



 38TH
AMERICA'S
CUP
LOUIS VUITTON

NAPLES, ITALY

PRESS KIT

LOUIS VUITTON 38TH AMERICA'S CUP
NAPLES, ITALY 2027

 ENGLISH VERSION

EVENT PARTNERS

LOUIS VUITTON



HOST PARTNERS



00

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CONTENT

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Emirates Team New Zealand during the Barcelona Preliminary Regatta. Barcelona, 2024.



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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 as '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 174 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 defend the Cup successfully in Auckland (2021) against Luna Rossa Prada Pirelli, and again in Barcelona (2024) against INEOS Britannia. With five victories (1995, 2000, 2017, 2021, and 2024) – including an unprecedented three in a row – they stand as the most successful team in modern America's Cup history.

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.

[LIST OF PREVIOUS AMERICA'S CUP WINNERS](#)



02

A MODERN HISTORY

LOUIS VUITTON AND THE AMERICA'S CUP

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 Louis Vuitton's involvement was in 1970 with the arrival 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 Selection Series 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



03

LOUIS VUITTON 38TH AMERICA'S CUP

NAPLES, ITALY 2027

The Government of Italy, in conjunction with Emirates Team New Zealand and the Royal New Zealand Yacht Squadron, have announced Italy as the Host Country and Naples as the Host City for the Louis Vuitton 38th America's Cup to be held in the spring and summer of 2027.

For the first time ever the Louis Vuitton Cup and Louis Vuitton America's Cup Match will be sailed in Italy, a country with one of the most colourful and enthusiastic America's Cup histories.

In 2027, the world will look to Italy and specifically to Naples, the capital of the Campania region in Italy, a UNESCO World Heritage Site and one of the most ancient cities in Europe, as it becomes the Host City for the world's oldest international sports trophy.

The fight for the Louis Vuitton 38th America's Cup will take place under the watchful shadow of Mt Vesuvius and just off the waterfront of the vibrant city. With a proud heritage and rich history, Italy and Naples offer the Louis Vuitton 38th America's Cup an unparalleled experience that one way or another is certain to add to the myth, obsession, rivalry and innovation of the America's Cup.

Andrea Abodi, Minister for Sport and Youth for Italy is delighted for the announcement of the President of the Council of Ministers Giorgia Meloni about Italy as the Host Country for the Louis Vuitton 38th America's Cup.

"The choice of Italy, and Naples in particular, as venue of the 38th edition of the America's Cup represents a tremendous opportunity for the entire country to enhance the value of its territory, to boost tourism, and to promote sports. Our commitment will be also to promote initiatives, projects and measures for sea education and economy. Hosting the America's Cup in Naples also represents a strategic opportunity to

accelerate the environmental rehabilitation and urban regeneration program of Bagnoli, the area that will host the teams' bases.

All this will unfold in a unique and captivating setting, rich in contents and suggestions, a first time for our nation, one that will make all Italians proud and surely leave the rest of the world breathless. And, once again thanks to sport, Italy is the centre of the world."

Naples has played host to America's Cup action in both 2012 & 2013 in the lead up to the 34th America's Cup, hosting two America's Cup World Series events where local event officials estimated that more than one million people turned up to watch the racing from the Naples waterfront over the week-long events.

The bid for Naples, Italy brought a clear ambition to leverage the America's Cup as a means to modernise the city's infrastructure while honouring its history and providing the spectacle of AC75 America's Cup racing for the people of Italy.

As current holder and Trustee of the America's Cup, the Royal New Zealand Yacht Squadron is looking forward to Naples, Italy being a vibrant catalyst for the continued growth of the America's Cup. "Italy has long been one of Team New Zealand's fiercest and most passionate rivals in the America's Cup, and we are thrilled to see Naples, Italy named as the Host Venue for the Louis Vuitton 38th America's Cup Match," said Commodore David Blakey of the Royal New Zealand Yacht Squadron.

Naples, Italy promises to be a spectacular setting for the Louis Vuitton 38th America's Cup, as well as the Youth and Women's regattas.



03

NAPLES, CAMPANIA, ITALY

THE ETERNAL FLAME BENEATH THE ASHES

Napoli is no ordinary city. Restless, radiant, and rich with centuries of stories. Perched on the edge of the Tyrrhenian Sea, in the shadow of the watchful Vesuvius, Napoli is a city where myth, memory, and the Mediterranean breathe together in the same ancient air.

It was the Greeks who first called it Neápolis—"New City"—long before Rome found its stride. Here, Parthenope, the weeping siren of Homeric myth, washed ashore after failing to lure Odysseus. Her body became legend; her spirit, the soul of the city. She is not gone. She is Napoli—mysterious, beautiful, untamed.

The Romans came next, layering marble and might upon Greek foundations, carving amphitheatres, forums, and aqueducts into the land. Nearby Pompeii, frozen in volcanic ash, reminds us how suddenly beauty can be buried—yet never forgotten.

Napoli has always danced at the edge of destruction and creation. From Byzantines to Bourbons, from Spanish kings to revolutionaries, it has worn every crown and broken every chain. The city's history is not told in clean lines, but in strata—crumbled walls, sun-bleached laundry, the voices of fishmongers, opera singers, and the roar of scooters in tangled alleyways. Napoli is chaos and grace, ruin and resurrection.

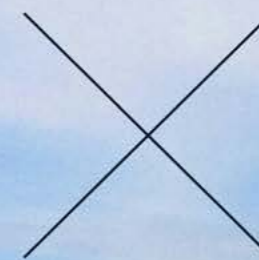
But perhaps Napoli's greatest export has been its people—those who left, not to flee, but to carry her rhythm into the world. They built pizzerias in Brooklyn, sang in Buenos Aires cafés, or moved downunder to Brisbane to stitch threads of Neapolitan warmth into the cold corners of far-off lands. In every gesture, they say: We are Napoli. We never left.

That pride lives vividly in the blue of the Società Sportiva Calcio Napoli, who unite generations and streets. The fans don't just support—they believe; they

chant with a loyalty that defies reason and geography. #ProudToBeNapoli is more than a slogan. It's a vow.

And soon, the world will look again to Napoli, as it becomes the Host City for the world's oldest international sports trophy—the 38th America's Cup. A competition just as steeped in myth, obsession, rivalry, and innovation. In a place where past and present intertwine so naturally, the future now calls—adding a new layer of history.

NAPOLI
NAPLES
PARTENOPE





DEFENDER



EMIRATES TEAM NEW ZEALAND

ROYAL NEW ZEALAND YACHT SQUADRON (RNZYS)

Sailing for the Royal New Zealand Yacht Squadron (RNZYS) in Auckland, the New Zealand team's inception goes back to 1987. After three prior campaigns, they claimed the 29th America's Cup in 1995—making it “New Zealand's Cup”—and successfully defended it in Auckland in 2000. In the following years, the trophy moved to Switzerland and then the United States, before Emirates Team New Zealand, under the leadership of Grant Dalton as CEO since 2003, spectacularly reclaimed it in Bermuda in 2017. That victory, marked by bold innovation such as the introduction of ‘cyclors’ on the foiling catamaran, firmly re-established the team as pioneers in the sport.

Emirates Team New Zealand went on to defend the Cup twice more: in Auckland (2021) against Luna Rossa Prada Pirelli and in Barcelona (2024) against INEOS Britannia. With five victories (1995, 2000, 2017, 2021, and 2024)—including an unprecedented three consecutive wins—they are the most successful team in modern America's Cup history. Now aiming for a fourth straight title, the Kiwis are firmly positioned at the forefront of sailing excellence.

On the water, Emirates Team New Zealand is a powerhouse of performance and innovation. Olympic gold and silver medallist Nathan Outteridge, co-helmsman of the 2024 victory, returns as skipper for 2027, leading a refreshed and deeply experienced sailing team. The core sailing team including Blair Tuke, Andy Maloney, Sam Meech, and Chris Draper bring America's Cup-proven skills to the squad. The team will field top-tier line-ups not only in the America's Cup but certainly also in the Youth and Women's events.

Off the water, a wealth of experience runs through the organisation, with seasoned campaigners and past winners shaping a flat-structured, hard working culture. Kevin Shoebridge, now in his eleventh America's Cup, remains a key figure as Chief Operating Officer.

Pioneers in design, Emirates Team New Zealand led the introduction of the foiling AC75 monohull for the 36th America's Cup in Auckland. The launch of the AC40 class in late 2022 expanded opportunities for testing, talent development, and the inclusion of female sailors in elite-level training and competition.

Consistently pushing boundaries, the team remains committed to cutting-edge design and technique—from precision foil construction to advanced sail systems and control technologies. While the Protocol, design rules, and sailing instructions are yet to be published, Chief Designer Dan Bernasconi is undoubtedly assembling another formidable framework for engineering and design teams.

With five America's Cup wins, the sailing world will be watching closely as Emirates Team New Zealand aims to win for the fourth time in a row plotting their strategy from their home waters in beautiful Aotearoa New Zealand before they enter the lion's den of Naples in 2027.



04

ATHENA RACING

CHALLENGER OF RECORD



ATHENA RACING

ROYAL YACHT SQUADRON LTD. (RYS)

Athena Racing is the representative of the Challenger of Record for Louis Vuitton 38th America's Cup, Royal Yacht Squadron Racing Ltd.

The team made history in 2024, as the first British team in 60 years to qualify for the America's Cup Match, the first in 90 years to score points in the Match, and the first ever to win the America's Cup Challenger Series. Their achievements mark Britain's most successful performance in the competition's history.

The America's Cup, the pinnacle of yachting, was first contested in 1851 in Cowes, Isle of Wight and organised by the Royal Yacht Squadron, predating the modern Olympic Games for 45 years. In challenging for a fourth successive America's Cup, Athena Racing has much needed continuity, the cornerstone of every successful America's Cup team.



05

FOILING MONOHULLS: AC75 & AC40

THE BOATS

Though foiling may feel like a recent phenomenon in watersports, it has been central to America's Cup racing for over a decade. The turning point came in August 2012, when Emirates Team New Zealand astonished the sailing world with a 72-foot catamaran lifting out of the water on the Hauraki Gulf—introducing foils to the Cup and redefining grand prix yacht racing.

Six years later, the launch of the AC75 Class Rule in 2018 ushered in a new era. Getting these radically new monohulls to fly required an entirely different approach to design and sailing technique, establishing the America's Cup as the ultimate arena for foiling innovation.

During the 36th America's Cup in Auckland (2021), the AC75s captivated millions worldwide, combining speed, precision, and drama in an unforgettable spectacle. It was no surprise that the Defenders chose to retain the class for the 37th edition in Barcelona, refining the boats with lighter hulls, reduced crew numbers, and larger foils to enhance flight and embrace next-generation technologies.

The AC75 showcases innovation that redefines sailing for the modern era and represents a leap in sailing technology. Equipped with hydrofoils, the yachts achieve incredible speeds by lifting the hull above the water, minimising drag. Power generation has been revolutionised with 'cyclors', who pedal instead of grind, providing enhanced efficiency and optimised crew numbers. A network of sensors delivers real-time data for optimal performance, while groundbreaking sail designs maximise aerodynamics.

For the Louis Vuitton 38th America's Cup, the crew of the AC75s will consist of five sailors, with increased function of the boat powered by battery. The nationality clause requires that two sailors plus the female sailor must be a national of the country of the competitor but

will allow up to two non-nationals to sail onboard as well.

In a move to foster the future of the sport, Emirates Team New Zealand and the Challenger of Record introduced the AC40 class—a scaled-down, high-performance version of the AC75—purpose-built for youth and women's racing. When the first AC40 launched in Auckland in September 2022, it immediately hit speeds over 40 knots, showcasing both potential and performance from the outset.

By 2023, ten AC40s had been delivered across teams, and their thrilling capabilities were on full display at the Preliminary Regattas in Vilanova i la Geltrú (Spain) and Jeddah (Saudi Arabia), as well as in the Youth and inaugural Women's America's Cup events. World Sailing named the AC40 "Boat of the Year 2023"—a fitting recognition of its impact.

While the Protocol and new design rules for the Louis Vuitton 38th America's Cup are yet to be published, all eyes now turn to Naples—set to become the stage where next-generation innovation, strategic mastery, and elite foiling performance converge once again.

SPEED RECORDS

During the Louis Vuitton 37th America's Cup, the recorded top speed was achieved by INEOS Britannia during Race 8 on Race Day 5 of the Louis Vuitton Cup Final. The boat reached a record speed of 55.6 knots (102.97 km/h).

Similarly, the AC40s have demonstrated exhilarating performances too: With top speeds reaching around 45 knots during the regattas in lower wind conditions and a measured top speed of 50.09 knots (92.77 km/h) in training.



06

DESIGN AND DEVELOPMENT

TECHNOLOGY AND BROADCAST

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, 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 38th America's Cup will be won and lost.

The America's Cup stands at the forefront of technological advancement and engineering excellence in competitive sailing, embodying a dynamic fusion of sport and innovation. Yacht development is an interdisciplinary collaboration, drawing on partnerships with engineering powerhouses, including Formula 1™ teams, to pioneer advancements in material sciences, aerodynamics, and hydrodynamics. Sailing teams reflect this diversity, blending expertise not only from the world's best sailors but also from disciplines such as cycling, rowing, and other sports, creating an environment where varied skill sets converge to achieve excellence.

These innovations have far-reaching impacts extending beyond the competition. Hydrogen-powered foiling boats, developed through America's Cup research and technology, are leading advancements in sustainable maritime technology, and novel analysis and visualisation tools help to understand weather and wind patterns at never-before-seen resolution. Additionally, the widespread adoption of simulators—originally designed for elite athlete training—now offers non-professionals a chance to experience the thrill of sailing first-hand.

In a bid to make sailing more accessible than ever before, America's Cup Media delivers the most inclusive broadcast experience in the regatta's 173-year history. Cutting-edge broadcasting and visualisation

technologies helped demystify the sport's complexities, making it engaging and easy to follow for audiences of all backgrounds. These innovations enriched the viewing experience for both newcomers and seasoned sailing experts alike.

One such innovation is WindSight IQ™, which uses LiDAR (light detection and ranging) sensor fusion and advanced computation to visualise wind patterns in augmented reality (AR) and virtual reality (VR) graphics. Additionally, VirtualEye offers data-driven replays of each race, allowing fans and media to analyse and relive the regatta's key moments.

The America's Cup is more than a race; it is a platform for groundbreaking innovation with the potential to inspire global audiences across industries, sports interests, and generations. The America's Cup showcases the intersection of sport and science, proving that excellence on water starts with innovation on land.



© America's Cup / Ricardo Pinto

The TV cat during races at the Louis Vuitton 37th America's Cup, Barcelona, 2024.



© America's Cup / Ivo Rovira

Behind the scenes during live broadcast of the Louis Vuitton 37th America's Cup, Barcelona, 2024.

07

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 number of sailors on board the AC75—with a number of reserves on stand-by on any given race day.

All of the sailors competing at the Louis Vuitton 38th America's Cup are the best in the world, and most are multiple World Champions and Olympic medallists and some are winners of previous editions of the America's Cup. Here is the make-up of the crew:

HELMSMEN

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

The Flight Controller/Trimmers onboard an AC75 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.

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 innovation and foiling yacht race design.

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 takes 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 38th 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.



07

TEAM ROLES

WHO DOES WHAT, WHEN, AND HOW

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 makes sure that when the sailors press a button, the function happens. It is a highly technical field and in the heat of Naples, 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.

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.

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.

MEDIA AND PUBLIC RELATIONS PERSONNEL

Each team in the America's Cup has 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 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.

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.

08

BRIDGING THE GAP

WOMEN IN THE AMERICA'S CUP

During the Louis Vuitton 37th America's Cup in Barcelona, for the first time in the more than 174-year history of the America's Cup, a stand-alone women's event was introduced: the Women's America's Cup. In between races of the Louis Vuitton 37th America's Cup Match, the much-anticipated showdown saw Luna Rossa Prada Pirelli (Italy) face Athena Pathway (Great Britain). The women of Luna Rossa Prada Pirelli triumphed, lifting the inaugural Puig Women's America's Cup Trophy in a historic victory.

Open to all female athletes, regardless of age, this groundbreaking regatta served as a vital pathway event designed to bridge the experience gap and foster future participation in America's Cup competitions. It provided female athletes with the opportunity to hone their skills on modern foiling monohulls, both through dedicated simulators and on the water in the AC40 class yachts.

Women have long held key roles both on the water and shoreside across every team and the wider America's Cup organisation. With the launch of the Women's America's Cup in 2024, a clear pathway can now lead female athletes to the pinnacle of global sailing—the America's Cup.

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, 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 America³ 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.

The 38th America's Cup will see a progression of the 37th America's Cup, with a priority to continuing to build pathways for Women and Youth, by maintaining the Women's and Youth America's Cup events, but also now including at least one female crew member onboard the AC75. The crew of the AC75s will consist of five sailors, with increased function of the boat powered by battery. The nationality clause requires that two sailors plus the female sailor must be a national of the country of the competitor but will allow up to two non-nationals to sail onboard as well.



© America's Cup / Ricardo Pinto

Olympic medalists sailing at the inaugural Puig Women's America's Cup, Barcelona, 2024. [DOWNLOAD PHOTO](#)



© America's Cup / Ivo Rovira

Luna Rossa Prada Pirelli win the inaugural Puig Women's America's Cup, Barcelona, 2024.

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THE NEXT GENERATION

YOUTH AMERICA'S CUP [↗](#)

The return of the regatta in 2024 promised to showcase the future stars of the America's Cup, with fierce competition among the next generation of sailors eager to make their mark and kickstart their journey at the very pinnacle of the sport. During the Louis Vuitton Cup Final, the much-anticipated battle between Luna Rossa Prada Pirelli (Italy) and NYYC American Magic (USA) captivated audiences, with the young stars of Luna Rossa Prada Pirelli emerging victorious, lifting the UniCredit Youth America's Cup Trophy.

Creating pathways into the America's Cup has been a significant challenge since 2013, when the first Youth America's Cup took place in San Francisco. The winners of that regatta are now some of the sport's most prominent figures: Peter Burling, the skipper of the Defender for the Louis Vuitton 37th America's Cup, led the 'NZL Sailing Team' alongside renowned talents like Blair Tuke, Andy Maloney, and Sam Meech – all of whom remained integral to Emirates Team New Zealand in 2024.

A PATHWAY FOR FUTURE GENERATIONS

The 2013 regatta, held on non-foiling AC45 catamarans, also featured future stars such as Jason Saunders (who was with the Orient Express Racing Team during the Louis Vuitton 37th America's Cup), Lucien Cujean, and Jason Waterhouse (both with Alinghi Red Bull Racing), illustrating the long-lasting impact of this pioneering competition on the next generation of sailing talent.

Building on the success of the inaugural regatta, the Youth America's Cup returned in 2017 in Bermuda with the upgraded AC45F foiling catamarans. This time, the British 'GBR Land Rover BAR Academy' team took home the trophy. Among the standout performers was Neil Hunter, a powerhouse cyclist who was quickly recruited by the senior team of INEOS Britannia.

Although the 2021 regatta was cancelled in Auckland due to the global pandemic, it was revitalised with the support of UniCredit Bank in 2024 as the UniCredit Youth America's Cup in Barcelona and was won by the sporting Youth team of Luna Rossa Prada Pirelli, in sensational style. One of the highlights of the 2024 America's Cup in Barcelona.

For the Louis Vuitton 38th America's Cup in Naples, both the Defender and the Challenger of Record are committed to building on the success of the Women's and Youth America's Cup events.



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THE SPY GAME

JOINT RECON

Introduced for the Louis Vuitton 37th America's Cup, the Joint Reconnaissance Programme aimed at both cost reduction for the teams and to provide daily commentary and analysis to spectators before 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.

Architect of the initiative, Dan Bernasconi of Emirates Team New Zealand, had 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 had 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 the America's Cup cycle had seen new content being generated and it was the very first America's Cup in its more than 173 year history where every sailing day had 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 and future editions to come.





WEBSITE, NEWSLETTER & SOCIAL MEDIA

HOW TO FOLLOW

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](#).

High quality coverage (live, highlights, clips and news) of the Louis Vuitton 38th America's Cup will be distributed on the broadest possible basis to maximise the audience for the event. This will include distribution on free to air TV, online and on mobile through partnerships with broadcasters as well as via the America's Cup website, the [PHOTO GALLERY](#), and the official America's Cup social media channels.

It is the continued intention that the Louis Vuitton 38th America's Cup 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.

[WEBSITE: AMERICASCUP.COM](#)

[SIGN-UP TO THE NEWSLETTER](#)

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[PHOTO GALLERY](#)



ENQUIRIES

CONTACTS

LOUIS VUITTON 38TH AMERICA'S CUP

[GENERAL ENQUIRIES](#)
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NICE TO KNOWS

QUICK FACTS

- During the Louis Vuitton 37th America's Cup, the recorded top speed was achieved by INEOS Britannia during Race 8 on Race Day 5 of the Louis Vuitton Cup Final. The boat reached a record speed of 55.6 knots (102.97 km/h).

Similarly, the AC40s have demonstrated exhilarating performances too: With top speeds reaching around 45 knots during the regattas in lower wind conditions and a measured top speed of 50.09 knots (92.77 km/h) in training.

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

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 successfully defended the 37th 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 38th 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 38th America's Cup will be published in due course.

ON-WATER UMPIRING, RACE MANAGEMENT & MARSHALLING

The Louis Vuitton 38th 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 Race Officer will observe the entire regatta. Assisted by a team of top class officials including rules experts who will make the calls regarding infringements 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 local coastguard vessels.

THE CHALLENGER OF RECORD

In early November 2024, Royal New Zealand Yacht Squadron (RNZYS) and Emirates Team New Zealand confirmed the acceptance of the official challenge by the Royal Yacht Squadron Ltd. (RYS). The British yacht club was the first organisation who presented this trophy over 173 years ago, which eventually started the legacy of the America's Cup. This time around, it will be Athena Racing led by Sir Ben Ainslie who are representing the RYS.

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.

RECORDS AND WINNING THE AMERICA'S CUP

- In 174 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 and World Series events have been held in the USA, Australia, New Zealand, Spain, Italy, Sweden, France, Great Britain, Portugal, Oman, Bermuda, and the Kingdom of Saudi Arabia.

- Naples has played host to America's Cup action in 2012 & 2013 in the lead up to the 34th America's Cup, hosting two America's Cup World Series events which local event officials estimated more than one million people turned up to watch the racing from the Naples waterfront over the week-long event.

- 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. After Burling's third win in Barcelona, he became the most successful helmsmen in the modern America's Cup fleet by winning a total of 22 America's Cup Matches.

- Jimmy Spithill, a two-time America's Cup winner, holds the distinction of being the longest-serving helmsman in the event's history. He has helmed in four America's Cup Finals-for Oracle Team USA in 2010, 2013, and 2017, and for Luna Rossa Prada Pirelli in 2021-as well as in the Louis Vuitton Cup Final in 2024. Spithill has competed in every edition of the America's Cup since 1999, totalling eight campaigns and an impressive 17 America's Cup Match wins.

- 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.

THE TROPHY

- In 1848 the America's Cup, affectionately known as the 'Auld Mug,' was crafted by Messrs R&S Garrard & Co. of Pantons 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.

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NICE TO KNOWS

QUICK FACTS

- 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 68.6 cm high (27 inches), 91.4 cm (36 inches) circumference of body and 61 cm (24 inches) of base and weighs 3.8 kg (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, New Zealand.
- 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	7-2	Royal Yacht Squadron Ltd. GBR
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



* 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

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 or Arbitration 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 38th America's Cup, the Youth America's Cup and the 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. 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 / ON COURSE SIDE

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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PARTNERS

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