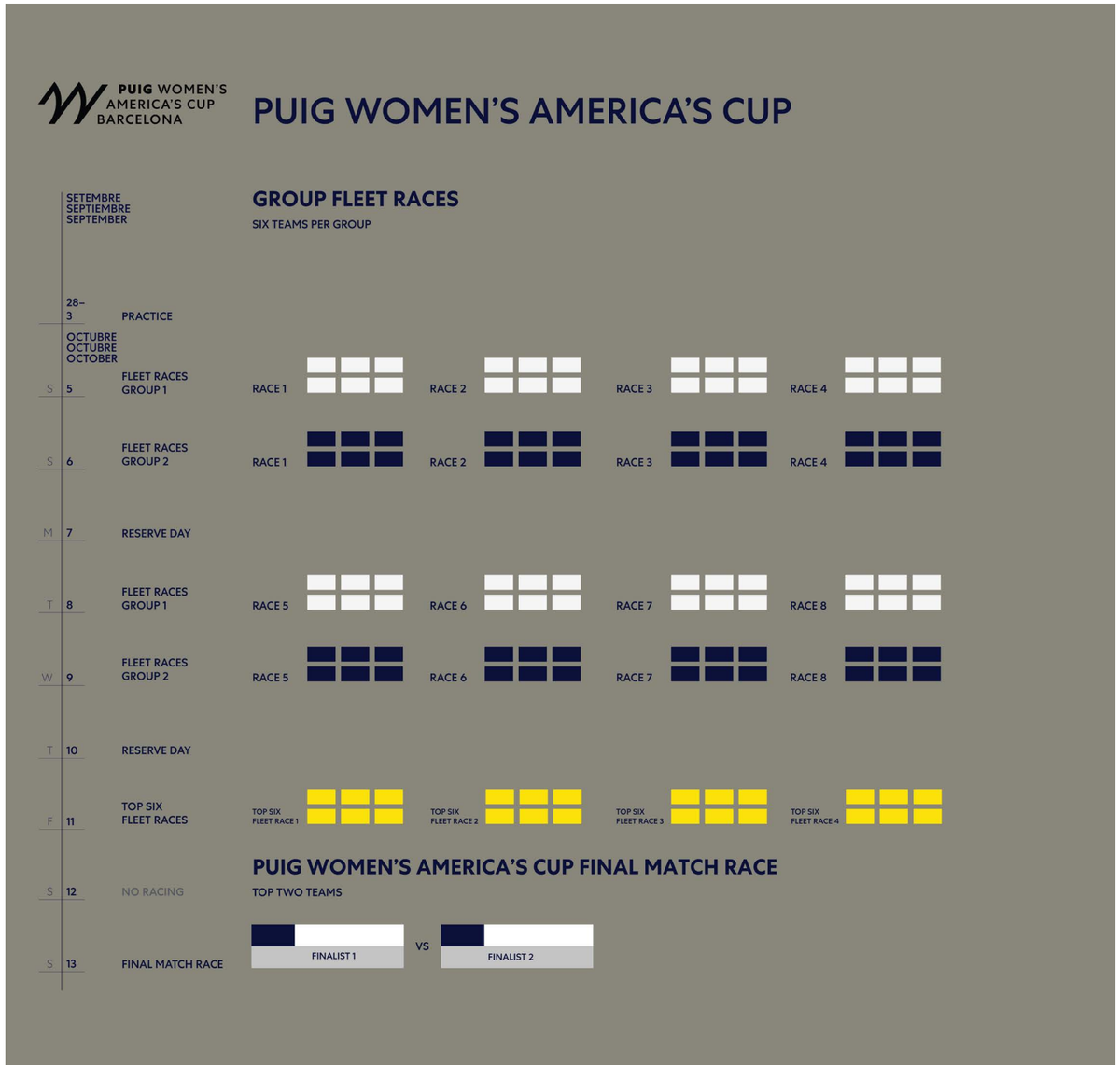
Australia Challenge Youth Team
Australia Challenge Women's Team



UNICREDIT YOUTH AMERICA'S CUP
RACE SCHEDULE



PUIG WOMEN'S AMERICA'S CUP
RACE SCHEDULE



11

BRIDGING THE GAP

WOMEN IN THE AMERICA'S CUP

For the first time in the 173 year history of the America's Cup, there will be a stand-alone women's event, called the **Puig Women's America's Cup**, and is open to all female athletes regardless of age. Alongside the established America's Cup teams from New Zealand, Great Britain, Switzerland, Italy, USA, and France (who will all field a Women's Team), a further six yacht clubs have entered Women's Teams including: Sweden, Spain, Canada, Netherlands, Germany, and Australia. This ultimate pathway event is aimed at bridging the experience-gap to allow future participation in America's Cup regattas going forward and allows female athletes to upskill on the vagaries of modern foiling monohulls both in dedicated simulators and on the water in the AC40 class yachts.

Women participating in the America's Cup can be traced back as early as 1886 when Susan Henn, the wife of Lieutenant William Henn sailed aboard the Irish Challenger 'Galatea.' Legend has it that Susan insisted that her pet monkey 'Peggy' and her pet racoon came onboard as she kept the race timing for her husband. In 1893, the Honourable Enid Wyndham-Quinn, the daughter of Lord Dunraven, sailed aboard the 'Valkyrie II' as a valued and popular member of the crew but in 1934, the 'Golden Era' of the America's Cup, two prominent women featured. Elizabeth 'Sis' Hovey was the first woman ever to win an international sailing event, the daughter of famous yacht owner Chandler Hovey, and an accomplished helm in her own right. In 1934 she sailed on board the winning J-Class yacht 'Rainbow' as the Americans sailed to a 4-2 victory over Sir T.O.M. Sopwith's 'Endeavour' that also featured a woman in the America's Cup Match in the form of Sopwith's wife, Phyllis Sopwith. Undeterred by defeat Phyllis Sopwith returned with her husband in 1937 aboard 'Endeavour II' which was resoundingly beaten by 'Ranger'–widely considered the pinnacle of J-Class design. Onboard 'Ranger' there was Gertrude Vanderbilt, the wife of owner Harold Vanderbilt II with whom she raced and cruised extensively.

In the modern America's Cup, the legendary American sailor Dawn Riley has arguably done more for gender equality than any other. In 1992, she sailed aboard Bill Koch's America 3 programme in the Defender Series and by 1995 was team captain leading the defeated Mighty Mary IACC campaign. Dawn came back to the Cup in 2000 to lead the 'America True' campaign and in 2007 was the General Manager of the French 'Areva Challenge' in Valencia.

Today, within each team there are numerous high profile women in a wide number of key shoreside roles but with the advent of the Puig Women's America's Cup 2024, the pathway is lit for female athletes to take their rightful place at the very apex of world sailing–the America's Cup.



Elizabeth 'Sis' Hovey



Phyllis Sopwith



Dawn Riley



Sail Team BCN Women

12

THE SPY GAME

JOINT RECON

New for the Louis Vuitton 37th America's Cup was the introduction of a Joint Reconnaissance Programme aimed at both cost reduction for the teams and to provide daily commentary and analysis to spectators to the end of June 2024, in the lead-up to the regatta in Barcelona. This was largely in response to the 36th America's Cup, where the situation on the water was, at times, bordering on unworkable with multiple team spy vessels following and tracking individual AC75s as they went about their training schedule.

For the Louis Vuitton 37th America's Cup, buried deep in the **Protocol Document** (Rule 41 in Part F) a new and highly significant rule aimed at curbing the expenditure, reducing the frustration that teams traditionally experienced of being spied upon and opened up the event for spectators to get a consistent view of developments and techniques 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 was 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. 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."

The Recon programme has seen dedicated photographers and reporters following the teams wherever they train in the world and had provided a rich amount of media to aid the promotion of the event. Pretty much every single day of this America's Cup cycle has seen new content being generated and this is the very first America's Cup in its 173 year history where every sailing day has been documented–with the explicit exclusion of training days on the team's AC40s in strict one-design mode, as agreed by the teams. It's a remarkable library and documentation of the Louis Vuitton 37th America's Cup.



13

POWERING THE FUTURE OF SUSTAINABILITY

HYDROGEN BOATS

As well as foiling sailing boats, spectators at the Louis Vuitton 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 America's Cup Protocol governing the event and were the first to launch 'Chase Zero'–their own hydrogen foiling support boat–that has been a sensation through its trials and a sustainable workhorse, integral to the team, since its successful commissioning period back 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 the boat. The hydrogen gas is passed through a catalyst which strips the electrons away from the H_2 molecules. These electrons are then used to power the boat and 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 on board 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 30 knots 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.



14

ATTRACTING A NEW AUDIENCE

AC SAILING AND THE AC E-SPORTS LEAGUE

In April 2024, AC Sailing, the ultimate regatta simulator built on actual simulation technology used by America's Cup teams, was launched and made available for free to download on both the Epic Store and Steam platforms. In addition to the game, the America's Cup E-series was announced and will be the first e-sports league by the iconic sailing competition, attracting top virtual sailors from around the world to claim their place among America's Cup legends.

AC Sailing is developed from the same physics engine used in the very simulators that America's Cup teams train with to enhance racing tactics and recreate race scenarios, as well as develop and test design ideas and iterations for their race yachts. It is set to revolutionise the future of sailing in e-sports, creating an exciting opportunity for fans worldwide to engage with the oldest trophy in international sports in an entirely new way. AC Sailing lets players take command of high-tech foiling AC40 yachts and race against others in breath-taking online races, as well as honing their skills in time trials and practice modes. The game will feature real-world locations such as Barcelona, the host venue of the Louis Vuitton 37th America's Cup, and authentic liveries from the iconic AC40 America's Cup yachts.

The America's Cup E-Series will allow players from around the globe to have the chance to race against each other and claim their place among the America's Cup legends. The E-series will consist of Online Qualifiers and a Grand Final taking place in Barcelona in September.

Powered by AC Sailing as its official videogame, the first season of the America's Cup E-series will be open to all gamers. The final events will be live streamed on the Twitch platform for a global audience, marking a historic moment for the America's Cup and the sailing community at large.

"We think there is potential for the best AC Sailing players to step out of the gaming room and onto the AC40 in real life–just like the Women and Youth sailors have been doing in training for the Puig Women's America's Cup and the UniCredit Youth America's Cup." said Dan Bernasconi, Chief Designer at Emirates Team New Zealand.

AMERICA'S CUP AND GENERALITAT DE CATALUNYA: A TECHNOLOGICAL PARTNERSHIP

The process of creating the official video game of the America's Cup has been supported by ACCIÓ–the agency for business competitiveness of the Generalitat de Catalunya–which has facilitated the participation of a Catalan studio in the creation of the game. This participation exemplifies the potential of the video game sector in Catalonia, the leading region in the European Union in terms of attracting foreign investment in this area. According to ACCIÓ data, there are more than 200 video game companies in Catalonia, employing almost 4,000 workers and with a combined turnover of more than 500 million euros.

AC Sailing is available for free download on PC through the Epic Store and Steam platforms, allowing for in-game cosmetic purchases.

The game will be updated with new content, as additional locations, skins and a single-player AI match race are expected to be added during the upcoming months.





15

THE OFFICIAL LOUIS VUITTON 37TH AMERICA'S CUP RACE VILLAGE

RACE VILLAGE

Situated along the Moll de la Fusta on the northern side of the Port Vell, the Louis Vuitton 37th America's Cup Race Village will be the must-visit attraction for all fans and spectators coming to the event. Free to enter, the Race Village will be the heart of the event with daily post-race sailor interviews on the main stage one hour after racing, four jumbo-screens to watch all the day's action with expert commentary plus a host of sponsor activations, gastronomic delights to suit all tastes and budgets, and a celebration of music, art, culture and design all in a space of some 24,500 square metres of dedicated space.

In addition there will be dedicated America's Cup Corners, America's Cup sponsor activations as well as Host Venue Partners 'Vila del Mar' exhibits in the FanZones and at the Race Village where visitors can immerse themselves in the regatta, its rules, history, competing teams and sailor profiles. The Village opens every day through the Louis Vuitton Cup and Louis Vuitton 37th America's Cup Match and is also open when there is no racing, showing replays from previous days' racing. The planned format and schedule for the Race Village is as follows:

12:00–14:00 (local time)
Pre-Race show with all the build-up to the day's racing

14:00–16.30
Live racing with full expert commentary (on race days)

16:30–18:00
Entertainment followed by sailors' interviews one hour after the day's racing has concluded

18:30
Live music sessions and entertainment

18:30–22:00
Evening entertainment show, live music, local content and gastronomy



16

WEBSITE, NEWSLETTER & SOCIAL MEDIA

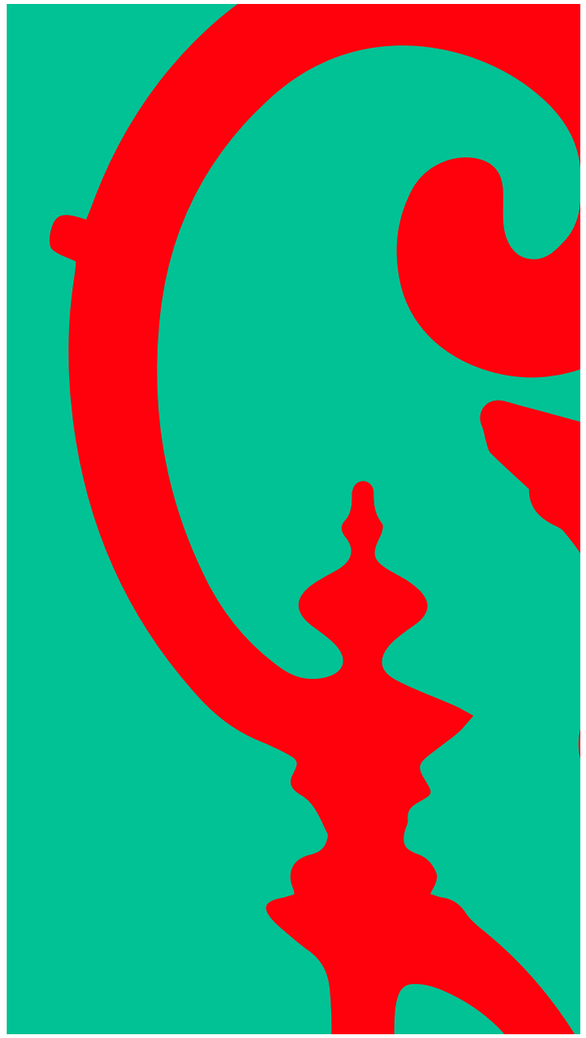
HOW TO FOLLOW

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, as well as the **MEDIA PRESS RELEASES** here. The **PUIG WOMEN'S AMERICA'S CUP PRESS KIT** can be downloaded on the webite, and the UniCredit Youth America's CupPress Kit will be available soon.

High quality coverage (live, highlights, clips and news) of the Louis Vuitton 37th America's Cup Barcelona 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 Louis Vuitton 37th America's Cup 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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ENQUIRIES

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NICE TO KNOWS

QUICK FACTS

THE BOATS

- In 2019, Emirates Team New Zealand estimated that it took 100,000 man-hours to design and build their AC75. For 2024, continuously running simulations on super-computers could be the equivalent of 1,000,000 man-hours.

- Highest recorded speed of an AC75 in an America's Cup race was American Magic who hit 53.31 knots in Race 1 of the Semi-Finals of the PRADA Cup in 2021. Top speeds over the course in Barcelona 2024 are estimated to be "upwards of 10% higher" according to Grant Dalton, CEO of Emirates Team New Zealand in an interview with a New Zealand radio station in January 2024.

- In 2021, the all-up weight of an AC75 was 7,600kg. For 2024, this has been significantly reduced to an all-up weight (without crew) of between 6,160-6,200kg, the equivalent weight to two orcas.

- Only eight crew are allowed for 2024, reduced from the eleven that sailed in 2021 and they must have an all-up weight of between 680-700kg and must not have more than 40kg of equipment per person (clothing, safety equipment etc).

- Foils must be a minimum of 2.890m in length and the foil arm stock must be 1.204m long. They are considerably larger than the V.1 of the AC75 rule used in the previous America's Cup edition, in order to promote quicker lift and faster flight.

THE RULES

- **THE DEED OF GIFT** First written in 1857 when the RYS £100 Challenge Cup was gifted to the New York Yacht Club by George L. Schuyler on behalf of the surviving seven-man syndicate owners of the yacht America, the Deed of Gift has ruled the event ever since. Gifting the trophy, it became 'America's Cup' named after the schooner that won the race around the Isle of Wight on the 22nd August 1851. Subsequently re-written and amended, many of the elements still remain from what is known as the 'Original Deed of Gift' with the famous phrase "friendly competition between foreign countries" still present. The Royal New Zealand Yacht Squadron Incorporated, having defended the 36th America's Cup, holds the silver trophy known today as the America's Cup in accordance with the terms of a Deed of Gift dated 24 October 1887.

- **THE PROTOCOL** The Protocol is a document that outlines the terms for the Louis Vuitton 37th America's Cup. It sets the foundations and rules of participation for all teams and records the items of mutual consent under the America's Cup Deed of Gift agreed between the Defender and the Challenger of Record. The Protocol for the Louis Vuitton 37th America's Cup sees an effort to reduce costs and make the event more inclusive, for example: each team is only permitted to build one AC75 and the inclusion of the Puig Women's America's Cup and UniCredit Youth America's Cup events.

- **ON-WATER UMPIRING, RACE MANAGEMENT & MARSHALLING** The Louis Vuitton 37th America's Cup will be utilising state-of-the-art race management technology to ensure the fairest racing and to penalise those that infringe on the strict rules that ensure the safety of all the competitors. The appointed race officer is Iain Murray, a former America's Cup Skipper with Kookaburra in 1987, whose experience in officiating world class sailing events is universally recognised and admired.
Assisting Iain is a team of top class officials including rules expert Richard Slater who will make the calls regarding infringements live to the boats in real-time. Setting of the courses and boundaries is the responsibility of the race management team, aided by autonomous buoys that require no harm to the sea-bed and environment anchors or chains. With a large spectator fleet expected on a daily basis, a team of on-water marshalls in distinctive event-branded RIBs (Rigid Inflatable Boats) are employed to keep spectators outside of the course boundary zones and may be aided by Spanish Coastguard vessels.

- **THE CHALLENGER OF RECORD** On 17 March 2021, immediately following the final race of the 36th America's Cup, RNZYS received and accepted a notice of challenge for the 37th America's Cup from Royal Yacht Squadron Racing Limited in accordance with the Deed of Gift. The British club's team, INEOS Britannia, is the Challenger of Record for the Louis Vuitton 37th America's Cup and is responsible for organising the Challenger Selection Series, formally known as the Louis Vuitton Cup.

- **DEED OF PARTICIPATION** All competing teams at the Louis Vuitton 37th America's Cup have signed a 'Deed of Participation' that states if a competitor wins the Match and becomes the next holder of the America's Cup, the AC75 Yacht class will be retained for the 38th America's Cup.

- **YACHT CLUB REPRESENTATION** The America's Cup is exclusively contested between yacht clubs. No team can enter without the formal representation of a yacht club in the team's country of origin. This is one of the hard and fast rules set out in the original Deed of Gift in 1857.

- **CONSTRUCTED IN COUNTRY RULE** The Deed of Gift requires that the yacht of a challenging yacht club be constructed in the country of the challenging yacht club, and the yacht representing the yacht club holding the America's Cup be constructed in the country of such yacht club.

- **NATIONALITY RULE** In essence 100% of the crew sailing each yacht in each race shall be nationals of the country of the yacht club that the relevant competitor represents; however, for some competitors that took part in the 36th America's Cup in Auckland with teams not of their nationality, so long as they fulfil certain criteria, are allowed to sail for that country only in 2024.

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NICE TO KNOWS

QUICK FACTS

WINNING THE AMERICA'S CUP

- In 173 years, only four countries have won the America's Cup. The New York Yacht Club holds the record for the longest winning streak in sports history having defended the Cup 25 times since the first race in 1851 (and the first challenge in 1870)–a record that spanned 132 years. The Royal Perth Yacht Club defeated the New York Yacht Club in 1983 with its winged-keeled wonder, 'Australia II' and since then only the USA, New Zealand and Switzerland have won the America's Cup.

- America's Cup preliminary regattas have been held in the USA, Australia, New Zealand, Spain, Italy, Sweden, France, Great Britain, Portugal, Oman, Bermuda, and the Kingdom of Saudi Arabia.

- Peter Burling became the youngest winning helmsman of the America's Cup when he guided Emirates Team New Zealand to victory at the 35th America's Cup in Bermuda, at the age of 26, beating the previous age record held by Jimmy Spithill who helmed to victory at the 33th America's Cup in 2010 at the age of 30.

- The youngest ever winning crew-member was the 15 year old Henry Steers who sailed aboard 'America' in the first race for what became the America's Cup in 1851 around the Isle of Wight–a feat unlikely ever to be broken.

- Peter Burling and Jimmy Spithill are the most successful helmsmen in the modern America's Cup fleet, both winning the America's Cup twice.

- Jimmy Spithill is the longest serving helmsman in the America's Cup having steered in the last four Finals (Oracle Team USA 2010, 2013, 2017, and Luna Rossa Prada Pirelli in 2021). He is competing in his eighth America's Cup having competed in every event since 1999.

- The International Moth has provided much of the talent for the Louis Vuitton 37th America's Cup. Onboard NYYC American Magic, helm Paul Goodison has won the world championship three times whilst his co-helm Tom Slingsby has won it twice. At INEOS Britannia, Dylan Fletcher-Scott is the current World Champion whilst on Emirates Team New Zealand, Nathan Outteridge has won the World Championships twice and Peter Burling once. Arnaud Psarofaghis, the helm of Alinghi Red Bull Racing, has won the European Moth Championships twice.

THE TROPHY

- 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.

- The oldest continually contested international sporting trophy, the America's Cup was originally known as the 'R.Y.S. £100 Cup,' standing for a cup of £100 or 'sovereigns' in value. The Cup was mistakenly engraved as the '100 Guinea Cup' by the winning 'America' syndicate of John C. Stevens, Edwin A. Stevens, George L. Shuyler, Hamilton Wilkes, J. Beekman Finley, and Colonel James A. Hamilton.

- The race on the 22nd August 1851 was in the Royal Yacht Squadron annual regatta.
- The appearance of the Cup is an ewer shape with an elaborate decoration of shields, panels and scrolls. It is not a 'cup' but a cylindrical vessel open at both ends and incapable of holding liquids–although a stopper now allows for a small amount of champagne to be held.

- The original trophy is 27 inches high, 36 inches circumference of body and 24 inches of base and weighs 134 ounces. Today the Cup is much taller than the original by virtue of additional pedestals. The first was added in 1958 to make room for more engraving, the second in 1992 for the same reason.

- The original inscription on the Cup records the race of 1851 on one of its bulbous orbs as follows:

100 Guinea Cup
won
August 22nd, 1851, at Cowes, England
By Yacht AMERICA,
at the
Royal Yacht Squadron Regatta,
"Open to all Nations"
Beating

- A total of 13 boats that 'America' beat in that race are then engraved, listed separately as Cutters and Schooners, but a feature of the inscription is that the name of 'Aurora,' the yacht that was second in the race, does not appear on the Cup making it literally true, in the record at least, that: "There is no second".

- 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 Cup is always guarded while on public display and kept behind glass when in its current home–the Royal New Zealand Yacht Squadron–in Auckland.

- Louis Vuitton crafted a bespoke trophy trunk for the America's Cup trophy in 2015 ahead of their sponsorship of the 2017 event. It is crafted in the style of the brand's iconic luggage, the trunk is made from Louis Vuitton's iconic Monogram canvas and finished with brass finishes, providing a fitting home for the world's oldest sporting trophy.

- The first Louis Vuitton America's Cup trunk (in Epi Toledo blue leather) was created in 1988.

DID YOU KNOW...?

- The Hollywood actor Matt Hooper starred in the film 'Jaws' directed by Steven Spielberg, where the America's Cup was mentioned as part of the script; Hooper was also part of the winning crew of Ted Turner's yacht 'Courageous' in 1977.
- US President John F. Kennedy and First Lady Jacqueline Kennedy attended the fourth race of the 1962 America's Cup aboard the USS Joseph P. Kennedy, Jr., off the coast of Newport on September 22, 1962.

- Cindy Crawford, the world renowned supermodel, attended an OMEGA presentation on Valentine's Day 2003 in Auckland and was famously asked out on a date by a journalist. She politely declined.

- In 1928, Goodyear chairman Paul W. Litchfield began a tradition of naming the company's blimps after America's Cup yachts, including America, Puritan, Mayflower, Volunteer, Vigilant, Defender, Reliance, Resolute, Enterprise, Rainbow, Ranger, Columbia and Stars & Stripes.

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THERE IS NO SECOND

AMERICA'S CUP WINNERS OVER TIME

* winning team

	YEAR	VENUE	DEFENDING CLUB / NATIONALITY		RESULT	CHALLENGING CLUB / NATIONALITY	
37TH	2024	Barcelona	Royal New Zealand Yacht Squadron	NZL	TBD	TBD	TBD
36TH	2021	Auckland	Royal New Zealand Yacht Squadron*	NZL	7–3	Circolo della Vela Sicilia	ITA
35TH	2017	Bermuda	Golden Gate Yacht Club	USA	1–7	Royal New Zealand Yacht Squadron*	NZL
34TH	2013	San Francisco	Golden Gate Yacht Club*	USA	9–8	Royal New Zealand Yacht Squadron	NZL
33RD	2010	Valencia	Société Nautique de Genève	SUI	0–2	Golden Gate Yacht Club*	USA
32ND	2007	Valencia	Société Nautique de Genève*	SUI	5–2	Royal New Zealand Yacht Squadron	NZL
31ST	2003	Auckland	Royal New Zealand Yacht Squadron	NZL	0–5	Société Nautique de Genève*	SUI
30TH	2000	Auckland	Royal New Zealand Yacht Squadron*	NZL	5–0	Yacht Club Punta Ala	ITA
29TH	1995	San Diego	San Diego Yacht Club	USA	0–5	Royal New Zealand Yacht Squadron*	NZL
28TH	1992	San Diego	San Diego Yacht Club*	USA	4–1	Compagnia della Vela	ITA
27TH	1988	San Diego	San Diego Yacht Club*	USA	2–0	Mercury Bay Boating Club	NZL
26TH	1987	Fremantle	Royal Perth Yacht Club	AUS	0–4	San Diego Yacht Club*	USA

* winning team

	YEAR	VENUE	DEFENDING CLUB / NATIONALITY		RESULT	CHALLENGING CLUB / NATIONALITY	
25TH	1983	Newport	New York Yacht Club	USA	3–4	Royal Perth Yacht Club*	AUS
24TH	1980	Newport	New York Yacht Club*	USA	4–1	Royal Perth Yacht Club	AUS
23RD	1977	Newport	New York Yacht Club*	USA	4–0	Sun City Yacht Club	AUS
22ND	1974	Newport	New York Yacht Club*	USA	4–0	Royal Perth Yacht Club	AUS
21ST	1970	Newport	New York Yacht Club*	USA	4–1	Royal Sydney Yacht Squadron	AUS
20TH	1967	Newport	New York Yacht Club*	USA	4–0	Royal Sydney Yacht Squadron	AUS
19TH	1964	Newport	New York Yacht Club*	USA	4–0	Royal Thames Yacht Club	GBR
18TH	1962	Newport	New York Yacht Club*	USA	4–1	Royal Sydney Yacht Squadron	AUS
17TH	1958	Newport	New York Yacht Club*	USA	4–0	Royal Yacht Squadron	GBR
16TH	1937	Newport	New York Yacht Club*	USA	4–0	Royal Yacht Squadron	GBR
15TH	1934	Newport	New York Yacht Club*	USA	4–2	Royal Yacht Squadron	GBR
14TH	1930	Newport	New York Yacht Club*	USA	4–0	Royal Ulster Yacht Club	GBR



32nd America's Cup 2007, Valencia

MEDIA CLOUD

* winning team

	YEAR	VENUE	DEFENDING CLUB / NATIONALITY		RESULT	CHALLENGING CLUB / NATIONALITY	
13TH	1920	New York	New York Yacht Club*	USA	3–2	Royal Ulster Yacht Club	GBR
12TH	1903	New York	New York Yacht Club*	USA	3–0	Royal Ulster Yacht Club	GBR
11TH	1901	New York	New York Yacht Club*	USA	3–0	Royal Ulster Yacht Club	GBR
10TH	1899	New York	New York Yacht Club*	USA	3–0	Royal Ulster Yacht Club	GBR
9TH	1895	New York	New York Yacht Club*	USA	3–0	Royal Yacht Squadron	GBR
8TH	1893	New York	New York Yacht Club*	USA	3–0	Royal Yacht Squadron	GBR
7TH	1887	New York	New York Yacht Club*	USA	2–0	Royal Clyde Yacht Club	GBR
6TH	1886	New York	New York Yacht Club*	USA	2–0	Royal Northern Yacht Club	GBR
5TH	1885	New York	New York Yacht Club*	USA	2–0	Royal Yacht Squadron	GBR
4TH	1881	New York	New York Yacht Club*	USA	2–0	Bay of Quinte Yacht Club	CAN
3RD	1876	New York	New York Yacht Club*	USA	2–0	Canada Royal Canadian Yacht Club	CAN
2ND	1871	New York	New York Yacht Club*	USA	4–1	Royal Harwich Yacht Club	GBR
"1ST"	1870	New York	New York Yacht Club*	USA	1–0	Royal Thames Yacht Club	GBR
	1851	Isle of Wight	Royal Yacht Squadron	GBR	0–1	New York Yacht Club*	USA

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AMERICA'S CUP TERMINOLOGY

GLOSSARY

BOAT TERMINOLOGY

HELMSMAN Two onboard both the AC75 and AC40, steer the boat.

FLIGHT CONTROLLERS/TRIMMERS Two onboard both the AC75 and AC40–control the ride height of the boat out of the water and the trim of the mainsail and jib.

CYCLORS Four onboard the AC75, they provide the power that drives the hydraulic control functions on the boat such as sail trim, mast rotation, halyard tension, and some controls on the Foil Cant System.

FCS The Foil Cant System is the mechanism that lifts and raises the foil arms in and out of the water.

FOILS The wing-like structures at the end of the foil arms that allow the boat to lift out of the water and keep the hull 'flying' clear of the surface.

MAST ROTATION Both the AC75 and AC40 have the ability to rotate their mast a few degrees either into or away from the wind direction.

RUDDER The fin at the back of the boat that the helmsman uses to change the direction of the boat. The rudder also has an 'elevator' wing at its base which gives the boat lift and stability in flight.

RACING ABBREVIATIONS AND CLARIFICATIONS

DNC Did Not Compete/Start

DNS Did Not Start

OCS On Course Side

RET Retired

DSQ Disqualified

RDG Redress Given

TLE Time Limit Expired

CLASS AUTHORITY The Rules Committee

JURY World Sailing International Jury orArbitration Panel

RACE COMMITTEE The Regatta Director and any other person performing a race committee function.

RACING RULE / RRS The Racing Rules of Sailing. For the America's Cup, the Racing Rules are adapted for the specifics of the competition and make allowances and detailed rules for racing the AC75 and AC40 class of boats.

SAILING INSTRUCTIONS/SI For the Louis Vuitton 37th America's Cup, the UniCredit Youth America's Cup and the Puig Women's America's Cup, Sailing Instructions are fully defined in the published **Protocol** and further clarified as 'Race Conditions'.

DEFINITIONS

ABANDON To abandon a race means to stop racing and not score the race.

BOUNDARY The line that marks the limits of the racing area as designated via the Race Officer (RO) Comms.

CAPSIZE A boat is capsized when her masthead is in the water.

CLEAR ASTERN AND CLEAR AHEAD; OVERLAP One boat is clear astern of another when her platform border is behind a line abeam from the aftermost point of the other boat's media post. The other boat is clear ahead. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both.

FINISH A boat finishes when after being completely on the course side, any part of its platform border crosses the finishing line from the course side after completing any penalties.

LEEWARD AND WINDWARD A boat's leeward side is the side that is or, when she is head to wind, was away from the wind. The other side is her windward side. When two boats on the same tack overlap, the boat on the leeward side of the other is the leeward boat. The other is the windward boat.

MARK An object the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

MARK-ROOM Room for a boat to sail no farther from the mark than needed to sail her proper course to round or pass the mark, and room to pass a finishing mark after finishing.

OBSTRUCTION An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side, a boundary, and any object, area or line so designated by a rule are also obstructions.

OCS A boat is OCS when at her starting signal any part of her platform border is determined at that time to be on the course side of the starting line or one of its extensions.

POSTPONE A postponed race is a race delayed before its scheduled start but may be started or abandoned later.

PROPER COURSE A course a boat would choose in order to sail to the next mark, or finish, on the leg they believe they are on as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.

PROTEST An allegation made under rule 61.2 by a boat, the Regatta Director or the Jury that a boat has broken a rule.

RACING A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks or retires, or until the race committee signals that racing is stopped.

RO COMMS The communication system(s) provided by race management for boats and race officials when on the water.

TACK, STARBOARD OR PORT A boat is on the tack, starboard or port, corresponding to her windward side.

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TITLE PARTNER

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