



PRESS KIT

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

🇬🇧 ENGLISH VERSION

EVENT PARTNERS

LOUIS VUITTON



HOST PARTNERS



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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.

The America's Cup is acknowledged as the oldest trophy in international sports. It is contested uniquely under the competition's presiding Deed of Gift, a document first written in 1857 and subsequently amended and appended over time to reflect changes in both the sport and the contest. That document specifically states that the America's Cup must be a 'friendly competition between foreign nations' and that ethos is sacrosanct to the integrity of the contest. Traditionally the ultimate winner of the America's Cup Match has earned 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. Ahead of Naples 2027, that tradition was honoured but, in agreement, the Defender and Challenger of Record have implemented a new organising entity – the America's Cup Partnership – which sees a board made up of both Defender and Challenger representatives charged with the future direction of America's Cup events and commercial interests. It is arguably the biggest change to the America's Cup since inception, ensuring the contest's longevity and relevance in an ever-evolving global sporting complex.

[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.

VIEW THE VIDEO FOR THE EXCITING VISION FOR NAPLES 2027.



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.

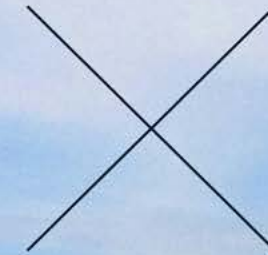
But perhaps Napoli's greatest export has been its people—those who left, not to flee, but to carry her rhythm into the world. They built pizzerias in Brooklyn, sang in Buenos Aires cafés, or moved down-under to Brisbane to stitch threads of Neapolitan warmth into the cold corners of far-off lands. In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

That pride lives vividly in the blue of the Società Sportiva Calcio Napoli, the city's famous football team and 2025 Serie A champions, who unite generations and

streets. The fans of SSC Napoli 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 to the regatta for the world's oldest international sports trophy—the Louis Vuitton 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.



ATHENA

RACING

CHALLENGER OF RECORD



ATHENA

RACING

ROYAL YACHT SQUADRON LTD. (RYS)

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

The Royal Yacht Squadron in Cowes, UK is one of the oldest and most prestigious yacht clubs in the world, dating back to 1815, and the key architect of the original race around the Isle of Wight for what became known as *America's Cup*. On August 22nd, 1851, the yacht *America* beat the best of the British fleet under the burgee of the New York Yacht Club and won the *RYS £100 Challenge Cup*—a trophy first purchased from the Crown Jewellers, R&S Garrard and donated by RYS club member, the Marquess of Anglesey.

The American team sailed back to the United States and in 1857 donated the trophy under a strict Deed of Gift that laid out terms for its future competition to the New York Yacht Club and renamed it: *America's Cup*. Yachts of the Royal Yacht Squadron have contested the Match for the America's Cup a total of seven times since, from the first challenge of the club—the *Genesta* in 1885—through to the club's latest challenge in 2024.

Great Britain's modern-day America's Cup team was founded by Sir Ben Ainslie in 2013, initially competing under the name of Ben Ainslie Racing (Land Rover BAR) for the 35th America's Cup in Bermuda. The team went on to compete in the 36th America's Cup as INEOS Team UK in Auckland, New Zealand, and as INEOS Britannia for the Louis Vuitton 37th America's Cup in Barcelona.

With continuity being key to success in the America's Cup, the British come to Naples with high hopes of continuing their history-making feat in Barcelona in 2024 where the team won the Louis Vuitton Cup, and advanced to the America's Cup Match. Britain last contested a Match in 1967, and in taking two wins off the Defender in 2024, Sir Ben Ainslie's team matched the feats of Sir T.O.M.

Sopwith's J-Class team in 1934 who took two races off the Defender—Harold S. Vanderbilt's *Rainbow*.

The British were ultimately defeated 7-2 by Emirates Team New Zealand, the Defender, in 2024 but will be seeking to avenge that defeat in Naples in 2027. If they do go one better, it would be one of the last great stories of the America's Cup with the trophy returning to the Royal Yacht Squadron for the first time in 176 years.



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 well 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.

All eyes now turn to Naples—set to become the stage where next-generation innovation, strategic mastery, and elite foiling performance converge once again.

[READ THE CLASS RULES AND TECHNICAL REGULATIONS](#)

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 176-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, well above 200-and there are a wide variety of skills employed.

Each team has a maximum number of five sailors, and for Naples 2027 one Guest Racer, onboard the AC75-with a number of reserves on stand-by on any given race day. At least one female sailor will be in the crew, and the roles onboard could well subtly shift for 2027 with the addition of the extra crew person. In a significant change for 2027, the control systems are all operated electronically with the yachts no longer requiring the physical input of cyclors or grinders to power the dynamic parts and systems.

All of the sailors competing at the Louis Vuitton 38th America's Cup are rated as the best foiling sailors in the world, with many having come through to the pinnacle by winning multiple World Championships and Olympic medals. A number of competing athletes are previous winners of both the America's Cup and/or the Youth & Women's America's Cups.

The key positions on the AC75 are as follows:

HELM / STRATEGIST

On a race-day, the AC75 will have two helms sitting on the port and starboard sides of the yacht. In Naples, they will be joined potentially by a strategist looking at the overall bigger race picture and inputting tactically to the helms whilst also having control functions. The communication between these three sailors is key as the helms themselves sit remotely from each other and only have 180 degrees of vision as the rest is covered by the huge deck-sweeping sails. The helm and strategist have multiple control functions at their disposal, and the helms have a barrage of buttons and switches on

their steering wheels, just like in Formula1®, where they can trim the pitch, cant and angle of the boat. 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 won 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 helms 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.



07

TEAM ROLES

WHO DOES WHAT,
WHEN, AND HOW**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/helms 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 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.

Within each team competing for the Louis Vuitton 38th America's Cup in Naples there are numerous high-profile women in the teams across a wide variety of roles both on the water and shoreside. Onboard the AC75 yachts, teams must have at least one female sailor whilst for the Preliminary Regattas scheduled for 2026 and 2027, teams can field two AC40 yachts one of which must have a mix of youth and female athletes. Furthermore, the new nationality clause mandates that two crew members plus one female athlete onboard the AC75s must be a national of the country the team are representing.

The Women's America's Cup in Barcelona lit the pathway for 70 of the best female athletes to take their rightful place at the very apex of world sailing, and the race for the 2027 Women's title is expected, once again, to see some of the tightest sailing of the Louis Vuitton 38th America's Cup in Naples in 2027.



© America's Cup / Ricardo Pinto

Olympic medalists sailing at the inaugural Puig Women's America's Cup, Barcelona, 2024.



© 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

After a hiatus due to the global pandemic in 2021, the return of the Youth America's Cup in 2024 showcased 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 to 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, led by Marco Gradoni, emerging victorious and lifting the UniCredit Youth America's Cup Trophy.

Creating pathways into the America's Cup has always been significant challenge. However, the introduction in 2013 of the first ever Youth America's Cup in San Francisco, was a watershed moment that lit the pathway for many of the current generation of sailors. 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 are highly regarded in the teams of the Louis Vuitton 38th America's Cup in Naples in 2027.

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 by increasing the opportunities for the sailors coming through. In the Preliminary Regattas scheduled through 2026 and 2027, teams will be allowed to field two AC40 crews, one of which must be an equal combination of Youth & Women's team members, whilst onboard the AC75 yachts for the Louis Vuitton 38th America's Cup, teams must have at least one female sailor onboard. The pathway created by the Youth and Women's America's Cup events is opening up now for those sailors eyeing the pinnacle of sailing—the America's Cup.



PASSION, STYLE & TECHNOLOGICAL ADVANCES

ITALY IN THE AMERICA'S CUP

The history of Italy in the America's Cup is fired by passion, style, technological advances, committed benefactors, royalty, big business, elan and near-misses. The growing sense that Italy will one day win the America's Cup has never been more present as Luna Rossa prepares to race for the famous trophy on home waters in Naples in 2027. It promises to be an event like no other, with Italian sailing heroes at the very heart of the action.

The journey to today, starts in 1983 but arguably long before then with Gianni Agnelli, the mercurial President of the giant Fiat corporation, expressing an interest in the America's Cup as far back as 1964 through his friendship with US President John F. Kennedy. However, the first campaign, backed by His Highness the Aga Khan and inspired by the talent of Cino Ricci, and the backing of the Yacht Club Costa Smeralda made Italy in the America's Cup a reality with the *Azzurra* syndicate in 1983.

That campaign was remarkable on many levels. It fused Italian big business and expert management under the guidance of Luca di Montezemolo, with a new generation of sailing talent, led by Ricci and helmsman Mauro Pelaschier, and inspired a nation. As they progressed through that ground-breaking regatta in Newport, Rhode Island, the regatta that changed the America's Cup forevermore, the sailors could not have imagined the effect that their endeavours were having on the nation back home. Newspapers took *Azzurra* and the sport of yacht racing [from the sports pages to the front pages](#) creating instant heroes of the team. Their eventual defeat at the hands of a certain *Australia II* that went on to win in 1983, ending the longest winning sports streak in history—of 134 years by the New York Yacht Club—, ignited a passion for sailing in Italy that burns bright to this day.

Come 1987 and the America's Cup being held in the big winds and huge seas off Perth, Western Australia, Italy was back with style. *Azzurra '87* and the Gucci-backed *Italia* campaigns caught everyone's attention both shoreside and on the water, but misfortune dogged both campaigns, most notably with *Italia*, and ultimately they were eliminated early. The momentum from 1983 through to 1987 was remarkable, and whilst the Cup went into a period of instability with the 1988 Deed of Gift Match that precluded other Challengers, by 1992 a new breed of sailing talent had emerged backed by one of the most colourful and intriguing characters that the America's Cup had ever seen.

Raul Gardini, the agri-business and chemicals tycoon, embarked on a campaign to win, sparing no effort. The [Il Moro di Venezia story](#) immediately grabbed the headlines as Gardini appointed a young superstar talent in the American Paul Cayard and gave the team un-paralleled resources. No less than five boats were utilised and when the *Il Moro* team launched their two race boats, they cordoned off Venice and staged a ceremony directed by film director Franco Zeffirelli. It was all done with impeccable Italian style yet on the water it was deadly serious with some of the finest racing ever seen up to that time as the Italians won the Louis Vuitton Cup, defeating Team New Zealand in the process.

Ultimately, the *Il Moro* campaign were beaten by the better boat. Bill Koch brought an engineering mindset to the America's Cup and through brilliant innovation of design and material sciences, led his incredible *America*³ syndicate to a 4-1 victory in the Match and a successful defence on the waters of San Diego. Sadly for the *Il Moro di Venezia* team, a planned bid for 1995 went unfulfilled with the death of Raul Gardini in 1993.



LEFT Raul Gardini insisted on appointing a young crew for *Il Moro di Venezia* under the command of Paul Cayard who got his first big Cup campaign break under Gardini. RIGHT Paul Cayard drives *Il Moro di Venezia* hard under gennaker. The Italian sail programme, particularly their gennakers, steadily improved after input from the *Ville de Paris* syndicate. Photos: © Carlo Borlenghi.



LEFT *Prada Challenge* (ITA) sailed against *AmericaOne* (USA) in one of the most hotly contested Louis Vuitton Cup Finals ever in 2000. *Prada Challenge* won by 5-4 and advanced to the 30th America's Cup Match to face Team New Zealand. | RIGHT *Prada Challenge* celebrate their victory in the Louis Vuitton Cup of 2000 at the downtown Auckland Viaduct. Photos: © Carlo Borlenghi.

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PASSION, STYLE & TECHNOLOGICAL ADVANCES

ITALY IN THE AMERICA'S CUP

Italy held its breath and asked the question: who could replace Gardini? The answer came in 2000 when Patrizio Bertelli, the Chief Executive of Prada whose passion for sailing knew no bounds, stepped forward launching a twenty-five-year benefaction that is unrivalled in the history of the America's Cup. The Patrizio Bertelli story is one of determination, persistence and passion that to this very day has changed the face of Italian sailing, bringing through generations of talent to compete at the very pinnacle. The name [Luna Rossa](#) inspired reverence from the start with a unique style that sought the best in every department. The team's first attempt at the America's Cup in 2000 was a marker of intent, making the Match but coming up against, and ultimately losing to, the team's nemesis in the form of Team New Zealand that has inspired a rivalry for the past quarter of a century.

Luna Rossa returned for the 31st America's Cup in 2003 in Auckland, determined to go one better but with new players in the Cup game utilising vast resources of computational design power and understanding of the new breed of International America's Cup Class (IACC) yachts, the team failed to reach the heights of 2000. Back home in Italy however, the thirst for the America's Cup was further inspired by the Vincenzo Onorato-backed *Mascalzone Latino* campaign from the City of Naples. The '*Latin Rascals*' were formed as '100% Made in Italy' syndicate that captured the public's imagination.

With the America's Cup coming to Europe for the first time since its inaugural race in 1851, Valencia saw a record number of entries. Italy was represented by a triumvirate of Challengers with Luna Rossa back again for another tilt, *Mascalzone Latino* rolling on from 2003 and a new Challenger, *+39 Challenge*, with the enigmatic silver medallist Luca Devoti leading an international and Italian team. That year, Luna Rossa, representing the Yacht Club Italiano, made it to the Final of the Louis Vuitton Cup but were whitewashed 5-0 by a rampant

Emirates Team New Zealand who went on to contest the Match.

The America's Cup again went to a Deed of Gift Match in 2010, that ultimately led to a change of class for the competition going forward after the Americans won and took the Cup to the Golden Gate Yacht Club in San Francisco. The emergence of the giant AC72 catamaran class for the 34th America's Cup in 2013 was arguably where the sport of Grand Prix sailing changed. The Kiwis innovated and managed to perfect foiling upwind and although Luna Rossa made it to the Final of the Louis Vuitton Cup that year, another defeat was endured with Emirates Team New Zealand dispatching Patrizio Bertelli's team 7-1.

Preceding the 2013 America's Cup, the country of Italy got its very first taste of real action with the [America's Cup World Series events being staged in Naples](#) and Venice in 2012 and following the success, back in Naples in 2013. Luna Rossa used the inaugural Naples event in 2012 to launch a two-boat AC45 catamaran training campaign and won before an estimated one million spectators that lined the picturesque waterfront of the Bay of Naples. That regatta, and the passion showed by the fans, seared into the memories of the senior Cup veterans, and arguably was the catalyst for Naples becoming the venue for the Louis Vuitton 38th America's Cup.

A protest about the changing of the rules in 2017, saw Mr Bertelli withdraw from the contest and direct resources behind the Kiwis who went on to win in Bermuda that year, and with the Cup returning to the Royal New Zealand Yacht Squadron, Italy were influential in creating the rules around foiling monohulls in the form of the exciting, new AC75 class. With a front-row seat at the discussions, it is no wonder that Italy proved to be remarkably innovative in the Covid-affected 36th America's Cup of 2021. As designers and sailors got

to grips with the most powerful monohull class ever created, Luna Rossa chose their own path and installed two helmsmen sat still in pods on either side of the boat, meaning no crossing of the helms through tacks and gybes. It was brilliant and became ubiquitous going forward to the present day.

Luna Rossa eased through to the America's Cup Match in 2021 and came arguably closer than ever before to winning. Taking the best-of-seven series to 3-3 against the Defenders, Emirates Team New Zealand, Italy went wild whilst restricted to lockdown that affected the whole of Europe. Ultimately that was as good as it got and the Kiwis went on to retain the Cup with a 7-3 scoreline but Italy was very much back at the top table of the America's Cup, twenty-one years after Luna Rossa's first appearance in the Match.

'Persistence' has been the hallmark of Italy in the America's Cup, and with the Royal New Zealand Yacht Squadron selecting Barcelona for the 37th edition, Luna Rossa put up a mighty challenge, training from their outstanding base in Cagliari and becoming the front-runners amongst the Challengers from the outset. The rules around the Cup had evolved, and whilst the AC75 remained the same, a new class of yacht was introduced in the form of the foiling AC40—a scaled-down AC75 featuring a four-person crew and push-button controls capable of speeds in excess of 45 knots. For Barcelona, with the Youth America's Cup back and the inaugural Women's America's Cup on the horizon, for Luna Rossa, there was an un-guarded aspiration to win all three events in 2024.

Ultimately, the senior Luna Rossa team fell short at the final hurdle in the Louis Vuitton Cup, succumbing to a 7-4 defeat at the hands of Sir Ben Ainslie's INEOS Britannia team but during that regatta, in fact between the first two races of the Louis Vuitton Cup Final, the next generation of Italian talent proved themselves and

burst onto the international scene. The [Italian Youth America's Cup team](#) stormed to victory as the stand-out contenders in the Youth America's Cup, led by three-time Optimist World Champion Marco Gradoni and the talent of Gianluigi 'Gigi' Ugolini. It was perhaps a portent for the future.

What the Luna Rossa Youth Team achieved, was mirrored by the [Luna Rossa Women's Team](#) in the inaugural Puig Women's America's Cup. Facing a mighty challenge from the British Athena Pathway Team, Italy's finest female athletes led by the peerless Giulia Conti and co-helm Margherita Porro edged a tight Final to claim the title and trophy.

The victories showcased Italian sailing across the board and now with the Louis Vuitton 38th America's Cup being held in Naples in July 2027, all eyes are on the Luna Rossa team once again to finally go the whole way and win the America's Cup. With an early start to the cycle, committed resources and a real sense of determination—few are betting against that outcome.

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PASSION, STYLE & TECHNOLOGICAL ADVANCES

ITALY IN THE AMERICA'S CUP

AZZURRA: [↗](#)
FROM THE SPORTS PAGES TO THE FRONT PAGES

IL MORO DI VENEZIA: [↗](#)
ITALY CONTESTS THE AMERICA'S CUP MATCH FOR THE VERY FIRST TIME

CONSORZIO ITALIA:
A MOST FASHIONABLE ENTRY TO THE AMERICA'S CUP

MASCALZONE LATINO:
THE 'LATIN RASCALS'

+39
CIRCOLO VELA GARGNANO

THE LUNA ROSSA STORY: [↗](#)
SAILING INTO HISTORY

1983 AC25 1987 AC26 1988 AC27 1992 AC28 1995 AC29 2000 AC30 2003 AC31 2007 AC32 2010 AC33 2013 AC34 2017 AC35 2021 AC36 2024 AC37 2027 AC38

**THE AMERICA'S CUP THROUGH THE EXPERT LENS
OF CARLO BORLENGHI** [↗](#)

**NAPLES GETS A FIRST TASTE OF
THE AMERICA'S CUP... IN 2012 AND 2013** [↗](#)

11

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.

For the Louis Vuitton 38th America's Cup in Naples, a Joint Reconnaissance programme will again be in place, tracking the declared (and limited) number of observation days of the teams sailing their AC75s in training at venues potentially all around the world. The programme's output is designed to give both teams and fans valuable insight into the design, lay-out, technique and innovation that each team will employ in a bid to win and with a variety of multi-media options it will bring fans closer to the action than ever before.



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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](#)

[SIGN-UP TO PRESS RELEASES](#)

[PHOTO GALLERY](#)



ENQUIRIES

CONTACTS

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[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 helmsman 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 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.

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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

HELM

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

FLIGHT CONTROLLERS/TRIMMERS/STRATEGISTS

Three onboard in total on an AC75 and two on an AC40—control the ride height of the boat out of the water and the trim of the mainsail and jib as well as advise on strategic decisions.

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 helms use 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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LOUIS VUITTON



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