



## New high-performance yachts for 34<sup>th</sup> America's Cup

**VALENCIA, Spain (2 July 2010)** – Rating rule authorities in America and Britain have been commissioned to draft the rules for the next generation of America's Cup yacht.

In asking US SAILING and the Royal Ocean Racing Club's Seahorse Rating affiliate to write the rules, BMW ORACLE Racing and Golden Gate Yacht Club, winner of the 33rd America's Cup last February, has ensured the process is neutral and independent.

"We've always said that the new design will be for the America's Cup community. The result will be a 'non-partisan yacht' rather than a 'defender's yacht,'" said Ian Burns, Design Coordinator for BMW ORACLE Racing. "A great deal of input was sought from the America's Cup community and the concept briefs given to the rule writers reflect that feedback."

In a twin-track process, US SAILING will author a multihull rule and the RORC's Seahorse Rating a canting-keel monohull rule.

"It would be premature to rule either a monohull or multihull in and the other out at this stage," commented Russell Coutts, CEO of BMW ORACLE Racing. "Which type of boat is best for racing and media impact is one of many evaluations we will be testing over the coming months."

The choice between monohull and multihull will be made after the conclusion of these trials, the first round of which is scheduled for Valencia in late July.

"Either option will provide high performance, exciting viewing and challenges to design, build and sailing teams," commented Burns.

Versatile performance in light and strong winds is considered essential to minimize delayed or postponed racing.

In response to feedback from potential teams, the original concepts for both types have been scaled back from 26m (82 feet) LOA to 22m (72 feet) for tangible cost reduction.

An engine will be used to cant the keel on the monohull and move appendages on the multihull. The rule authors have been tasked to specify an environmentally friendly, smart, low-emission engine or power-pack.

"This offers a great opportunity for the America's Cup community to take a leading role in this increasingly applied technology," said Burns. "But there will be no power-assistance for crews to trim or hoist sails. Both the monohull and multihull will be *very* athletic boats to race hard."



To ensure fairness, all teams will simultaneously receive updates and information from the authors with regards to progress.

The briefs to the rule authors outline parameters for both types of boat to give base-line dimensions.

This 'box rule' method should ensure boats designed by different teams are similar in style to guarantee the close racing the America's Cup thrives on. Otherwise, the instructions to the rule writers are deliberately open to afford them full creative freedom.

Seahorse Rating has asked Nick Nicholson and James Dadd, with their wide experience of previous America's Cup class rules, to lead the monohull development.

The multihull rule is under the purview of multihull designer Pete Melvin, a two-time A Class catamaran world champion, and US SAILNG.

Other cost-cutting measures include limitations on the number of hulls, masts, appendages and sails a team can build. And the reduced crew size will mean fewer personnel.

"These boat concepts are all about similar performance between competing yachts throughout the wind range," said Burns. "Unique configurations are the expensive part of the America's Cup. We don't want a light-air boat taking on a heavy-air boat. The rule should ensure close racing while being able to sail in a wide range of conditions."

Rule writing is the seventh stage in an exhaustive process. The objective is to publish the new America's Cup Class Rule by the end of September.

The Concept Paper for each design is available at [www.americascup.com](http://www.americascup.com).

### **Target Features**

#### *Monohull & Multihull*

High-performance and close racing  
Light to strong wind range capability  
Ease of shipping & transportation  
22m max overall Length

#### *Monohull*

1.0 x wind speed upwind performance  
1.4 x wind speed downwind performance  
Narrow displacement range  
Combination of bow and twin rudders allowed  
Bowsprit  
Unlimited gennaker area  
13 crew

#### *Multihull*

1.2 x wind speed upwind performance  
1.6 x wind speed downwind performance  
Displacement 4000-4200kg  
Up to four moveable appendages  
Wing sails permitted  
Demountable assembly  
12 crew



### America's Cup Design Rule Process (since 1 March 2010):

- Step 1: Dialogue and discussions with stakeholders
- Step 2: Initial Concepts created for monohull and multihull by non-aligned experts (Bruce Nelson and Peter Melvin)
- Step 3: Design conference (held 18 May 2010) for 'who's who of yacht design' in Valencia
- Step 4: On-line follow-up survey for conference attendees
- Step 5: Aggregating feedback
- Step 6: Concept brief prepared
- Step 7: Rule writing commissioned from US SAILING and Seahorse Rating
- Step 8: Choice of monohull or multihull based on July trials in Valencia
- Step 9: Rule finalization
- Step 10: New America's Cup Class rule published

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*The America's Cup, first contested in 1851, presently resides at the Golden Gate Yacht Club in San Francisco, the home club of BMW ORACLE Racing. Only two other American yacht clubs have held the trophy – New York Yacht Club and San Diego Yacht Club. On February 14, 2010, off Valencia, Spain, BMW ORACLE Racing defeated Team Alinghi 2-0 to win the Cup. Intensive planning for the next edition is underway, with the 34th Cup Match expected in 2013 or 2014 at a venue to be determined by the American team.*