LOUIS VUITTON

38TH AMERICA'S CUP
NAPOLI, ITALIA

# PRESS KIT

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

ENGLISH VERSION

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**TITLE PHOTO**

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


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LOUIS VUITTON

38TH AMERICA'S CUP
NAPOLI, ITALIA

www.americascup.com

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CHECK WEBSITE FOR UPDATED VERSION

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 to 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 (23 times), 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





© America's Cup / Ricardo Pinto

The 'Auld Mug' photographed in front of the Red Sea. Jeddah, 2023.

01

A NEW ERA

# AMERICA'S CUP PARTNERSHIP

The America's Cup Partnership, the 'ACP,' came into force on the 1st November 2025 and ushered in a new chapter for the oldest continually contested sporting competition in the world. Keeping many of the elements that have defined this truly global spectacle, the ACP is a recognition of a changing sporting landscape that overall seeks to secure the America's Cup's future for the foreseeable future whilst creating attractive investment and sponsorship opportunities for the teams.

The formation of what is an historic alliance between the founding teams of sailing's pinnacle event marks a transformative moment in the 174-year history of the competition, creating a unified entity dedicated to the long-term stability and growth of the America's Cup.

The five founding teams of Emirates Team New Zealand (NZL), GB1 (Athena Racing) (GBR), Luna Rossa (ITA), Tudor Team Alinghi (SUI), and K-Challenge (FRA) have united to create an exciting new future for the world's oldest sporting competition. This follows the Protocol agreement between Emirates Team New Zealand as Defender and GB1 (Athena Racing) as Challenger of Record that was announced in August 2025, which set the terms for the Louis Vuitton 38th America's Cup in Naples and paved the way for the ACP.

"This is about preserving what makes the America's Cup extraordinary while building a sustainable model that benefits everyone who shares our passion for this great competition," said Grant Dalton, CEO of Defender, Emirates Team New Zealand. "We are securing the position of the America's Cup at the pinnacle of innovation and professional sport for decades to come."

Central to the structure of the ACP is the effective decision-making ability of the representative board, made up of all the current and founder Challengers and the Defender with the power to define future event locations, sponsorship and revenue arrangements and the overall organisational structure. This is a sea-change in approach from the old model of the America's Cup where the Defender not only selected the venue and the yachts but also arranged the event. Now it is a collective responsibility with all key founding stakeholders having a say in the America's Cup's future direction.

"The ACP will ensure the America's Cup remains the ultimate proving ground for the world's best sailors and technological advancements," said Sir Ben Ainslie, Team Principal of GB1 (Athena Racing). "It allows us to continue pushing the boundaries of naval architecture and sailing technology, maintaining the Cup's tradition as a catalyst for innovation, while providing the stability needed to grow our audience."

"The birth of the America's Cup Partnership marks an historic moment for the oldest competition in international sport. Luna Rossa has chosen to join a project aimed at ensuring stability, sustainability, and continuity for the America's Cup, while respecting its values and its capacity for innovation. A responsible choice toward the sport, our fans, and future generations of Italian sailors," said Max Sirena, CEO of Luna Rossa.

"This Partnership is the embodiment of a collective commitment to further elevating sailing on the global sporting stage, whilst remaining true to the America's Cup's traditions, values, and competitive spirit," said Ernesto Bertarelli, owner of Tudor Team Alinghi. "By working together to create a more transparent and collaborative structure, we're ensuring that this iconic competition will thrive for generations to come. We are proud to be part of its foundation, while renewing and strengthening our long-term partnership with Tudor."

Stephan Kandler, co-CEO of K-Challenge said, "France is an historic country for sailing and in the America's Cup. K-Challenge has been involved since 2001 in various French challenges; it therefore became a mission to be involved in the America's Cup's future as one of the founding members of the new Partnership, alongside legendary teams like Emirates Team New Zealand, GB1 (Athena Racing), Luna Rossa, and Tudor Team Alinghi. It will reinforce the exposure and image of the America's Cup. It is a fantastic opportunity for the event and the teams to grow it at the same level as other leading sport properties."

A cost cap on future spend will be tightly controlled by the ACP Board and will see a €75 million cap come in for 2027 that will be reviewed with a view to reduce thereafter to create a more cost effective and financially sustainable structure for all teams and their investors. It's a key piece of legislation that has the intention of creating more teams capable of racing and winning at the elite level of the America's Cup.

**KEY FEATURES OF THE NEW PARTNERSHIP INCLUDE:**

**BIENNIAL CYCLE:** A commitment to a regular, fixed racing calendar of an America's Cup every two years; creating a set moment that fans can look forward to, growing the race's global audience and fanbase, and allowing teams, sponsors and broadcasters to plan ahead and invest long term.

**INDEPENDENT MANAGEMENT:** An independent, best-in-class management team focused solely on delivering sporting excellence and commercial opportunity for the America's Cup, whilst ensuring consistent operations from one event to the next.

**ECONOMIC SUSTAINABILITY:** Shared revenues and new cost control measures creating higher levels of competition and a more level playing field, while also ensuring the America's Cup remains at the forefront of sailing innovation.

**FUTURE FOCUSED:** A continued commitment to the Women's and Youth America's Cup, creating accessible and diverse pathways into the sport – including at least one female onboard the AC75 race boat at the Louis Vuitton 38th America's Cup.

02

A MODERN HISTORY

# LOUIS VUITTON AND THE AMERICA'S CUP

Louis Vuitton confirms its unwavering commitment as Title Partner of the 38th America's Cup, to be held in Naples in 2027, continuing a long-standing and legendary partnership.

### A SHARED JOURNEY ROOTED IN EXCELLENCE

Louis Vuitton and the America's Cup are united by common values and a relentless pursuit of excellence, shaping a partnership that spans decades.

### A HISTORIC ALLIANCE SINCE THE 19TH CENTURY

Born in the 1850s and officially united in 1983, Louis Vuitton and the America's Cup share a deep-rooted heritage and an inseparable bond.

### THE TROPHY TRUNK AS A SYMBOL OF LEGACY

In 1988, Louis Vuitton created its very first Trophy Trunk for the America's Cup, marking the beginning of a lasting tradition and underscoring the Maison's enduring role in the history of the Cup, Victory travels in Louis Vuitton.

### NEW CREATIVE SIGNATURE FOR THE AMERICA'S CUP

For the first time, the V logo will become the official logo of the Louis Vuitton 38th America's Cup Napoli along with the Louis Vuitton Cup, symbolising victory and the spirit of the competition. The "V" is inspired by Gaston-Louis Vuitton graphic signature which redesigned the "V" of Vuitton to create his personal mark. His visionary approach to personalisation inspired the iconic "V" for Vuitton. Enhanced with three blocks of navy, white, and red, Vuitton's "V" resembles a coat of arms, allowing Gaston-Louis Vuitton to identify his luggage at a glance. The "V" is also an emblem of Victory, symbolising triumph and the competitive spirit of the America's Cup, echoing the Maison's signature belief that Victory Travels in Louis Vuitton.

### A NEW ERA FOR THE AMERICA'S CUP

The introduction of a new governance model marks a historic turning point, bringing greater openness and modernisation to the competition—an evolution Louis Vuitton is proud to support. The commitment, resilience, courage, and competitive spirit of the Challengers are driving a historic transition and shaping the future of the America's Cup.

### CHALLENGERS AT THE HEART OF THE TRANSFORMATION

The commitment, resilience, courage, and competitive spirit of the Challengers are driving a historic transition and shaping the future of the America's Cup.

### LOUIS VUITTON AND NAPOLI

Louis Vuitton's relationship with Napoli is deeply intertwined with the city's cultural vibrancy and Mediterranean identity. The House established its presence in Napoli in 1993 with the opening of its first store on Via Calabritto, marking a milestone in Louis Vuitton's expansion in Southern Italy.

### 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, beauty, 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

Naples 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, Naples 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 Naples—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.

Naples 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. Naples is chaos and grace, ruin and resurrection.

But perhaps Naples' 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 Naples, 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.

In 2026, Naples has been selected as European Capital of Sport, and Italy will be the host for the upcoming Winter Olympic & Paralympic Games in Milano Cortina in 2026.



04

NAPLES 2027. BE THERE.

# THE LOUIS VUITTON 38TH AMERICA'S CUP

The road to the Louis Vuitton 38th America's Cup Match in Naples in 2027 will be shaped by an exciting multi-year programme of racing, innovation, and emerging talent.

The competition is set to begin in 2026 with up to three Preliminary Regattas across different venues, followed by a final pre-event regatta in 2027. These events will be raced in AC40s, with each team now fielding two boats: One crewed by the senior sailing team, and one sailed by team members of the respective youth and women's teams, giving rising stars meaningful race experience at the top level.

These Preliminary Regattas are proposed to provide the first real insight into each team's form, offering a preview of strengths, strategies, and the design directions that may shape the main event. The first Preliminary Regatta will be held in the beautiful port city of Cagliari from the 21st to 24th May 2026. Details of the other Preliminary Regattas will be announced in due course.

During the 2027 event period in Naples, the programme expands with two major talent pathways: the Youth America's Cup and the Women's America's Cup. Both competitions run alongside the main event and give the next generation of world-class sailors a platform to compete on foiling monohulls in front of a global audience.

Meanwhile, the Louis Vuitton Cup (Challenger Selection Series) will determine which of the Challengers earns the right to face Emirates Team New Zealand, the Defender, in the highly-anticipated America's Cup Match in the summer of 2027.

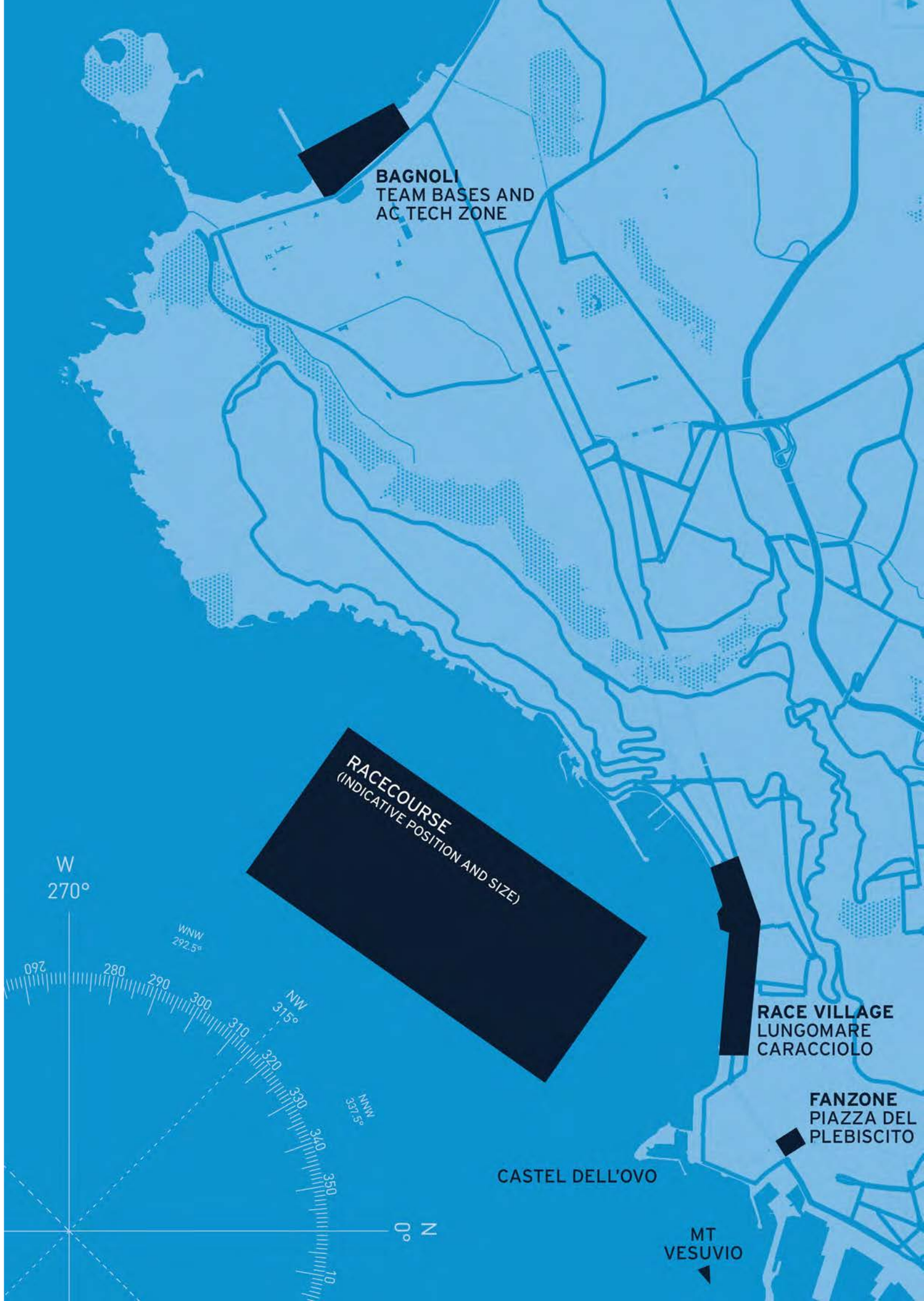
Innovation and transparency remain central to the America's Cup. The Joint Reconnaissance Programme (Recon) will return, with the window opening for sailing of the AC75 yachts from the 15th January 2026, offering an unprecedented behind-the-scenes look into how teams develop, test, and push their equipment to the limit.

Fans can expect exclusive footage, technical insights, interviews, and expert commentary that bring them closer to the evolution of the boats than ever before.

As with the previous edition, the Louis Vuitton 38th America's Cup will feature an inclusive global broadcast plan, designed to make the competition accessible to audiences everywhere with high-quality coverage across digital platforms, television partners, and social channels.

The stage is set: new talent, new technology, and a multi-year racing calendar building toward one of sport's most iconic one-on-one showdowns.

The journey to Naples 2027 has begun.
Be there.



04

NAPLES 2027. BE THERE.

# THE LOUIS VUITTON 38TH AMERICA'S CUP

## WHAT IS NEW FOR THE LOUIS VUITTON 38TH AMERICA'S CUP?

### THE AMERICA'S CUP PARTNERSHIP (ACP)

• The ACP is a significant step-change in how future editions of the America's Cup will be run with founding partner teams of the America's Cup Partnership organising and managing the format and commercial rights of the Louis Vuitton 38th America's Cup according to the rules set out in the governing Protocol.

• The ACP will collectively select the venues for the Preliminary Regattas leading up to the Louis Vuitton 38th America's Cup and is responsible for funding and organising those events as per the rules outlined in the Protocol.

• The structure of the ACP sees one representative per team with equal voting rights on the ACP Board, overseen by an independent Chairman.

### THE BOATS AND CREW

• With a nod to both sustainability and budget restraints, for 2027 the hulls used will be the same as those used in the Louis Vuitton 37th America's Cup in Barcelona with only limited modifications allowed. In analysis it showed that hull design equated to minimal performance differences across the fleet once the boats were flying on their foils, however we can expect plenty of development and refinement in all other aspects with the foils, system controls, and aero developments being the main focus for the design and sailing teams.

• Batteries replacing cyclors: Smart battery systems will be installed on all the AC75s for 2027 that mimic the output of the top athletes in the Louis Vuitton 37th America's Cup and offer limited power to the sailors. New techniques and strategies will therefore be employed on the racecourse to manage the power usage and limit manoeuvres. The rule is as follows: Manual power input will not be permitted, except in steering, and the AC75 Class Rule will allow power equivalent to that generated by four cyclors to be supplied to control sail functions with a supplied battery-powered system. It is envisaged that this supplied power system will mimic the capability of human cyclors in terms of average power output, peak power, fatigue, and other relevant data enabling crews to determine how best to use the power available during a race. Sailing data from the Louis Vuitton 37th America's Cup will be used to quantify such power supply characteristics.

• Race parameters for wind have been changed with AC75s permitted to start in True Wind Speeds between 6.5 knots and 23 knots (replacing the 21 knot upper limit in the Louis Vuitton 37th America's Cup)

• New crew configuration: The AC75s will be crewed by five sailors in the Louis Vuitton 38th America's Cup, increasing the number from four in the Louis Vuitton 37th America's Cup, and at least one crew member must be female. This opens up wide possibilities for roles on the AC75 with Flight Control, sail trimming and strategy positions being opened up for the fifth member of the team.

• Guest Racer: New for the Louis Vuitton 38th America's Cup but first seen in Valencia in 2007 (and guest appearances on the boats far back through history to even King Edward VII in the early 1900ies), the Guest Racer position will be one of the most coveted positions in sport.

• Budget control: All teams competing in the Louis Vuitton 38th America's Cup are subject to a maximum budget of 75 million Euros that will be independently audited at the end of the regatta.

• eChase Boats: All teams will have an eChase boat with a minimum LOA of 10 metres and a minimum speed of 35 knots with a minimum range of 75 nautical miles. The eChase can be powered by either batteries, hydrogen, or biofuels and must be able to fully foil at speeds above 24 knots.

### THE PRELIMINARY REGATTAS

• It is intended that up to three Preliminary Regattas will be held in the year of 2026 as outlined in the Protocol, and a further regatta to be held in 2027.

• Ahead of the Louis Vuitton 38th America's Cup, a final Preliminary Regatta will be held in Naples in 2027, ahead of the Louis Vuitton Cup (Challenger Selection Series) commencing.

• AC40 yachts will be sailed during any initial Preliminary Regattas in 2026, with each competitor being entitled to enter two AC40 Yachts, the second of which shall be crewed by a combination of sailors eligible to sail in the AC Youth and Women's Regattas.

• Either AC40 yachts or AC75 yachts (as determined by ACP) will be used during the possible Preliminary Regatta in early 2027, and AC75 yachts during the Final Preliminary Regatta. The AC75 yachts, competing in either of these Preliminary Regattas shall be the same AC75 yacht hulls in which competitors shall compete during the Louis Vuitton Cup (Challenger Selection Series) and the Match (if applicable).

• Points scored during the 2027 Preliminary Regatta(s) will be carried forward to the Louis Vuitton Cup (Challenger Selection Series) in a manner to be determined by ACP and specified in the relevant race conditions.

04

EVENT STAGES AND FORMAT

# PRELIMINARY REGATTAS

When the Protocol that governs the Louis Vuitton 38th America's Cup in Naples was published back in August 2025, high on the running order was the announcement that there was the intention to hold up to "three initial Preliminary Regattas during 2026 and one possibly in early 2027" as well as "a final Preliminary Regatta to be held at the Match Venue, immediately prior to the Louis Vuitton Cup (Challenger Selection Series)."

This proposal echoed the success of the Preliminary Regatta series ahead of the Louis Vuitton 37th America's Cup in Barcelona that featured super tight regattas in Vilanova i la Geltrú, Jeddah, and in Barcelona itself. Racing was fast and furious in the opening regattas in the AC40 class with multiple fleet races held that both engaged fans, delighted audiences around the world and showcased some of the finest foiling races that have ever been seen. The venues sparkled, and shoreside there was a myriad of activations to keep fans both young and old, entertained and enthralled.

For the lead up to Naples, the first three Preliminary Regattas will be held in Europe with Cagliari announced in January as the host of the first regatta. Local favourites Luna Rossa will be keen to excite fans on the Bay of Cagliari and have been training extensively across the picturesque waters with its bays, coves and beaches, all set before a stunning mountainous backdrop making it the perfect entrée to the 2026 Cup season. It is anticipated that two further Preliminary Regattas will take place this year, all in AC40 yachts, with the venues set to be announced in due course.

Once again the format will be fleet racing followed by a winner-takes-all match race between the top two boats. Uniquely for the new America's Cup cycle, teams will be allowed to field a second AC40 that must be crewed by members of the respective Youth and Women's teams. It's an option that most of the teams will take as the commitment to the pathway and developing the next generation of foiling talent capable of contesting future America's Cups is ingrained across all of the teams.

For the established sailors, as well as those coming through and fighting for their chance in the Youth and Women's America's Cup events that are returning for Naples in 2027, the Preliminary Regattas serve as a proving ground. Much will be revealed in terms of sailing style, tactics and technique and begin to shape an early pecking order for the Louis Vuitton 38th America's Cup.

Further announcements on venues, regatta timings and media opportunities will be issued once confirmed.

**CONFIRMED PRELIMINARY REGATTA DATES AND VENUES**

| | |
|---|---|
| CAGLIARI, SARDINIA | 21 – 24 MAY 2026 |

**AC75 FINAL PRELIMINARY REGATTA**

| | |
|---|---|
| NAPLES, ITALY | 2027 |




© Luna Rossa

Luna Rossa training on their AC40 in Cagliari, Sardinia.

04

THE LOUIS VUITTON 38TH AMERICA'S CUP

# THE AMERICA'S CUP IN NUMBERS

## 1 SECOND

The closest ever finishing delta in an America's Cup race in Race 7 of the 2007 Match in Valencia, Spain when Alinghi (SUI-100) beat Emirates Team New Zealand (NZL-92) after the Kiwis expunged a penalty by doing a 360 degree turn right before the finish line.

## 2

The number of times the America's Cup trophy has been modified to add matching plinths on its base.

## 2 MINUTES 22 SECONDS

The time it took for *oneAustralia* to sink in 1995 from the moment the first crack was heard to the mast wind indicator slipping beneath the surface.

## 3

The current streak of successive wins. Emirates Team New Zealand became the first continual team ever to win the Cup three times in a row, with the latest victory in Barcelona in 2024.

## 3x-6x

The proportional speed increase of America's Cup boats from the 12 Metre class (roughly 10kts top speed; 1958–1987) to the IACC yachts (around 12 to 19kts top speed; 1992–2007) to today's AC75s with record speeds of 55.6kts. As a comparison: F1 cars' top speeds increased from around 320 km/h in the 1980s to around 370km/h in today's races. This is an increase of only 10% (0.1x the original speed).

## 4

Countries that have won the America's Cup in its 174-year history: USA (30 times), New Zealand (5 wins: 1995, 2000, 2017, 2021, 2024), Switzerland (2 wins: 2003 and 2007), and Australia (1 win: 1983)

## 5

The number of sailors on an AC75: 2 Helms, 3 Flight Controllers/ Trimmers/Strategists.

## 8

The maximum number of battens permitted on the single skin jib.

## 10

The maximum number of battens allowed on each skin of the mainsail on the AC75.

## 10 HOURS 37 MINUTES

The time it took the America to sail around the Isle of Wight in 1851 and win the R.Y.S. £100 Challenge Cup, now the America's Cup.

## 13

The Louis Vuitton 38th America's Cup Match will be a best-of-thirteen (13) races between the Defender and Challenger to determine the winner of the oldest trophy in international sports.

## 15

The record number of America's Cup Match races that Russell Coutts went unbeaten.

## 17 MINUTES

The shortest time recorded for an America's Cup Match race in 2010 between *USA-17* and *Alinghi 5*.

## 18 DAYS

The longest America's Cup Match in history between *Columbia* and *Shamrock* in 1899.

## 21

The number of years between the last of the J Class era yachts (1937), and the first of the 12 Metre class era (1958).

## 29

The number of years between the first race in 1851 and the first defence of the America's Cup in 1870.

## 40

The estimated largest number of crew aboard the J Class yachts between 1930 and 1937.

## 50.09 KNOTS

The top recorded speed for an AC40 in training mode (92.77 km/h).

## 55.6 KNOTS

The top record speed INEOS Britannia AC75 yacht reached during Race 8 on Race Day 5 of the Louis Vuitton Cup Final in Barcelona (102.97 km/h).

## 131

The length overall in feet of the longest America's Cup yacht in history: the *Vigilant* of 1893.

## 132

For 132 years, a single club, the New York Yacht Club, dominated the America's Cup and held the trophy for 132 years before losing it to Australia in 1983.

## 300–400

Each AC75 typically has around 300 to 400 sensors around the yacht.

## 1851

The America's Cup is the oldest international sporting trophy – going back to the R.Y.S. £100 Challenge Cup with the race around the Isle of Wight in 1851.

## 1983

Louis Vuitton's involvement with the America's Cup started 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.

## 2000

The first time an America's Cup Match was won by a Defender outside the USA.

## 2000

OMEGA become Official Timekeeper of the event. The Louis Vuitton 38th America's Cup will mark the fourth edition of celebrating the shared values of precision and innovation.

## 6,435 KG

The empty hull displacement (weight) of an AC75 must not exceed 6,435 kg, the equivalent of eight F1 cars (with driver and fluids) or three big white rhinos.

## 25,000

Up to 25,000 individual parts can be found on a race-ready AC75.

## 100,000

The number of work hours Emirates Team New Zealand stated it took to build the first ever AC75 back in 2020. Modern-day estimates put this number between 65,000 and 90,000 hours.

## €1.034 BILLION

The positive economic benefit that the Louis Vuitton 37th America's Cup in 2024 generated for the Host City of Barcelona.

05

WHO IS RACING

# THE TEAMS

The Defender for the Louis Vuitton 38th America's Cup is Emirates Team New Zealand, representing the Royal New Zealand Yacht Squadron. Standing between them and another historic defence is a powerful line-up of Challengers led by GB1 (GBR), acting as the Challenger of Record, alongside Luna Rossa (ITA), Tudor Team Alinghi (SUI), and K-Challenge (FRA).

Under the unique format of the America's Cup, the Defender advances directly to the Match, while the Challengers battle through a high-intensity Challenger Selection Series, the Louis Vuitton Cup, to determine who will earn the right to face New Zealand in Naples.

Each syndicate brings its own experience, innovation, and world-class talent. Their AC75 designs are the result of years of research, simulation, and on-water refinement, pushing the limits of material science, engineering, and human performance. Onboard, the athletes – many are Olympic medallists, world champions, and foiling stars – combine instinct, precision, and split-second decision-making at speeds exceeding 55 knots.

What binds these teams is a single, relentless drive: To lift the Auld Mug. There is no event quite like the America's Cup: complex, tactical, technical, emotional, and utterly compelling.

Next stop: Naples 2027. Let the Louis Vuitton 38th America's Cup begin.

**DEFENDER**
NEW ZEALAND
EMIRATES TEAM NEW ZEALAND
ROYAL NEW ZEALAND YACHT SQUADRON

**CHALLENGER OF RECORD**
GREAT BRITAIN
GB1
ROYAL YACHT SQUADRON LTD.

**CHALLENGER**
ITALY
LUNA ROSSA
CIRCOLO DEL REMO E DELLA VELA ITALIA

**CHALLENGER**
SWITZERLAND
TUDOR TEAM ALINGHI
SOCIÉTÉ NAUTIQUE DE GENÈVE

**CHALLENGER**
FRANCE
K-CHALLENGE
SOCIÉTÉ NAUTIQUE DE SAINT-TROPEZ




© Emirates Team New Zealand / James Somerset

Emirates Team New Zealand and Luna Rossa Prada Pirelli during practice racing for the Louis Vuitton 37th America's Cup. Barcelona, 2024.

Emirates TEAM NEW ZEALAND

**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– famously 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. In 2025, Emirates Team New Zealand were named "Team of the Year" by World Sailing. 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 Andy Maloney, Chris Draper, Sam Meech, and Blair Tuke bring America's Cup-proven skills to the squad. The recent announcement also confirmed double Olympic medallist Jo Aleh, Seb Menzies, Josh Armit, and Jake Pye as additional team members. Jo, Seb, and Josh have previously been part of the Women's and Youth teams respectively, and Jake has proven his sailing skills with podium finishes at the last two Moth World Championships.

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.

On the water, the team will be re-building their 2024 winning AC75 *Taihoro* and adapting it to the new Technical Regulations, the new crew configuration with the addition of the fifth racer position and the Guest Racer pod. Concentration will be on advancing foil, aero and system controls, as well as technique and race-craft by the sailors.

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 and talent development in elite-level training and competition. Consistently pushing boundaries, the team remains committed to cutting-edge design and technique and Chief Designer Dan Bernasconi is undoubtedly assembling another formidable blueprint 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.

**AMERICA'S CUP PARTICIPATIONS**

**2024 . AC37 . Barcelona . WINNER**
**2021 . AC36 . Auckland . WINNER**
**2017 . AC35 . Bermuda . WINNER**
2013 . AC34 . San Francisco . AC Match Finalist
2007 . AC32 . Valencia . AC Match Finalist
2003 . AC31 . Auckland . Defender
**2000 . AC30 . Auckland . WINNER**
**1995 . AC29 . San Diego . WINNER**
1992 . AC28 . San Diego . Louis Vuitton Cup Finalist
1988 . AC27 . San Diego . Deed of Gift Match (Finalist)
1987 . AC26 . Fremantle . Louis Vuitton Cup Finalist




© America's Cup / Ricardo Pinto

Emirates Team New Zealand training in Barcelona for the Louis Vuitton 37th America's Cup. Barcelona, 2024.

GB1

## CHALLENGER OF RECORD

# GB1

ROYAL YACHT SQUADRON LTD. (RYS)

GB1 is Britain's America's Cup Team and representative of the Challenger of Record, the Royal Yacht Squadron Ltd, for the Louis Vuitton 38th America's Cup.

GB1 is the new identity of the British America's Cup team founded by Sir Ben Ainslie in 2014, after he won the America's Cup with USA in 2013. Initially competing under the name Land Rover BAR for the 35th America's Cup in Bermuda in 2017, the team then went on to compete in the 36th America's Cup in Auckland, New Zealand in 2021 and for the Louis Vuitton 37th America's Cup in Barcelona in 2024.

The team made history at the 2024 event; becoming the first British team in 60 years to race in the America's Cup Match, the first in 90 years to score points in the Match, and the first ever to win the Louis Vuitton Cup (Challenger Selection Series). These achievements marked Britain's most successful performance in the competition's history.

For the Louis Vuitton 38th America's Cup, GB1 will be backed by Oakley Capital, the investment firm co-founded by Managing Partner Peter Dubens, which has taken a majority ownership investment in the America's Cup team.

GB1's challenge for the America's Cup will be the fourth time Sir Ben Ainslie's British team represents the Challenger of Record, Royal Yacht Squadron Racing Ltd. Based in Cowes, UK, the Royal Yacht Squadron is one of the oldest and most prestigious yacht clubs in the world, dating back to 1815. It was the key architect of the original race around the Isle of Wight in 1851, which became known as the 'America's Cup.'

On 22 August 1851, the yacht America beat the best of the British fleet under the burgee of the New York Yacht Club. The prize was the R.Y.S. £100 Challenge Cup, a trophy first purchased from the Crown Jewellers, R&S Garrard in 1848 and donated by the Royal Yacht Squadron founder member, the Marquess of Anglesey.

The American team returned to the United States, having sold the America at the end of the season in 1851, and after much consideration as to what to do with the trophy, donated it in 1857 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.

Ben Ainslie is GB1's Team Principal focusing on the governance and commercial development of the team, while continuing to support the performance programme. He is joined by world-renowned sailor and high-performance executive Ian Walker as CEO, a double Olympic silver medallist in the 470 and Star class, and winner of the Volvo Ocean Race. In the design room, Nick Holroyd has re-signed as Head of Design and on the water one of Britain's most accomplished sailors, Dylan Fletcher MBE, returns for his second America's Cup campaign as GB1's helm.

One of the British Team's key commitments remains the same: to create a pathway for the next generation of British sailors into the America's Cup and other high-performance sailing events. The team will again field strong Youth and Women's America's Cup teams with their Athena Pathway programme with Team Principal Hannah Mills OBE, Britain's most decorated female sailing athlete, again returning as the helm for the second edition of the Women's America's Cup.

With a new structure and new backers, the Challenger of Record will be looking to go one better than their history-making result in Barcelona in 2024. To write their name in history as the team that brought the America's Cup 'home' to where it all began in 185 would be one of the great stories of the America's Cup, returning the trophy to the Royal Yacht Squadron for the first time since its inception.

**AMERICA'S CUP PARTICIPATIONS**

2024 . AC37 . Barcelona . AC Match Finalist
2024 . AC37 . Barcelona . Louis Vuitton Cup Winner (Challenger Selection Series)
2021 . AC36 . Auckland . Prada Cup Finalist
2017 . AC35 . Bermuda . Louis Vuitton Cup Semi-Finalist



LUNA ROSSA

CHALLENGER

# LUNA ROSSA

CIRCOLO DEL REMO E DELLA VELA ITALIA (CRVI)

Luna Rossa, the Italian Challenger for the Louis Vuitton 38th America's Cup, needs little introduction. Since their debut in 2000, they have brought talent, passion, and relentless persistence to every America's Cup cycle. After reaching the Final of the Louis Vuitton Cup (Challenger Selection Series) in 2024 in Barcelona, they emerged as one of the most refined and dangerous Challengers in the fleet. And from the moment that campaign ended, the Italians
have barely paused.

Operating seamlessly from their high-tech base in Cagliari, the team has worked without interruption, continuing its on-shore development while training extensively at sea. Alongside this, the focus has been on refining manoeuvres and, crucially, integrating the rising stars who proved their brilliance in the Women's and Youth America's Cup, where the respective Luna Rossa teams claimed both titles in dominant fashion.

Now, with the America's Cup coming to Italian waters for the first time in the America's Cup Match's history, Luna Rossa is preparing for the ultimate home-water challenge. Backed by a passionate national fan base, the 'tifosi,' and decades of experience from multiple America's Cup campaigns, the team enters the 38th edition with a renewed sense of purpose. Nothing will be left to chance. Their ambition is underscored by the arrival of two of the sport's biggest names, Peter Burling and Josh Junior, who join an already world-class roster featuring established leaders and former America's Cup sailors such as Max Sirena, Gilberto Nobili, and Francesco Bruni.

What makes the Luna Rossa team so formidable is its depth of next generation Italian stars including double Olympic gold medalist Ruggero Tita and three-time Optimist World Champion and Youth America's Cup winner Marco Gradoni. Not to mention the outstanding Women's team, which will race fiercely to defend the title won in Barcelona in 2024.

With this blend of experience, talent, and bold new direction, Luna Rossa has assembled one of the most formidable lineups in its history. Supported by a deeply experienced design group and a relentless testing programme, the Italian syndicate is widely seen as one of the strongest threats to Emirates Team New Zealand's reign. And with the Cup now heading to Naples in 2027, Luna Rossa will be chasing sailing's greatest prize with the power of a nation behind them: determined, prepared, and ready to strike on home waters.

**AMERICA'S CUP PARTICIPATIONS**

2024 . AC37 . Barcelona . Louis Vuitton Cup Finalist
2021 . AC36 . Auckland . Prada Cup Finalist
2013 . AC34 . San Francisco . Louis Vuitton Cup Finalist
2007 . AC32 . Valencia . Louis Vuitton Cup Finalist
2003 . AC31 . Auckland . Louis Vuitton Cup Semi-Finalist
2000 . AC30 . Auckland . America's Cup Finalist




© America's Cup / Ricardo Pinto

Luna Rossa sailing during the Louis Vuitton 37th America's Cup. Barcelona, 2024.

alinghi
TUDOR TEAM ALINGHI

**CHALLENGER**

# TUDOR TEAM ALINGHI

SOCIÉTÉ NAUTIQUE DE GENÈVE (SNG)

Two-time America's Cup winner *Alinghi* returned to the America's Cup arena in 2024 after more than a decade away, revitalised by high-profile partnerships and backed by Switzerland's Société Nautique de Genève.

Their comeback campaign in Barcelona saw the young Swiss squad climb a steep learning curve and push through to the Semi-Finals of the Louis Vuitton Cup, proving themselves fast learners and eager contenders.

The team confirmed its entry for the Louis Vuitton 38th America's Cup in Naples under the new name Tudor Team Alinghi, still proudly sailing under the flag of the Société Nautique de Genève.

The new naming sponsor hails Team Tudor Alinghi as one of the most iconic teams in modern sailing.

Founded in 2000 in landlocked Switzerland, the Alinghi Team quickly made history with its remarkable winning record, lifting the America's Cup in 2003 and successfully defending it in 2007.

On and off the water, within the America's Cup world, Alinghi is one of those names that instantly evokes history, technology and emotion.

Tudor Team Alinghi will build a new team structured to the new America's Cup Partnership paradigm, operating with fewer people and a budget cap, yet maintaining cutting-edge performance thinking across every aspect of the programme.

Their Swiss-built AC75, unveiled in 2024 and among the most radical designs in the fleet, will be updated to the new rules with revised foils and wings as they head to Naples once again as dark horses: a team with the talent, innovation and history to upset the established order and challenge for sailing's ultimate prize.

**AMERICA'S CUP PARTICIPATIONS**

2024 . AC37 . Barcelona . Louis Vuitton Cup Semi-Final
2010 . AC33 . Valencia . Deed of Gift Match (Defender)
**2007 . AC32 . Valencia . WINNER**
**2003 . AC31 . Auckland . WINNER**




© America's Cup / Ian Roman

Alinghi racing during the Louis Vuitton 37th America's Cup, Barcelona, 2024.

K-CHALLENGE
COMPETITION MAKES YOU SMARTER

**CHALLENGER**

# K-CHALLENGE

SOCIÉTÉ NAUTIQUE DE SAINT-TROPEZ (SNST)

Arriving late to the Louis Vuitton 37th America's Cup cycle, the French team, now competing under the revived name K-Challenge, entered Barcelona as the undeniable underdogs. Yet they quickly became one of the most compelling stories of the event.

With minimal preparation time and a steep learning curve, the team showed remarkable progress, ultimately exiting the Round Robins first but earning widespread respect as the most improved Challenger of the fleet.

Led by Stephan Kandler and Bruno Dubois, K-Challenge built a tight, high-energy squad around skipper Quentin Delapierre and a powerhouse group of sailing and performance leaders including Franck Cammas and Antoine Carraz. Supported by a cutting-edge design package derived from Emirates Team New Zealand's technology framework, the French were able to accelerate their development dramatically, turning late entry into rapid evolution.

Their AC75, built in partnership with France's leading maritime yards, became a symbol of the country's deep industrial and sailing heritage. On the water, their AC40 results sharpened the team's racecraft, while their Barcelona base became a hive of innovation and ambition. Their steady rise, highlighted by breakout moments in the Preliminary Regattas, showed a team on an upward trajectory with nothing to lose and everything to prove.

Building on the experience of competing at the Louis Vuitton 37th America's Cup in Barcelona in 2024, K-Challenge, is focused squarely on the Louis Vuitton 38th America's Cup in Naples and is back in the running building a team from a position of strength.

As a highly recognised and regarded nation in sailing, France has no shortage of talent, which the French Challenger intends to capitalise on. The focus in the coming months will be on building a strong and cohesive crew around the team's established on-water leader, Quentin Delapierre, drawing on the existing skills, experience, and potential within the team.

However, the French are keeping their options open and are also looking at talent shining outside their borders—sailors, engineers, design team members—or even counting on the young Enzo Balanger, a pure product of the K-Challenge Academy, who was skipper of the Youth America's Cup team in the AC40 in Barcelona in 2024 and brilliantly became the first Frenchman to be crowned International Moth World Champion in 2025. A new era for this new campaign, which will be France's 15th participation in the world's oldest sporting competition.

In Naples in 2027, K-Challenge will no longer be an outsider, but a Challenger to watch, with momentum, a clear vision, and a tenfold ambition to bring France back to the forefront of the fight for the America's Cup.

**AMERICA'S CUP PARTICIPATIONS**

2024 . Louis Vuitton 37th America's Cup . Barcelona
2007 . 32nd America's Cup . Valencia



© Alexander Champy-McLean

K-Challenge racing during the Louis Vuitton 37th America's Cup. Barcelona, 2024.

06

FOILING MONOHULLS: AC75 & AC40

# THE BOATS

Foiling may feel like a recent phenomenon in watersports, but 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 before taking their boat to San Francisco and refining the concept further: introducing foils to the America's Cup and redefining grand prix yacht racing.

Six years later, the launch of the AC75 Class Rule in 2018 ushered in a new era of yacht design. Getting these radical 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 in 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 Louis Vuitton 37th America's Cup 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 cutting-edge innovation that redefines sailing for the modern era and represents a significant 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, first with 'Cyclors,' in the 35th and 37th editions who pedalled instead of manually grinding, which have now been replaced by controlled stored power smart-battery cells that limit the power output to levels achieved manually. Meanwhile, a complex network of sensors deliver real-time data–millions of points of data–for optimal boat performance, while groundbreaking and highly innovative sail design maximises aerodynamics.

For the Louis Vuitton 38th America's Cup, the crew of the AC75s will now consist of five sailors, with at least one of the athletes to be female. There will also be a Guest Racer pod built into the new designs that teams can fill with sponsors, celebrities, influencers or guests as they determine. 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, before the Louis Vuitton 37th America's Cup in Barcelona, 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, and as team training vessels. 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, no less than 10 AC40s were 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. In the lead-up to Naples, once again the AC40s are the tune-up boat for the senior team members as well as for the new generations of Youth and Women's America's Cup teams. They will also be used in the Preliminary Regattas scheduled in 2026.

The decision taken by the Defender and the Challenger of Record, and highlighted in the Technical Regulations governing the Louis Vuitton 38th America's Cup, to use the AC75 hulls that teams built for the Louis Vuitton 37th America's Cup, acknowledges just how important the foils, sails and control systems are to creating a winning boat. For the first time since the days of John Pierpont Morgan and his *Columbia* syndicate in the 1899 and 1901 America's Cup, the same actual boat will defend. Although for 2027 it is expected that significant refinements and improvements to the appendages and aero package will be visible.

As eyes now turn to Naples, and the clock is ticking on what is expected to be the closest America's Cup in living memory, the stage is well-set for the next-generation of innovation, strategic mastery, and elite foiling performance at the pinnacle of sailing to unfold. It is a tantalising prospect that seasoned observers are finding it hard to call with the playing field now so level across all of the competing teams, arguably the fairest it has been in 174 years of competition. The boats will be sensational, the sailors will be the world's best. Who's your money on?

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

FOILING MONOHULLS: AC75 & AC40

# THE BOATS

## AC75

**HULL LENGTH**
20.7 metres 75 FEET LENGTH OVERALL OR 22.86M

**MAXIMUM BEAM**
5 metres WIDTH

**DRAFT**
5 metres WHEN IN THE WATER AT REST

**MAST HEIGHT**
26.5 metres FROM THE DECK

**MAST RAKE**
5 degrees ±0.5 DEGREES

**DISPLACEMENT**
empty hull displacement must not exceed 6,435kg

**CREW**
min. 5 people WITH AN ADDITIONAL GUEST RACER

**PARTS**
up to 25,000 individual parts are on an AC75

**WORK HOURS**
between 75,000 to 100,000 work hours for an AC75

**SENSORS**
each AC75 typically has around 300-400 sensors around the yacht

**TOP SPEED**
55.6 knots (102.97 km/h) INEOS BRITANNIA DURING RACE 8 OF THE LOUIS VUITTON CUP FINAL, 2024




## AC40

**HULL LENGTH**
11.3 metres 40 FEET LENGTH OVERALL

**MAST HEIGHT**
18.0 metres FROM THE DECK

**MAXIMUM BEAM**
3.38 metres

**SAIL AREA**
Mainsail: 63 $m^2$ TWIN-SKIN MAINSAIL
J1, J2, J3: 38 $m^2$, 32 $m^2$, 26 $m^2$,

**CREW**
min. 4 people

**ONE-DESIGN**
The AC40s used in the Preliminary Regattas, Youth and Women's event are one-design.

**SENSORS**
Each team uses between 120-200 sensors onboard the AC40.

**WORK HOURS**
30,000-45,000 hours (estimate)

**TOP SPEED**
50.09 knots (92.77 km/h) MEASURED DURING TRAINING, 2024



07

DESIGN AND DEVELOPMENT: ON AND OFF THE WATER

# INNOVATION AND TECHNOLOGY

Since the very first race in 1851 around the Isle of Wight, England, technology has been at the forefront of success in the America's Cup. Today, 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.

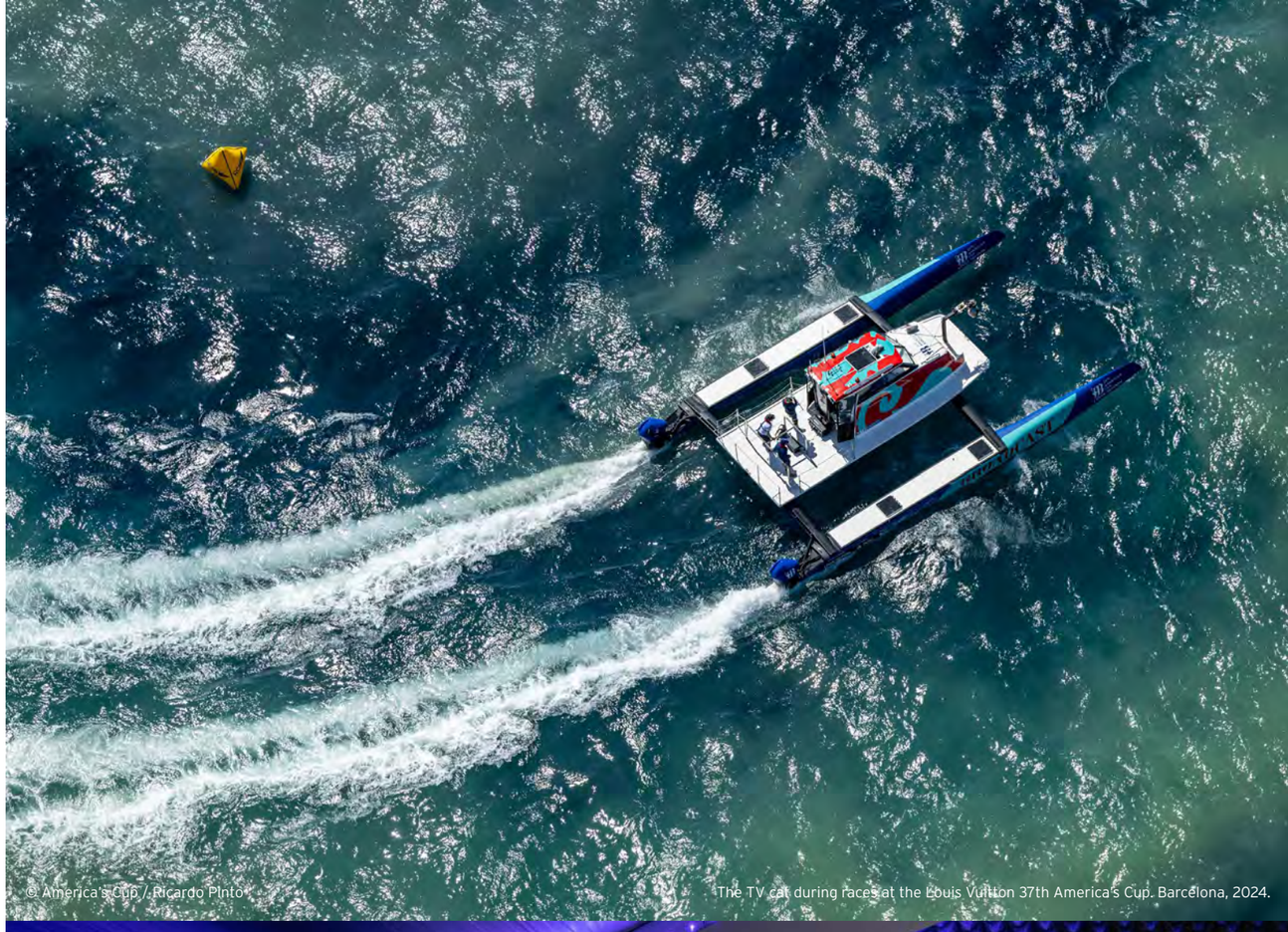
The America's Cup stands at the forefront of technological advancement and engineering excellence in competitive sailing, embodying a dynamic fusion of sport and innovation. Yacht development is an interdisciplinary collaboration, drawing on partnerships with engineering powerhouses, including Formula 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 174-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 WindSightIQ™, 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

DESIGN AND DEVELOPMENT: ON AND OFF THE WATER

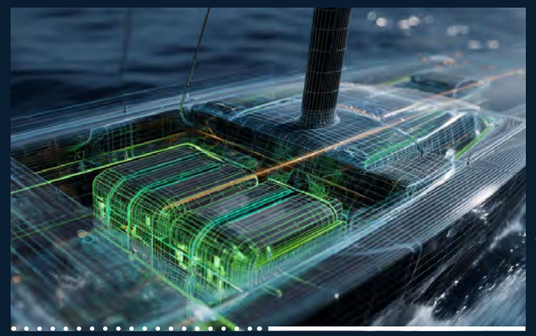
# INNOVATION AND TECHNOLOGY

Innovation has been at the heart of the America's Cup since 1851; an event older than Edison's lightbulb and predating the modern Olympic Games by nearly half a century. Across its long history, the Cup has pushed designers, engineers, and sailors to explore the edges of what is possible both on and off the water. Breakthroughs born here, from early hydrodynamic studies to the introduction of carbon fibre and advanced composites, have shaped not only high-performance yachts and the marine industry but also modern sport, influencing everything from cycling and motorsport to aerospace and industrial design.

Today's America's Cup teams operate where engineering, data science, and athletic skill meet. Every new campaign accelerates developments in foiling, aerodynamics, materials, and simulation that ripple through the wider yachting industry and beyond. In this way, the America's Cup continues its long-standing role as a catalyst for progress, using competition as a driver for ideas that redefine the sport of sailing.

TIMELINE OF KEY INNOVATIONS IN THE AMERICA'S CUP

## LOUIS VUITTON 38TH AMERICA'S CUP 2027



**BATTERY POWER**
Cyclors will be replaced by limited and controlled stored power (batteries) that replicate maximum power output from Cyclors in the Louis Vuitton 37th America's Cup. Utilising the available power in the most efficient and effective way, will be a new challenge for the crew.

**FEMALE SAILORS ABOARD**
With every team set to include at least one female sailor on their AC75, the achievements of the Women's America's Cup gain new significance. This development expands the talent pipeline and creates a valuable opportunity for emerging athletes to demonstrate their skills as they progress toward joining the main sailing teams.

**AMERICA'S CUP PARTNERSHIP**
In an endeaveour to introduce a more regular racing calendar, more stable and long-term financial backing, as well as a more fair playing field for all teams involved, the America's Cup Partnership introduces an NFL-style governance structure where all teams have an equal stance in the shared organisation of the event.

## LOUIS VUITTON 37TH AMERICA'S CUP 2024




**WOMEN'S AMERICA'S CUP**
For the first time in the history of the America's Cup, a dedicated event for female sailors is introduced. The inaugural Puig Women's America's Cup provided a pathway for female sailors to step into the America's Cup.

**WINDSIGHTIQ™**
WindSightIQ™ visualises the unseen: with state of the art technology, wind shifts and speeds are visualised on screens so audiences and sailors alike can understand the wind conditions at never before seen resolution.

**AC E-SAILING**
As a spin-off from the simulator developments, AC E-sailing breaks high-performance sailing into the growing industry of e-sports. In Barcelona in 2024, the first tournament was held with participants from all over the world.

**JOINT RECON**
A Joint Recon programme is introduced. In an effort to minimise costs and also eliminate dangerous spy activities around competing teams, a collaborative recon programme establishes transparency and fair playing fields for all participating teams and provides never-before seen behind-the-scenes intel to fans.

TECHNOLOGICAL MILESTONES

BREAKTHROUGHS IN SPORT

- **2025** Breakthroughs in quantum computing
- **2025** Expanding Women's Sports Revolution: Football, rugby, cricket, motorsport all see record investment ahead of major 2025 events
- **2023** ChatGPT sparks global AI adoption
- **2023** Women's FIFA World Cup sets global attendance and broadcast records
- **2023** Wind-powered landspeed record set by Glenn Ashby and Emirates Team New Zealand
- **2022** AI-powered officiating begins pilot testing in multiple sports

## 36TH AMERICA'S CUP 2021




**AC75 FOILING MONOHULLS**
Emirates Team New Zealand unveils the AC75 with ballasted canting T-foil arms that provide all vertical lift. No keel, no daggerboards. The hull becomes aerodynamic, not hydrodynamic, once flying. Dynamic stability is solved by flight control systems instead of ballast.

**TWIN-SKINNED MAINSAILS (SOFT SAILS)**
The AC75s moved away from rigid wings. Soft sails are easier to reef, safer, and much more versatile. Two independent skins create an aerofoil, similar to aircraft wings and camber and twist can be controlled precisely.

**SIMULATORS**
Off-water simulators are introduced. 'More real than real' simulators for race training by the sailors able to recreate races and situations in a fully immersive 3D environment but also let non-professional experience the world of high-performance sailing first-hand.

**UMPIRING AND RACE RULES**
With the AC75s reaching never-before seen speeds, the rules of match-racing and umpiring practices had to be re-written with decisions being made in split seconds. Advanced technologies and simulations help the umpires to understand the boats' every moves.

## 35TH AMERICA'S CUP 2017




**CYCLE POWER**
Emirates Team New Zealand arrive in Bermuda with cycle-powered winches and teams of 'Cyclor' athletes onboard to power the systems of the AC50 catamaran.

**HULL IMPROVEMENTS**
Between AC34 and AC35, the hulls became much lighter and structurally optimised thanks to composite engineering embracing F1-style materials science. Carbon lay-up modeling reached unprecedented precision and FEA (Finite Element Analysis) tools became fundamental to mast and foil design.

**WING DEVELOPMENTS**
AC50s used much lighter carbon wings that feauterd more complex multi-element camber systems. Faster trim response was allowed through hydraulics and better linkages, and greater twist control and depower range was achieved.

**FOIL DEVELOPMENTS**
Foil design and mechanics improved with:
- Rakeable foils with high-resolution control
- High-load carbon fiber T-foils
- Foil shapes optimised using CFD + FEA + VPP loops
- Variable-section, high-lift, low-drag profiles
- Flaps and differential curvature for drag control

## 33RD - 34TH AMERICA'S CUP 2010–2013



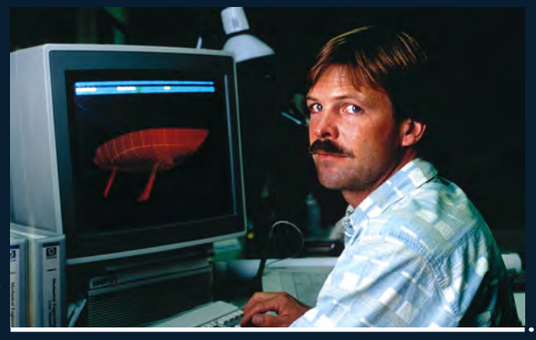

**FOILING REVOLUTION**
Emirates Team New Zealand develop foils for their AC72 catamaran allowing it to fly above the water, and through manoeuvres.

Sparking initial confusion amongst viewers who saw early testing photos and thought they must be photoshopped. Subsequently, many other sailing classes followed suit and foiling has been widely adopted to different boat types too.

**FIXED WING SAILS**
The AC72 wings were made of large, heavy, two-element wings that had relatively slow control response and required manual hydraulic trim.

**YOUTH AMERICA'S CUP**
The first Youth America's Cup was held in San Francisco in 2013 (the Red Bull Youth America's Cup) which was continued in 2017 in Bermuda and again in 2024 in Barcelona.

## 28TH - 32ND AMERICA'S CUP 1992–2007



**INTERNATIONAL AMERICA'S CUP CLASS**
1992
- *America*[3] introduces 'Cuben Fibre' sailcloth: dyneema weaves in the laminate replacing Kevlar stranded laminates to reduce stretch and early Velocity Prediction Programmes (VPP) for performance analysis
- North Sails introduces 3DL: Three directional lay-up moulded sails
- introduction of carbon as the primary hull, appendages (wings) and mast material across the fleet

1992–2007
Computational Fluid Dynamics (CFD) programmes developed

2003
BMW develops heads-up displays for instrumentation inside the sailor's sunglasses

2007
C-Tech introduce the first inflatable battens for the sails; used by four teams in the 32nd America's Cup

2010
*VirtualEye* is a breakthrough in sports graphics. The tool allows for 3D reconstruction of races in real-time, live overlays showing speed, angles, wind, markers, and seamlessly telemetry integrated.

**2021** James Webb Space Telescope launched
**2018** 5G rollout begins
**2016** AlphaGo defeats the world Go champion
**2012** *Curiosity* rover lands on Mars
**2010** Instagram launched
**2007** First iPhone released
**2005** YouTube launched
**1991** First website goes live
**1989** Nintendo launches the GameBoy

**2021** Simone Biles sparks global conversation on mental health in elite sport
**2010s** Wearable technology like GPS vests and heart rate monitors provide real-time biometric and movement data
**2012** London Olympics becomes the first fully live-streamed Olympic Games
**2008** First modern carbon-fibre bikes dominate Tour de France
**2002** Serena Williams achieves the "Serena Slam"
**1991** Michael Schumacher makes his F1 debut, beginning one of the greatest careers in motorsport

**2018** VAR introduced in football
**2010s** The rise of E-sports: professionalisation of competitive video gaming created a new sports ecosystem
**2010** *Hawk-Eye* widely adopted across tennis, cricket, and football
**2008** Usain Bolt redefines sprinting: 100m & 200m world records
**1991** First Women's FIFA World Cup & Women's Rugby World Cup
**1989** Michael Jordan's iconic "The Shot", marking a turning point for the NBA

## 1988



### AMERICA'S CUP 27TH

**WING-MASTS AND CARBON FIBRE**

The first America's Cup when a wing-mast featured onboard the *Stars 'n' Stripes* catamaran that defended for the San Diego Yacht Club. Wing-masts returned for the catamaran era of the America's Cup between 2013-2017.

America's Cup campaigns accelerated the development of carbon fibre, now standard not just in sailing but across aerospace and automotive industries.

## 1958–1987



### AMERICA'S CUP 17TH – 26TH

**THE 12-METRE CLASS**

1970

The first hydraulic systems introduced onboard to control rig tension and related systems

1974

*Courageous* introduces first electronic compasses

1983

*Australia II* wins the America's Cup with a winged keel:

- Hydrofoil winglets on the keel
- Reduced tip vortex drag for better lift
- Lower center of gravity for better righting moment
- Higher pointing angle and reduced leeway

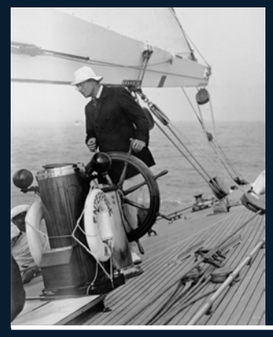
1983–1987

- Titanium rigging replaced by stainless steel
- Electronic wind sensors first appeared in 1987 onboard *Stars 'n' Stripes* and *Kiwi Magic*

1987

- New Zealand builds the first fibreglass yachts to ever compete in the America's Cup (*Kiwi Magic KZ-5* and *KZ-7*)
- *Stars 'n' Stripes '87* adds riblets to the hull: sheets of fine rubber created by 3M to break the laminar flow.
- *Kookaburra III*: Computer driven sail-shaping introduced

## 1930–1937



### AMERICA'S CUP 14TH – 16TH

**EMPIRICAL TESTING**

The J-Class area introduced many innovations:

- Tank testing of hulls (at the Stevens Institute)
- Early wind-tunnel experiments on sails and rig geometry
- Mathematical optimisation of hull forms under the Universal Rule
- Powerful geared winches

**THE LATEST GEAR**

1930

The *Enterprise*, one of the smallest J-Class yachts, featured a wide "Park Avenue" boom, hidden lightweight winches and the first duralumin mast.

## 1900–1929



### AMERICA'S CUP 11TH – 13TH

**DEVELOPING TOWARDS THE J-CLASS**

Scale model testing in towing tanks became common and use of empirical hydrodynamics to optimise hull shape and keel profile. Innovations included:

- Hull shape optimisation
- Displacement vs. waterline length trade-offs
- Sail area vs. stability calculations
- Sailmakers began treating sails as aerofoils rather than cloth panels
- Introduction of multiple headsails (jibs and staysails) with precise placement
- Early experimentation with camber, twist, and aerodynamic slot effects between main and jib for upwind efficiency.

**1984** Los Angeles Olympics introduces the modern sponsorship model

**1981** IBM releases the IBM PC

**1979** ESPN launches; the beginning of 24-hour global sports media

**1977** Voyager 1 launches and begins its journey into interstellar space

**1973** Billie Jean King defeats Bobby Riggs

**1969** Apollo 11 moon landing

**1957** Sputnik 1: first satellite in space

**1954** Roger Bannister breaks the 4-minute mile in the running discipline

**1950** First Formula 1™ World Championship

**1947** Jackie Robinson breaks the colour barrier in Major League Baseball

**1936** Alan Turing defines the concept of the computer

**1936** First televised Olympic Games

**1931** The Empire State Building is completed

**1930** First FIFA World Cup

**1924** First Winter Olympics

**1920** First commercial radio broadcasts

**1903** Wright Brothers achieve first powered flight

**1900** Countess Hélène de Pourtalès becomes the first woman to ever win an Olympic medal in any sport: she was competing in sailing

## 1893–1899



### 9TH - 10TH AMERICA'S CUP

**PIONEERING NEW MANUFACTURING APPROACHES**
Nathaniel Herreshoff, the famous yacht designer and builder nicknamed *The Wizard of Bristol* pioneered scientific approaches to yacht building, influencing modern yacht engineering and dominates the America's Cup introducing:
. Built-in longitudinal framing systems
. Steam-bent lightweight ribs
. Precision metal fittings
. The first factory-scale yacht production workflow
. Detailed tank testing and empirical data use

**ALUMINIUM**
1895
*Defender* used aluminium and bronze framing for the first time

## 1870–1893



### 1ST - 8TH AMERICA'S CUP

**FROM SCHOONERS TO CUTTERS**
Design trends shift from schooners like the *America*, *Magic*, and *Columbia* (1851-1871) to cutter and single-rigged sloop designs. Boats all made of wood but increasing use of composite woods:
. Carvel planking with diagonal veneers for stiffness
. Steel and iron internal frames added for strength
. Lighter, deeper external ballast keels
. Less reliance on sheer hull mass for stability

**MATERIAL REVOLUTION**
1887
First all-metal hulls were introduced with *Thistle* in 1887 being made of sheet steel.

**FIRST WOMAN ABOARD**
1886
Susan Henn sailed aboard the Irish Challenger *Galatea* becoming the first woman sailing aboard an America's Cup yacht.

**MATCH-RACE FORMAT**
Racing for the America's Cup changed to one-on-one 'Match-Racing' during the 1871 regatta (although the Defender, the New York Yacht Club, used two different boats in 1871: the *Sappho* & *Columbia*). Thereafter, and up to the present day, all races for the America's Cup have been between two boats.

## 1851



### THE R.Y.S. £100 CHALLENGE CUP

**COTTON-DUCK SAILS**
The yacht *America* arrives in British waters with flat-cut cotton-duck sails that were lighter and soaked up less water than the flax sails used by the rest of the fleet.

The *America* also had raked masts (leaning backwards) that made it better to windward.

**1895**
First public cinema screening by the Lumière brothers

**1896**
Revival of the Olympic Games in Athens

**1879**
Thomas Edison invents a practical electric light bulb

**1858**
First transatlantic telegraph cable laid

**1885**
Karl Benz builds the first true internal combustion automobile

**1876**
Alexander Graham Bell patents the telephone

**1877**
First Wimbledon Championship

**1851**
The Great Exhibition takes place at the Crystal Palace in London – it is the first world fair which became very popular. The world's first soft drink, *Schweppes*, was the official sponsor of the event.

**1851**
The race around the Isle of Wight is taking place, eventually becoming the "America's Cup" and the oldest international sporting trophy.

08

TEAM ROLES

# WHO DOES WHAT, WHEN, AND HOW

The core make-up of teams in the America's Cup can number up to 120 each with extended research and development teams taking that number, in some cases, 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 who could be a celebrity, sponsors, social media influencer or member of the public, 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.




© America's Cup / Ricardo Pinto

Emirates Team New Zealand training in preparation for the Louis Vuitton 37th America's Cup. Barcelona, 2024.

08

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 COACHES**
Each team employs coaches to help the sailors on the water in analysing the conditions, talking about technique, suggesting improvements to rig and sail settings and how to improve communication. Specialists can be brought in to advise, particularly those in non-related sports or professions that have high skill levels (during the Louis Vuitton 37th America's Cup, teams employed army communicators to sharpen up their inter-sailor skills). The coach will often also combine his main 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. Using cutting-edge technology such as aerial drones, onboard 360º cameras and a huge array of editing suites, the output from each team for the Louis Vuitton 38th America's Cup in Naples has the potential to be the best we've ever seen in the event's history. The Public Relations 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.

09

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 sailed aboard the Irish Challenger *Galatea*. Legend has it that Susan insisted that her pet monkey and raccoon came onboard as she kept the race timing for her husband. In 1893, the Honourable Enid Wyndham-Quinn 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 *America*$^3$ programme in the Defender Series and by 1995 was team captain leading the defeated *Mighty Mary* IACC campaign. Dawn came back to the Cup in 2000 to lead the *America True* campaign and in 2007 was the General Manager of the French *Areva Challenge* in Valencia.

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.

10

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 a 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 cyclor 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.




© America's Cup / Ricardo Pinto

The crew of Luna Rossa Prada Pirelli's Youth team celebrating their win of the UniCredit Youth America's Cup. Barcelona, 2024.

11

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 132 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-parallelled 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 was 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.







ACCESS FULL ARTICLE

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.






ACCESS FULL ARTICLE

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 a '100% Made in Italy' syndicate that captured the public's imagination – and even today, in the Port of Naples, a *Mascalzone Latino* yacht stands proudly on display at the entrance.

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 shown 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 a 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

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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 174-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, the 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, layout, 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.

**THE BEHIND-THE-SCENE VIEW ON ALL TEAMS' DEVELOPMENTS**

The America's Cup Joint Reconnaissance Programme is the all-access pass into the most secretive, high-tech arms race in sport. Created to give every team equal, fair, and transparent insight, it places dedicated observers trackside (and dockside) with every syndicate. Raw, unfiltered development is broadcast in real time when teams grind through relentless tests to unlock the fastest possible AC75.

With exclusive behind-the-scenes interviews from sailors, designers, and performance analysts, Recon gives a rare glimpse behind closed doors. Audiences and fans can follow along all developments. The big question is: who can spot what each team is really working on?

For further information and how to follow: www.americascup.com




© America's Cup / Ricardo Pinto

Luna Rossa Prada Pirelli in-between races of the Louis Vuitton Cup Round Robins. Barcelona, 2024.

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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 MEDIA HUB, 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

AMERICA'S CUP MEDIA HUB




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 R.Y.S. £100 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 Louis Vuitton 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.

### 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 174 years ago, which eventually started the legacy of the America's Cup. This time around, it will be GB1 (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 24 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 |




© America's Cup / Carlo Borlenghi

32nd America's Cup. Valencia, 2007.

* 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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LOUIS VUITTON
38TH AMERICA'S CUP
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