

The 32nd America's Cup

1851 to 2007: Sailing's Holy Grail





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Sailing's Holy Grail

The America's Cup, aka The Auld Mug, is the oldest contested trophy in all of sports.

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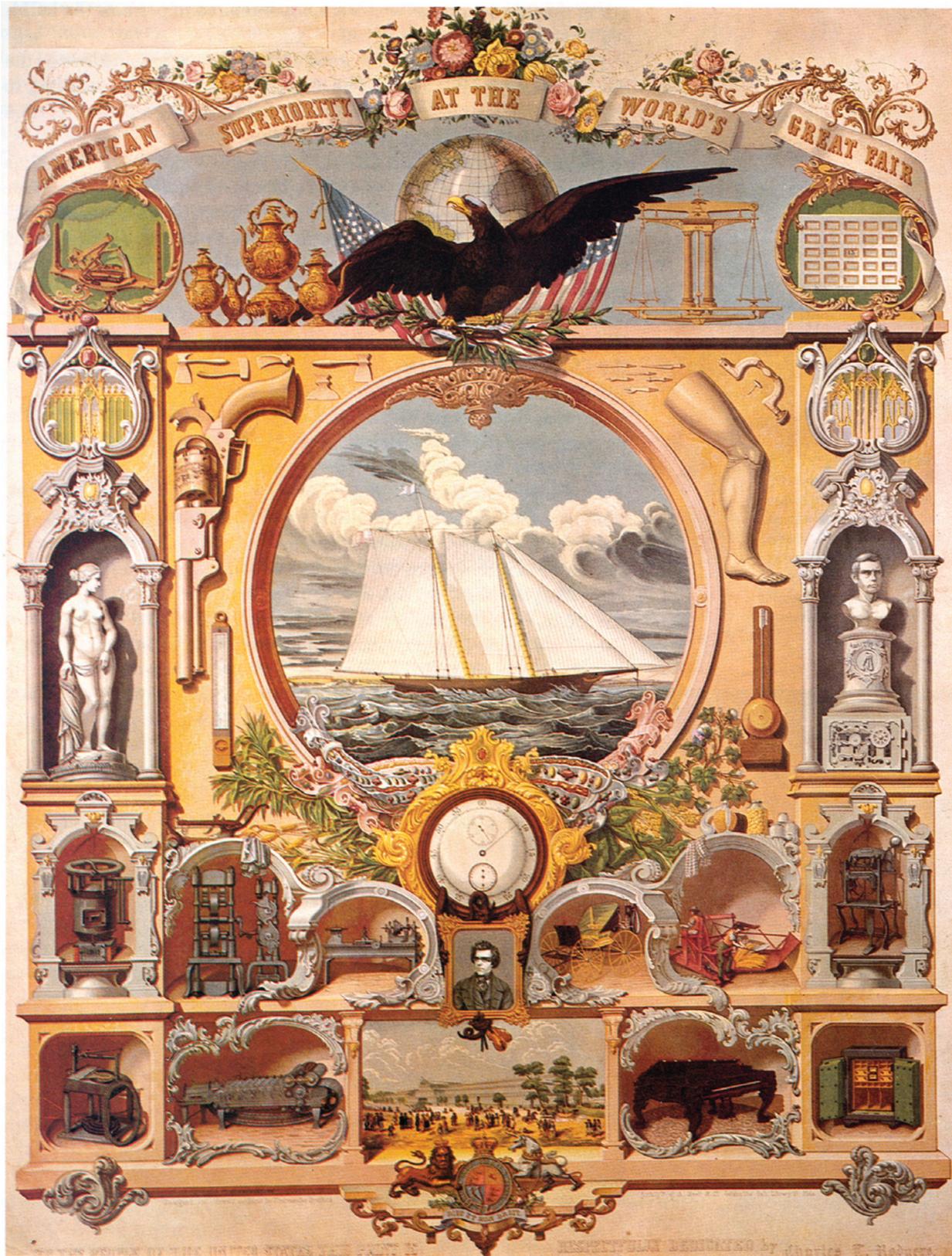
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The accomplishments of America was a source of pride in United States, as shown in this World's Fair poster.

Cup History



The America's Cup is the Holy Grail of yacht racing. It is much more. This Cup, in competition for a period of 157 years, is the oldest and most distinguished trophy in all sport, outdating the World Cup, Davis Cup, Stanley Cup, Walker Cup, and all others of significance.

Excepting the lavish excesses of big time modern professional sport, more talent, effort, and money have been devoted

to the America's Cup than for any other sport competitions. From the standpoint of naval architecture, America's Cup intensity has inspired countless design breakthroughs, fallout from which benefit all yachts today to an extent generally unrealized by those who sail. Here, a highly focused pursuit of excellence has provided quality, boldness, and dedication to be the best.

For 132 years (1851 to 1983), the United States enjoyed the longest winning streak in all sport. There were close calls but always the U.S. won the series and most of the individual races. Through that time, American yachts were generally, though not always, the fastest; thus, it may be fairly stated that victories followed very much from technical prowess.

As with any ship design, a sailing yacht embodies many necessary elements, which must dovetail to accomplish its mission. What is nice about America's Cup design is that the only mission is speed, maneuverability and reliability to best a single match race rival around a closed course. Size, weight, wetted surface, hull form, light but strong construction, efficient rigs with good sails, sea kindliness and maneuverability are necessary. In general the successful boats embody acceptable or superior selections in the above categories. Bold innovation has been rewarded, but nearly always, extremes have failed. In a series of yacht races encompassing generally a variety of wind and sea conditions, an overall good boat wins.

It is appropriate to divide America's Cup history into seven logical chronological divisions. The outstanding or most interesting yacht of each period will be addressed herewith. Listed below are the America's Cup competitions by era

1851: AMERICA

It all began with a letter penned February 22, 1851. The writer was the Earl of Wilton, commodore of the Royal Yacht Squadron (RYS), in England. It was addressed to John Cox Stevens, the first commodore of the New York Yacht Club.

The letter read:

“Understanding from Sir H. Bulwer that the members of the New York Yacht Club are building a schooner which it is their intention to bring over to England this summer, I have taken the liberty of writing to you, in your capacity of Commodore to request you to convey to them and to any friends that may accompany them on board the yacht, an invitation on the part of myself and the members of the Royal Yacht Squadron to become visitors of the club-house at Cowes during their stay in England. For myself, I may be permitted to say that I shall have the great pleasure in extending to your countrymen any civility that lies in my power, and shall be very glad to

avail myself of any improvements in shipbuilding that the industry and skill of your nation have enabled you to elaborate.”

Commodore Stevens's response was dated March 26, 1851:

“I regret that accident prevented the reception of your letter until after the packet of the 12th inst. had sailed. I take the earliest opportunity to convey to the gentlemen of the Royal Yacht Club and to yourself the expression of our warmest thanks for your invitation to visit the Yacht Club at Cowes. Some four or five friends and myself have a yacht on the stocks, which we hope to launch in the course of two or three weeks. Should she answer the sanguine expectations of her builder, we propose to avail ourselves of your friendly bidding, and take with a good grace the sound thrashing we are likely to get by venturing our longshore craft on your rough waters. I fear the energy and experience of your persevering yachtsmen will prove an overmatch for the industry and skill of their aspiring competitors. Should the schooner fail to meet the expectations of her builder, not the least of our regrets will be to have lost the opportunity of personally thanking the gentlemen of the Royal Yacht Squadron and yourself for your considerate kindness. With the hope that we have the pleasure of reciprocating a favour so frankly bestowed. I remain, your lordship's most obedient servant.”

For Stevens and his friends, the timing was fortuitous, as, he noted, an appropriate yacht, to bear the wonderful name *America*, was soon to be launched. The plan was to take her transatlantic to the world's fair, or the Great Exhibition of 1851, being organized at the new Crystal Palace in London by Prince Albert, consort to Queen Victoria. *America* was to serve as an example of Yankee shipbuilding.

The syndicate agreed to pay the builder, William H. Brown, \$30,000 if *America* was faster “than any vessel in the United States brought to compete with her.” She wasn't. The 100-foot *America* finished second to *Maria*, another Stevens-family yacht, of 97-feet. It was, to be sure, an unfair test as *Maria*, designed for flat water, was no sea boat. She featured a centerboard rather than a fixed keel like *America*. Also, while the two yachts were fairly similar in size, *Maria*'s sail area at 7,890 square feet was 2,500 square feet greater than *America*'s. *Maria* required a crew of 55; *America* would sail the famous race that lay ahead of her with 21. Since *America* failed to “answer the sanguine expectations of her builder,” the syndicate paid Brown \$20,000 for her — two-thirds the asking price.

These were sharp businessmen. To be an example of Yankee shipbuilding was not all of it, however. *America*'s owners, which included Stevens's brother Edwin, J. Beekman Finlay, James Hamilton and George L. Schuyler, hoped to win wagers





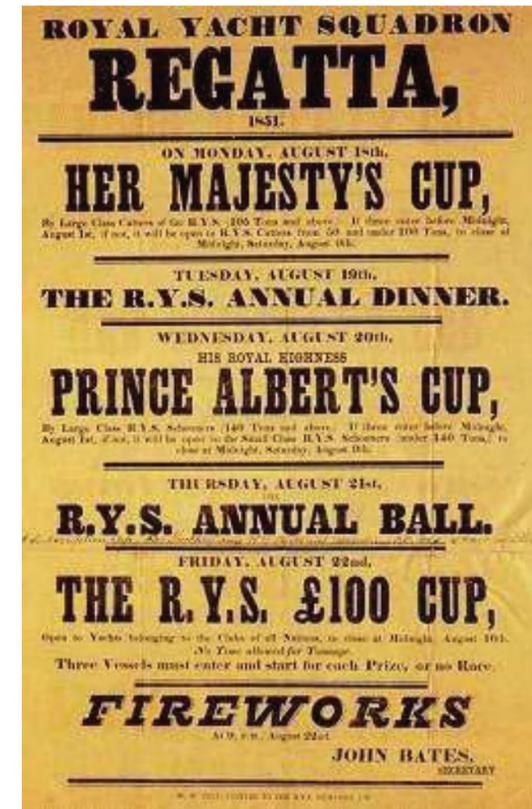
with her. *America* left Hoboken, NJ — the site of the NYYC's first clubhouse — for France on June 21, 1851, under the command of Dick Brown, a former Sandy Hook pilot. She arrived in Le Havre, France, in 20 days, six hours.

This fledgling country's offerings at Prince Albert's International Exhibition were uninspiring. *America* sent Colt revolvers, agricultural implements and a Mr. Briggs, of New York City, reportedly the world's premier lock-picker. Describing *America*'s pedestrian agricultural devices, the *London Times* wrote airily, "If the Americans do excite a smile, it is by their pretensions"

John Cox Stevens John Cox Stevens and his brother Edwin, later the fourth commodore of the NYYC, and James Hamilton traveled to France by steamship to wait for their yacht. While in Paris, Hamilton encountered Horace Greeley, the noted newspaper editor. Greeley, supposedly of "Go west, young man," fame, warned: "The eyes of the world are on you. You will be beaten, and the country will be abused, as it has been in connection with the Exposition." He strongly advised that *America* refrain from racing any British yachts. Hamilton replied, "We are in for it and must go."

The Royal Yacht Squadron was formed in the year 1815. Two years later, the Prince Regent asked to join "The Yacht Club," as it was first called. When he became King George IV in 1820, the yacht club asked him to become its patron.

America, as painted by Currier & Ives, was a ship unlike anything seen in England when it first arrived



The club similarly asked that its name be changed to the Royal Yacht Club — later the Royal Yacht Squadron. The RYS has been described as the “most exclusive club in the universe.”

In 1851, yachting had a 250-year long tradition in England. “Britannia,” which according to legend and song, “ruled the waves,” had hundreds of yachts at this time. While not the first yacht club in America, the NYYC was started seven years before in 1844 on Gimcrack, another John Cox Stevens yacht.

An hour later, after the American yacht arrived in Cowes, the Earl of Wilton and a welcoming party were aboard *America*. It was the Earl of Wilton who had first extended the invitation to John Cox Stevens to visit Cowes.

Stevens issued a low-key challenge to any number of “schooners of the Old World” for a race in a breeze of not less than six knots. The British hosts responded politely to Stevens and his party; they were made honorary members of the Royal Yacht Squadron — a considerable honor — but this invitation to a contest was politely ignored.

Interest in the mysterious American yacht intensified. The *Illustrated London News* dismissed her as “a rakish, piratical-looking craft” and commented that she “seemed rather a violation of the old established ideas of naval architecture.” The 83-year-old Marquis of Anglesey, charter member of the RYS, had an opportunity

The original 1851 poster advertising the first race for the 100 Guinea Cup, later renamed the America's Cup



to visit her. He said, “If she is right, then we’re all wrong.” After his death, the Royal Yacht Squadron would be housed in his sixteenth-century castle, beginning in 1857. It is there to this day.

When the British ignored America’s challenge, Commodore Stevens increased the stakes. He offered to race any yacht for “any sum from one to ten-thousand guineas” — a guinea is worth slightly more than a pound. James Steers, the brother of *America*’s designer, George Steers, described this latter sum, the equivalent of \$50,000 then — perhaps \$800,000 today — as a “staggerer.”

As *America* waited for a race, her legend grew. James Hamilton wrote, “There was a very great impression at Cowes that *America* had a propeller which was ingeniously concealed; and our crew amused themselves by saying to the boatmen who came alongside with visitors (there were thousands, as people of all classes were permitted to examine the vessel), ‘In the stern sheets, under the gangway, there is a grating which the commodore does not allow any person to open...’”

Innovations Galore It wasn’t a propeller that made *America* faster; it was, first, her hull shape. Pilot boats, like *America*, were fine forward and showed their greatest beam amidships, which was then carried well aft. This is the knife-like shape of yachts today.

Also, *America* was designed to carry no topsails, making her rig elegantly simple as opposed to the complex English yachts, with a second tier of sails. The English boats typically flew multiple jibs, or headsails, one of which was often set “flying” on a boom and referred to as a “flying jib.”

On Friday, August 22, 1851, *America* sailed against 14 English cutters and schooners of various sizes: from the 47-ton cutter *Aurora* to the 392-ton *Brilliant*. *America* was in the middle at approximately 170 tons. It is noteworthy that someone talked Commodore Stevens into carrying a “flying jib” and a topsail for the race — in the English fashion.

In keeping with the custom of the day, the race started with the yachts anchored, at exactly 10:00 a.m. *America* overran her anchor and was last to start. The first leg was downwind in very light air, and *America*, with her easily driven hull, enjoyed the building breeze and caught the fleet. She was aided by a generous decision of her host, the RYS. *America*, with her steeply raked masts, typical of pilot boats, was at a disadvantage downwind, as her sails had trouble filling. Stevens successfully petitioned the RYS to allow *America* to boom-out her sails with poles. At the first mark, at Noman’s buoy, *America* was fifth. The next leg was a reach. Here, *America* took the lead.

The usual course when racing around the Isle of Wight was to round the Nab Light Vessel. However, the printed instructions given to *America* only said, it was

to be “Round the Isle of Wight, inside Noman’s buoy and Sandhead buoy, and outside the Nab.” Thus *America* rounded a white buoy, inside the lightship; the other boats sailed the longer course. This discrepancy later resulted in a protest. Next, came a 15-mile upwind leg to St. Catherines Point. It was on this beat that the jib’s boom, rigged for the “English sails,” broke. Captain Brown said that he was “damn glad it was gone.” Facing off against the wind, *America* came into her own.

Next, it was a reach to the Needles. There “the wind fell and the haze set in,” according to the Illustrated London News. At 6:00 pm, *America* neared the 223-foot royal yacht, *Victoria & Albert*, Queen Victoria supposedly asked, “Who is first?” When told it was *America*, she asked, “Who is second?” “There is no second,” was the reply. This famous line became a standard for the race.

America’s victory became the stuff of legend — abroad and at home. The London Merchant wrote that this win foretold a change in the world’s order.

“...The empire of the seas must before long be ceded to America; its persevering enterprise, its great commerce, are certain to secure this prize; nor will England be in a condition to dispute it with her. America, as mistress of the ocean, must overstride the civilized world.”

Daniel Webster, the noted orator and American patriot, commented on *America*’s win to a sizable audience at the State House in Boston, “Like Jupiter among the gods, *America* is first, and there is no second.”

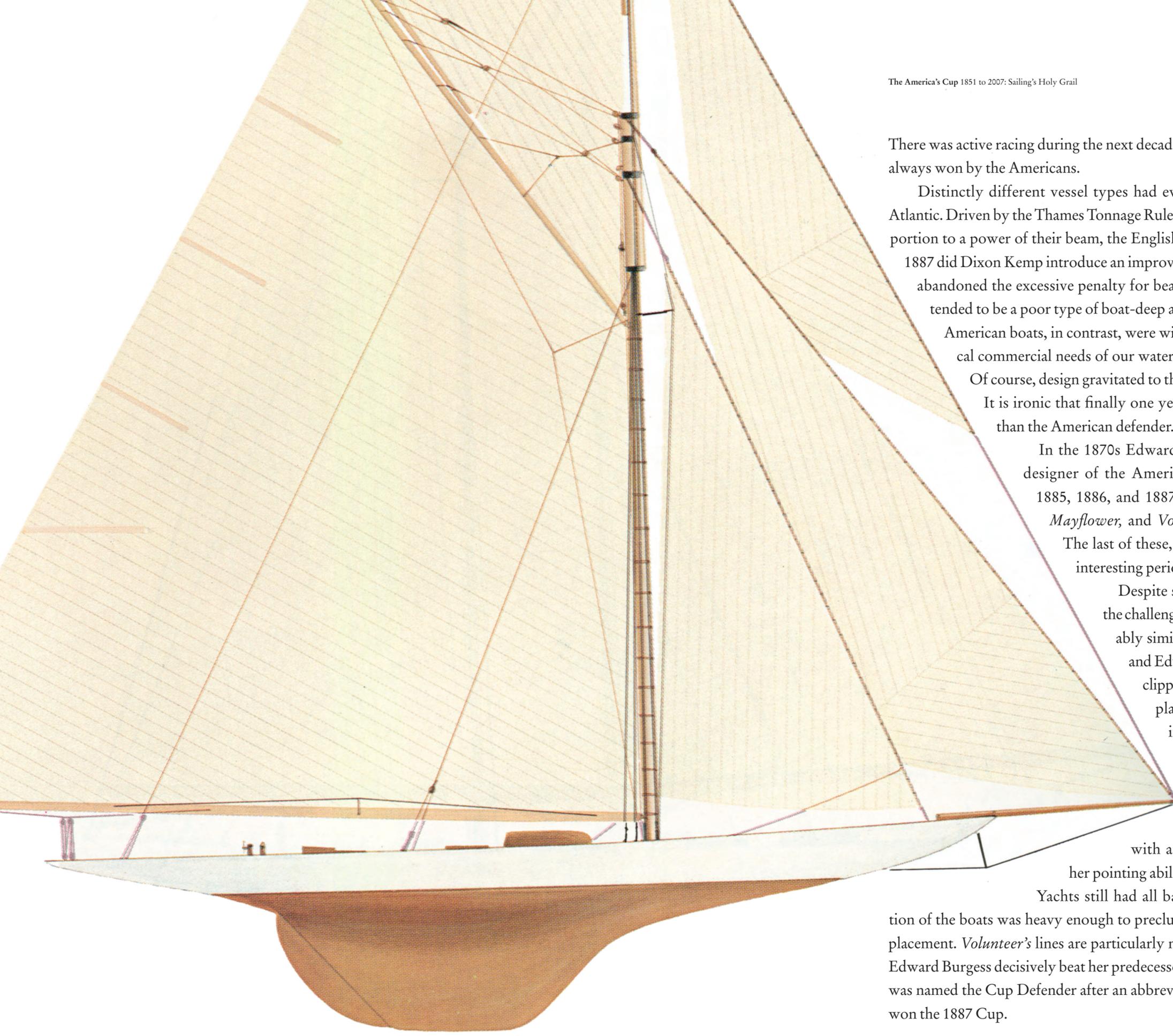
The owners of *America* returned home without the yacht but with an ornate silver urn. The Royal Yacht Squadron £100 Cup was passed around to members of the syndicate; it was often displayed on dining-room tables. When the surviving members of the syndicate gave it to the New York Yacht Club on July 8, 1857, they called the trophy the “America’s Cup” — named for the yacht that won it.

1870–1920: THE FIRST DEFENSES

Commodore Stevens and the other *America* syndicate members deeded the Cup to the New York Yacht Club in 1857 as a “Perpetual Challenge Cup for friendly competition between foreign countries” (actually between yacht clubs). The magnanimous and straightforward deed of gift and its subsequent revisions has been the foundation for the finest yacht-racing event in the world but also of bitter dispute, some of which has been sacrilege to the deed’s lofty intent.

Not until 1870 was there another race for the America’s Cup. Again it was a fleet race: the English *Cambria* against the New York Yacht Club fleet, predominantly schooners. The American 81-foot waterline schooner *Magic* was the winner. Subsequent to that, the match race format, obviously much fairer, has been used.





There was active racing during the next decade and a half—always in New York and always won by the Americans.

Distinctly different vessel types had evolved on the opposite sides of the Atlantic. Driven by the Thames Tonnage Rules that taxed commercial vessels in proportion to a power of their beam, the English sailed narrow deep craft. Not until 1887 did Dixon Kemp introduce an improved measurement rule in England that abandoned the excessive penalty for beam. Thus, English yachts of the time tended to be a poor type of boat—deep and too narrow to carry sail well. The American boats, in contrast, were wide and shallow, reflecting the practical commercial needs of our waters. We had the better of the extremes. Of course, design gravitated to the mean on both sides of the Atlantic. It is ironic that finally one year the English challenger was wider than the American defender.

In the 1870s Edward Burgess of Boston evolved as the designer of the America's Cup defenders. For the years 1885, 1886, and 1887 respectively, he designed *Puritan*, *Mayflower*, and *Volunteer*, all successful large sloops. The last of these, *Volunteer*, is the focus yacht of this interesting period.

Despite secrecy on both sides of the Atlantic the challenger and defender of 1887 were remarkably similar. Both George L. Watson's *Thistle* and Edward (Ned) Burgess's *Volunteer* were clipper-bowed sloops having large low sail plans. Even their hull lines were strikingly similar, though *Volunteer* had a larger beam/draft ratio in keeping with the aforementioned national practices. A substantial difference was that *Volunteer* was fitted with a centerboard that greatly enhanced her pointing ability to windward.

Yachts still had all ballast within the hull and construction of the boats was heavy enough to preclude a very high ratio of ballast to displacement. *Volunteer's* lines are particularly natural and pleasing. This triumph of Edward Burgess decisively beat her predecessor yachts *Puritan* and *Mayflower* and was named the Cup Defender after an abbreviated set of trials. She then decisively won the 1887 Cup.

Columbia, the 1899 and 1901 America's Cup champion



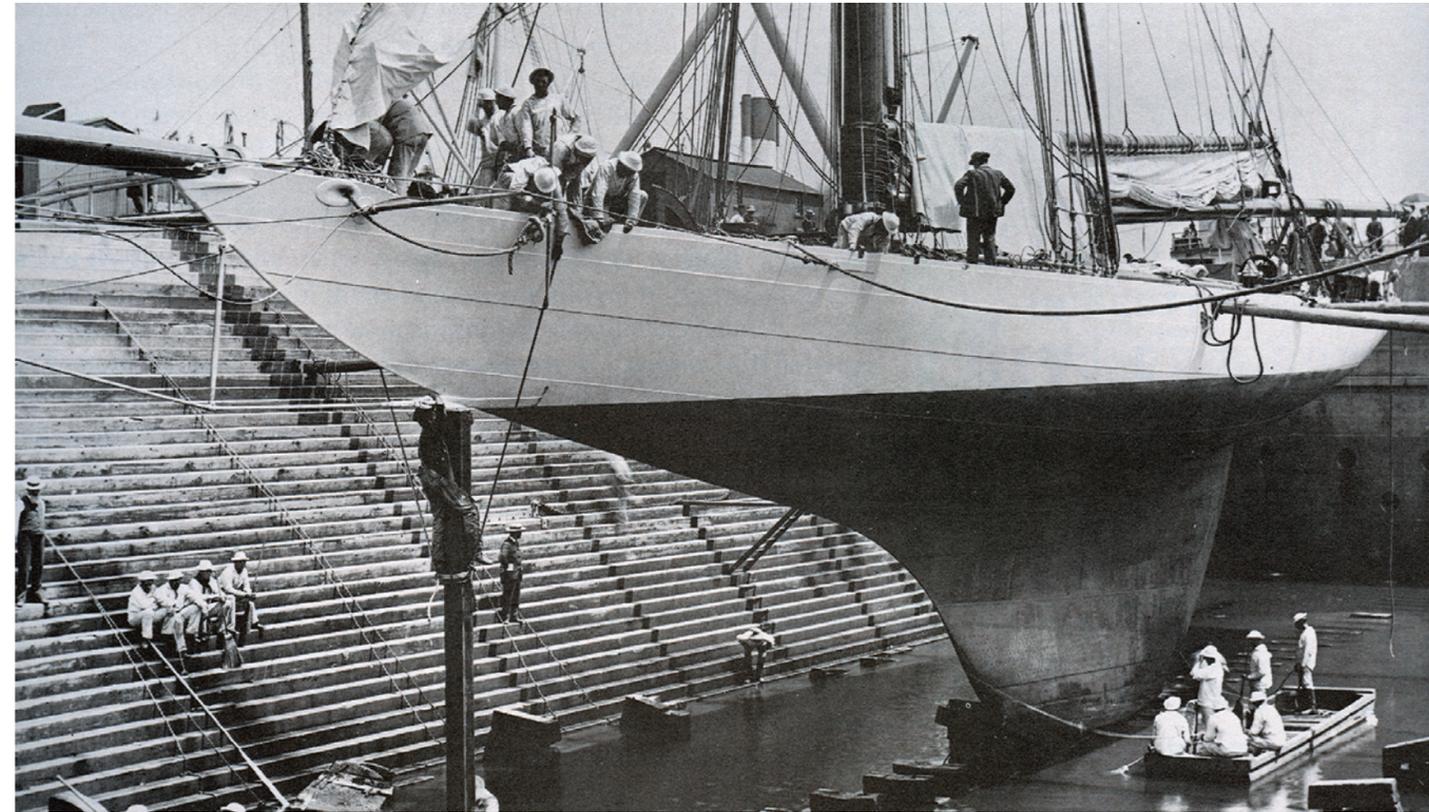


This match could be said to complete an evolutionary phase of the Cup involving great variety in size and type of boat. *Volunteer* was a fine climax to that period. Afterward, except for the absurd match of 1988, challenger and defender would always be more closely matched in size and general character of design. Edward Burgess died soon after, cutting short a brilliant career of great activity over just a few years. His son, W. Starling Burgess, went on also to design three Cup Defenders in the decade 50 years later.

1893-1903 Ninety feet waterline length—these were the largest and most impressive of all the America's Cup yachts. Author John Rousmaniere calls this time the “Herreshoff era” as all the defenders were designed by Captain Nathanael Greene Herreshoff and were constructed at the Herreshoff Manufacturing Company in Bristol, Rhode Island. Following the untimely death of his contemporary friend Edward Burgess, Herreshoff was the natural heir to the privilege of designing America's defenders. This followed from his demonstrable success in the early sloop *Shadow* in Massachusetts Bay competition and the breakthrough designs of two 46-ft-class yachts *Gloriana* and *Wasp* that revolutionized the conventions of sailing yacht design during the seasons of 1891 and 1892.

M.I.T. trained and the first to apply real engineering methods to the art of yacht design, Nat Herreshoff possessed an uncanny instinct for rapid execution of

Nathanael Herreshoff, designer of five America's Cup winning yachts

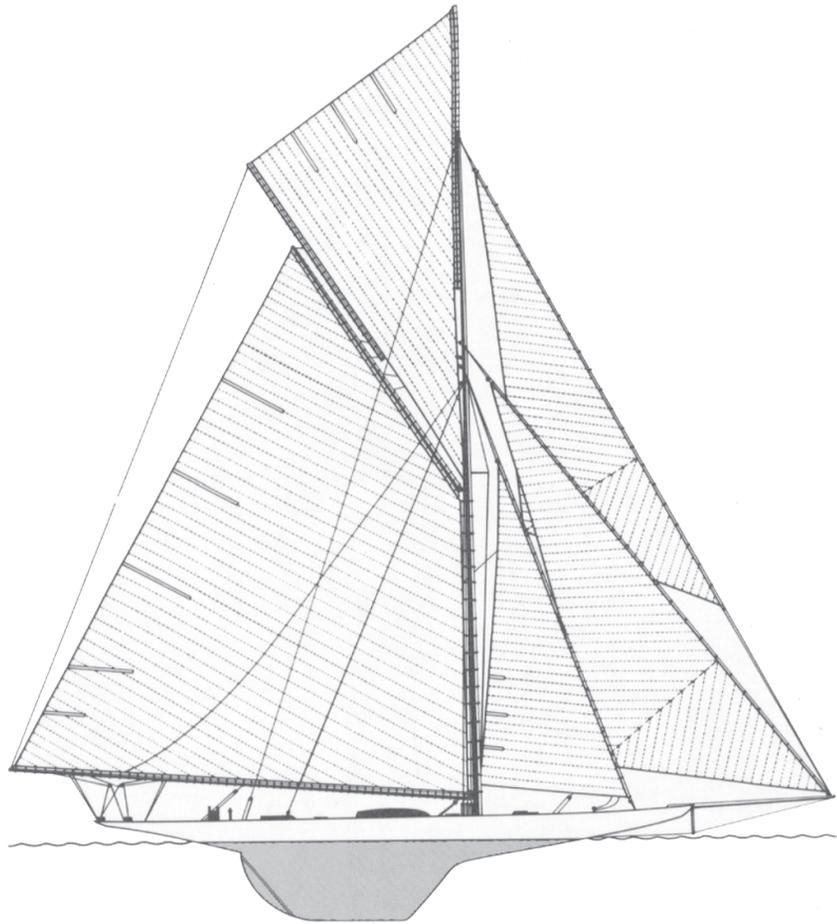


revolutionary innovation in his chosen field. Interestingly enough, he might very well never have become a designer of sailing yachts given his early fascination and genius for design of lightweight steam machinery. Fortunately, Nat's older brother John was a highly ambitious businessman determined to build the world's best yachts; the brothers made a remarkable partnership: one running the business and the other doing all the designing, engineering and construction supervision.

Herreshoff Era *Vigilant* (1893), *Defender* (1895), and *Columbia* (1899 and 1901) were all Herreshoff creations. *Reliance* followed on the heels of their success, forming a classic example of the fact that in most yacht development classes the successful boats get progressively bigger, heavier and more powerful (also true of the yachts of the 1870s and 80s, of the J Class, but not of the 12-Meter class.)

Reliance was a powerful giant of a yacht with innumerable innovations of considerable interest (she appears on the back of the new Rhode Island State Quarter and serves as the Museum logo.) She completely outclassed all comers and won the Cup decisively. *Reliance* was a magnificent climax to that outstanding era of 90-Footers; however, she also exemplified the trend to ever more extreme, costly and even dangerous yachts developing under the pressure to exploit the rating rule to the limit. Thus followed a more modest and saner type of boat under the Universal Rule developed by N. G. Herreshoff, *Reliance's* designer.

Defender, the massive 1895 champion, in dry dock.



Reliance, the 1903 defender, was one of Herreshoff's most decadent designs



Shamrock III, won the public's heart but not the Cup in 1903.



Arguably the greatest and most interesting of all Cup yachts, *Reliance* had a short career, being broken up soon after she so demonstrably fulfilled her mission of defending the Cup. What a great pity she was not preserved for our direct admiration today.

1920–1937: THE J CLASS BOATS

Following the intense activity in Cup racing from 1893 through 1903, there followed a long hiatus. This was not for lack of interest but rather because of opinions and events of the first 20 years of this century.

Even before the splendid triumph of *Reliance*, the powers of the New York Yacht Club and others felt that the huge extreme scow-type yachts such as *Independence* and *Reliance* were too expensive, complicated and potentially dangerous. They turned to Captain Nat. Herreshoff to devise a new rule to provide good competitive racing with reasonable freedom of design but with more “normal” boats. Actually, Mr. Herreshoff had been analyzing the problem for nearly a decade previously.

His solution was the “Universal Rule”. One appeal of this rule was its simple physical validity: length and sail area in the numerator are speed-giving elements



(Left) *Enterprise* (Above) *Shamrock V*, Sir Thomas Lipton's beloved challenger of 1933.



Only wars, beginning with the Civil War in 1861, and a political assassination – New York Senator Robert F. Kennedy – have prevented the NYC Annual Regatta from being sailed.

while displacement in the denominator is a retarding quantity. Also the rule is dimensionally correct in that length times the square root of sail area divided by the cube root of displacement is a linear measurement as “rating” should be.

Mr. Herreshoff’s invention of “quarter beam length” as an element of the measured length taken at two heights assessed more properly the sailing length of the yacht than did just a set of lengths taken on center. The Universal Rule was indeed about universally accepted. But for the change of the overall coefficient and addition of detailed controls, this rule was used for the rest of the big boat America’s Cup racing.

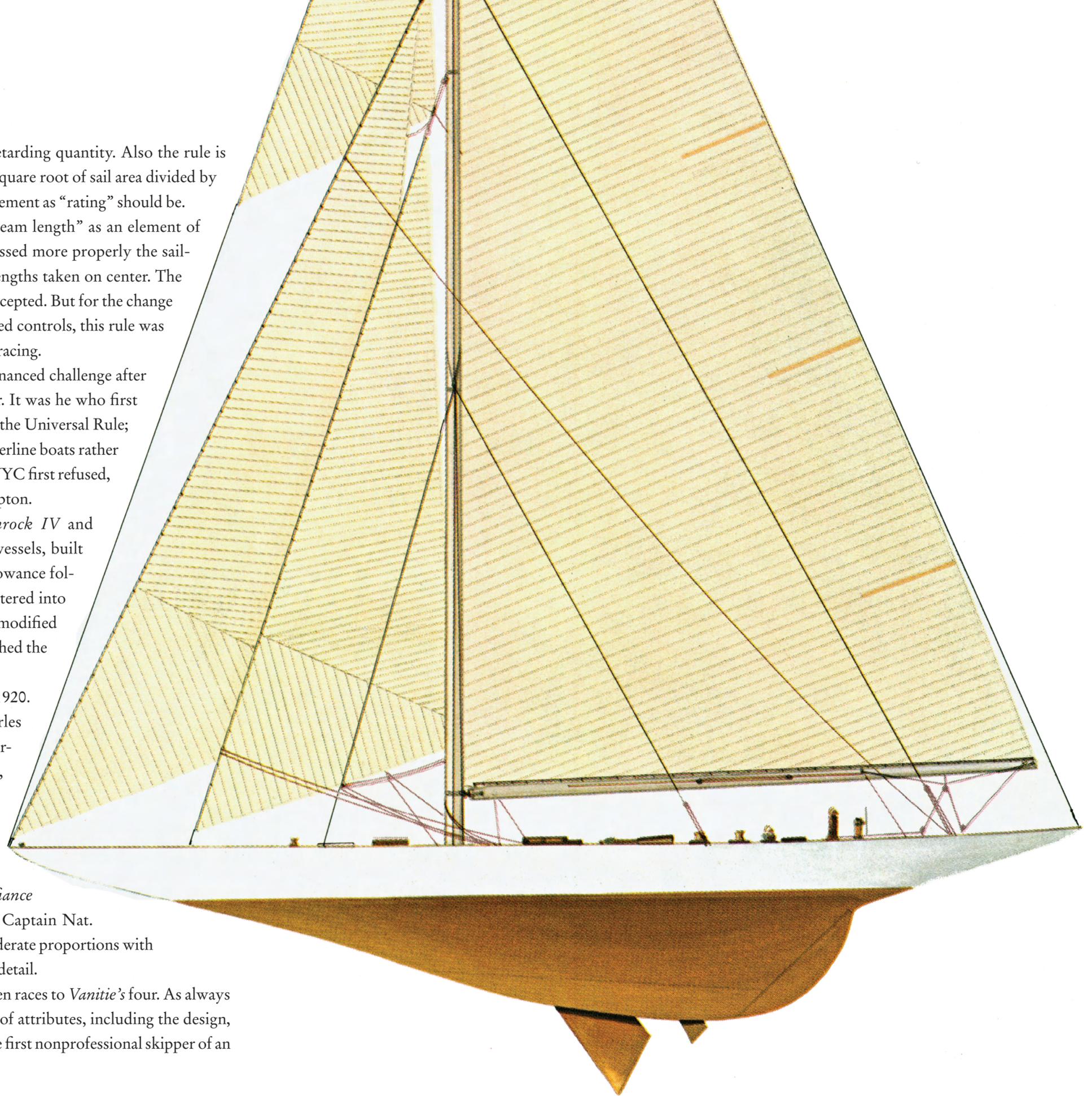
Sir Thomas Lipton, who had cheerfully financed challenge after challenge, felt that the boats should be smaller. It was he who first proposed a challenge in smaller yachts built to the Universal Rule; in 1912 he formalized the proposal for 75 ft waterline boats rather than the 90-Footers of the previous era. The NYYC first refused, and then accepted this practical challenge by Lipton.

Contrary to frequent statement, *Shamrock IV* and *Resolute* were not J boats. Rather these two vessels, built for the 1914 season, were raced under time allowance following from their respective measurements entered into the Universal Rule. It was not until 1930 that a modified Universal Rule with a set rating of 76 ft established the J class for the next America’s Cup races.

World War I delayed the contest until 1920. *Shamrock IV*, described by her designer Charles E. Nicholson as “the ugly duckling,” was nevertheless an able fast boat. She had snubbed ends, tumblehome, outboard chain plates and a rectangular centerboard and was fast.

On the American side, a number of interesting designs were devised for the new class. William Gardner’s *Vanitie* and *Defiance* by Professor George Owen were fine boats. Captain Nat. Herreshoff produced the yacht *Resolute* of moderate proportions with his characteristic elegance of line and finesse of detail.

In the final trials of 1920 *Resolute* won seven races to *Vanitie*’s four. As always it was a contest involving a wide combination of attributes, including the design, sails, and the skill of Charles Francis Adams, the first nonprofessional skipper of an America’s Cup yacht.



(Above right) *Enterprise*, designed by W. Starling Burgess, was the first J Boat to defend the Cup in 1930

(Next page) *Enterprise*, *Vanitie*, & *Rainbow* sail off in the 1930 America’s Cup defender trials.

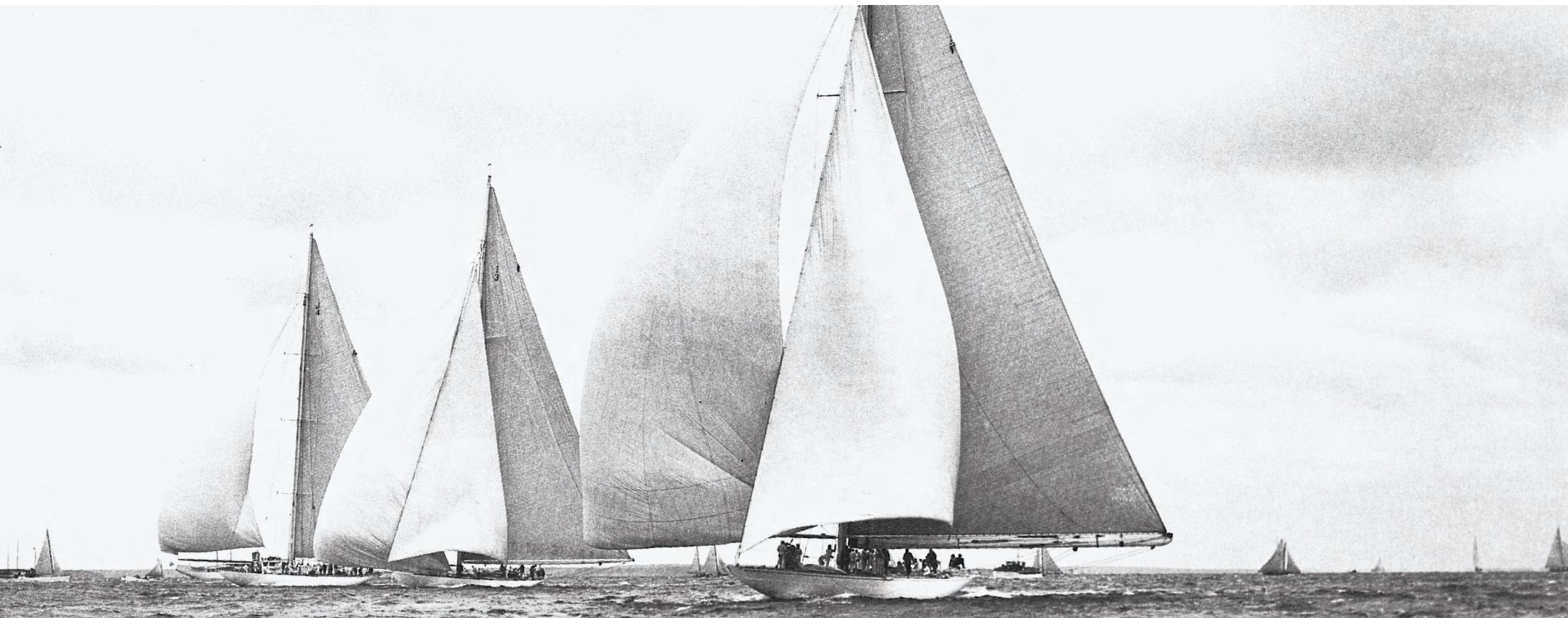
Through an error of sail handling, *Resolute* broke down and so lost the first race; then, she lost race 2 by nearly two and a half minutes; it looked like the Cup would finally be lost. Designer Nat. Herreshoff, then 72, was rushed down to New York overnight on a naval destroyer. He and Adams adjusted *Resolute* and her rig and went on to win the next three races to save the Cup for America.

The J boat era of 1930 could be called the Vanderbilt era. Harold S. Vanderbilt was the skipper in 1930, 1934 and 1937. He was also the principal backer of the magnificent Js, *Enterprise*, *Rainbow*, and *Ranger*, financing the latter entirely himself. In 1934, the Cup was again nearly lost. It is generally believed that *Rainbow* was not as fast as the challenger *Endeavor* and that the *Rainbow* won through the acumen of Vanderbilt and C. Sherman Hoyt of his afterguard.

Ranger is nearly always described as the “super J” and that accolade seems to have been totally deserved. Here was a clear demonstration of the axiom “build big within the rule.” Except for L. Francis Herreshoff’s *Whirlwind*, no boat had previously approached the maximum size practical for a rating of 76 under the modified Universal Rule; *Ranger* did. Additionally, *Ranger* was the first America’s Cup yacht developed through model testing in a towing tank. Co-designer Olin Stephens, II had developed great confidence in the procedures developed by

Kenneth Davidson of the Stevens Institute of Technology in Hoboken. Tank tests were used to evaluate alternative designs for *Ranger* and evidently the results gave Stephens and Starling Burgess the confidence to depart sharply from conventional J boat practice. It was not divulged for several decades which designer modeled *Ranger*’s hull. Olin Stephens says it was Burgess, but one can be sure that the boldness of the design is much attributable to Olin Stephens.

Ranger was the first Cup Defender in fifty years not built at the Herreshoff Manufacturing Company in Bristol. On her delivery trip from the Bath Iron Works, disaster struck; new type rigging turnbuckles unscrewed at sea, leaving the beautiful long spar unsupported. Frightening deflections in the rolling sea way culminated in failure of the spar. A temporary spar fitted from an old boat in Bristol provided for early practice until *Ranger* could be fitted with a spar of new design and construction. She totally dominated the trials and Cup Races of 1937. She was longer, more powerful, had a bigger rig, was sailed better and was more refined in nearly every way. By every measure, *Ranger* deserves to be called the greatest America’s Cup yacht built. Sadly, the ship was lost to a fire years ago but, as of the writing of this book, is being rebuilt by a group led by Dennis Conner and with great detail to the original design plan.





(From top) Young America, Australia II, Stars & Stripes, & Canada II. Snapshots of the popular 12-Meters.

THE 12-METER ERA: 1958–1987

Following World War II, the conventional wisdom on both sides of the Atlantic was that the America's Cup was done. The world was rebuilding and there seemed little prospect of funding further J boats given their assumed greatly accelerated cost. The Cup itself remained the pride of the New York Yacht Club, continually on display in the trophy room of the 44th Street Club House. Most of us expected it to just remain there for a long time, perhaps never to be raced for again.

Enter Commodores Henry Sears and Henry Morgan of the New York Yacht Club. By petitioning the Supreme Court of the State of New York, they modified the Deed of Gift to allow smaller yachts without the previous demand that challengers must cross the ocean on their own bottoms. It was agreed to compete in the International 12-Meter Class, which had provided excellent racing for several years before the war. Designed to the rather tight specifications of the International Rule, these boats did not really fit the grand traditions of the Cup but nevertheless provided nearly three decades of some of the finest match racing ever.

I can write more knowledgeably about the 12-Meter era than any other, as I was an active participant for 25 years and an observer for the full 29 years. Through acquaintance with Harry Sears, I was excused from other duties as a naval officer to sail aboard *Columbia*, the 1958 Cup Defender, as bowman. Sailing aboard the 12's in most of their seasons, I participated in four America's Cup series, a total of 20 races; it was all about the greatest fun I've ever had.

The International Rule is an inelegant arbitrary formula that controls and restricts the design of these boats within narrow limits. There is a minimum length, maximum draft, maximum rig heights, and a set relation between length and displacement. Scantlings first in wood and later in aluminum are tightly controlled by specifics of the rule. Nevertheless, innovation in design particularly by Olin Stephens brought about nearly continual improvement of the boats, and the design edge of the United States long seemed to assure retention of the Cup as it did over many matches through 1980.

Curiously, some of the finest racing of all was in the finals of the first selection trials between *Columbia*, sailed by Briggs Cunningham and designed by Sparkman & Stephens against Stephens prewar 12-Meter *Vim*. These were great tactical battles with racing margins of a few seconds in many races. *Sceptre* was a quite inferior design that had never faced competition before the match. As had happened a few times before, *Weatherly*, a weak American boat, won in 1962 by the brilliance of Bus Mobacher, her skipper. Another S&S yacht, *Constellation* won in 1964. She was a quite elegant all-round boat, which was selected as Cup Defender over the large and powerful *American Eagle*, which was only superior in heavy weather.



Only wars, beginning with the Civil War in 1861, and a political assassination – New York Senator Robert F. Kennedy – have prevented the NYC Annual Regatta from being sailed.

This should have been a tip off to the future but the true significance of having to design the smallest possible 12-Meter for Newport conditions was not generally appreciated until Australia II lifted the Cup in 1983. The reason 12-Meters form an exception to the axiom “design big” is the idiosyncrasy of the rule, particularly the prescription of increased displacement with length.

Intrepid Olin Stephens’ *Intrepid* of 1967 was a breakthrough yacht. Wetted surface was drastically reduced with a shorter keel and separate rudder and the boat had numerous refinements. With an outstanding management team and the skill of

Mosbacher again as skipper, *Intrepid* was unbeatable. The quest for further breakthroughs led to some peculiar and unsuccessful designs over the next two seasons.

The 1970 match was saved by repeat defense of *Intrepid*. In 1974, Olin Stephens designed another very fine boat, *Courageous*. Built of aluminum under new scantling rules, *Courageous* was powerful and superior in a breeze but did not easily defeat *Intrepid*, striving for a third defense. The selection trials reduced to a memorable sudden-death race in a 30-knot northeast breeze that *Courageous* won through both superior speed and better sailing. While I personally believe that Stephens’s 1977 boat, *Enterprise*, was a further

improvement in the same direction, Ted Turner sailing *Courageous* beat her out for the defense. Though not of demonstrably different dimensions, *Freedom* of 1980 seemed very superior. One difference was lower freeboard – providing a lower center of gravity and less hull windage. The new ingredient was a brilliant program of development of sails, gear and crew established by skipper Dennis Conner over a two-year program. The success of the program altered America’s Cup procedures from then on. Even with that, *Freedom* did lose one of the races of the match principally owing to a light-air advantage of Australia employing a rule-beating main-sail that gave her superior windward speed in light air.

1983: THE UPSET OF THE CENTURY

“The day of her maiden voyage was a major occasion. The place was packed, and Benny (Ben Lexcen) was floating somewhere between the



John Bertrand & Alan Bond, the men behind the brilliant Australia II

(Right) Liberty & Australia II mark the end of the America’s Cup in Newport, R.I. and the New York Yacht Club



dock and seventh heaven. In his considered view, Australia II made all other boats seem ugly.”

That’s John Bertrand, the skipper of *Australia II*, describing with the benefit of hindsight, the launching of what would become the first challenger to win the America’s Cup after 132 years of futility. Although he was enthusiastic when he wrote the passage above, Bertrand was nothing of the sort when the drawings and model of *Australia II* were first presented to him in the spring of 1981.

Then, in 1983, the unthinkable happened in Newport when *Australia II* beat



Dennis Conner, 3-time winner & 2-time loser of the Cup

Liberty in “The Race of the Century,” the sudden-death seventh race of that match. *Australia II* was the best 12-Meter yacht to sail in the 25-year history of competition at Newport. Her extraordinary and controversial winged keel was, of course, the conspicuous feature. The ballyhoo about that masked the significant facts that *Australia II* was the first boat to go to minimum 12-Meter length and displacement and that she had significantly less wetted surface than any other Twelve; this latter fact won the Cup! Less wetted surface followed naturally from a smaller boat but also from a keel of radically small planform. Where that had failed 13 years earlier in *Valiant* with a conventional keel, it succeeded in spades on *Australia II*

because the winged keel provided sufficient hydrodynamic lift (side force) without the conventional large area. Because 12’s have draft limited by a function of length, they crave more draft or the equivalent effect. The lift-enhancing action of the “end plate” wings provided that very effectively.

The design was decidedly unusual with its upside down, winged keel, and it would take all of the enthusiasm of Lexcen and team owner Alan Bond to overcome Bertrand’s initial skepticism.

THE WINGED KEEL SCANDAL

Lexcen’s Adventures in Amsterdam To this day there remains some controversy over the origin of the famous winged keel of *Australia II*. The brilliant idea was to fix the ‘upside-down’ winged appendage to the hull of the boat. In 1980, the NYYC authorised the Australians to use the Dutch testing tank at Wageningen. Lexcen spent four months there at the beginning of 1981, with Dutch engineers

Peter Van Oossanen and Joop W. Sloff. Ben designed the drawings of *Challenge 12*, a conventional design, after having tested seven models, and then he moved on to *Australia II* (more than 400 tests, calculations of the keel in 3 D, several hundred hours of simulations). The result was surprising: the boat was faster than a conventional 12-meter and Alan Bond took the risk to build *Australia II*.

During her maiden sail, John Bertrand discovered the exceptional maneuverability of the boat. There were several reasons for this: the bustle had almost disappeared; the ‘inverted’ keel; the existence of thick fins fixed on each side of the keel and angled down at about 20-degrees (which increases the draft when heeling reducing leeway and increasing ‘stiffness’ - how a boat stands up to the wind). This approach appreciably decreased the wetted surface of *Australia II* compared to any other 12-meter. Due to this, Lexcen had created a “light” displacement boat with the shortest waterline ever measured on a 12-meter. The future ramifications made it such an innovation that it spells the ending of the 12-meter era of the Cup.

The performance of *Australia II* was also aided by the talent of New Zealand sailmaker Tom Schnackenberg who took care of the entire sail program (40 genoas, 10 mainsails, fifty spinnakers). The crew was made up of the best sailors in Australia, with Olympic medals and previous Cup experience to their credit. It was this cocktail that explained the record: 48 wins in 55 races sailed by *Australia II* during the 1983 season.

In 1983, the challenger also benefited from the support of the press and the public. The chaste ‘modesty’ skirt of green canvas which shrouded the underbody



Stars & Stripes (US-55), the heavy-wind 12-meter gave Dennis Conner and the United States the America's Cup back in 1987.



After 132 years with the NYYC, the America's Cup moved quickly to the Royal Perth Yacht Club, followed by the San Diego Yacht Club. It was then won by the Royal New Zealand Yacht Club, which kept it until 2003.



after every race certainly incited the curiosity of everyone. Then, the early success of *Australia II* in the Louis Vuitton Cup only added to the craze. The late and fruitless machinations of the NYYC to demonstrate that the keel was not an Australian invention or that it did not fit the letter of the design rule only added to the mystery of the moment and strengthened the resolve of the men aboard *Australia II* to take the Cup away for the very first time.

THE DENNIS CONNOR REDEMPTION

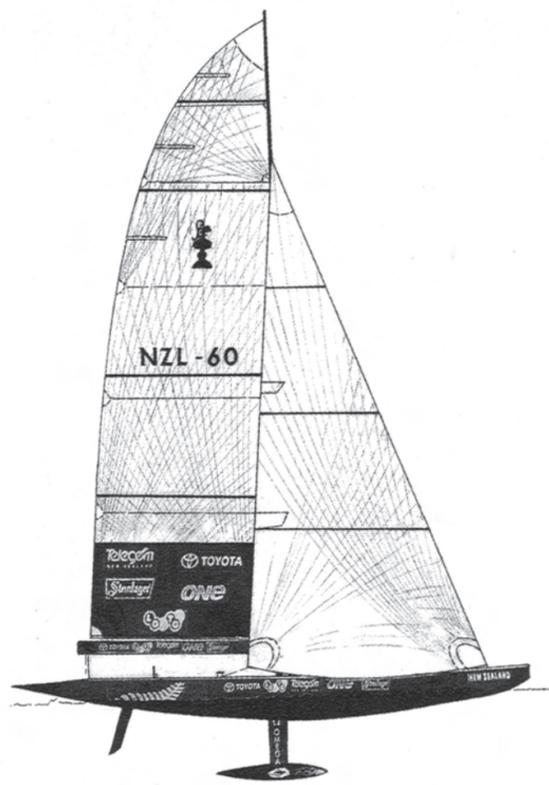
Dennis Conner is not a rich man, though. Furthermore, he says he does not like to sail. As a matter of fact, he cannot swim. (“I spend all of my time trying to stay out of the water.”) No more enigmatic character presides over any sport. At the top of his game, Conner can eat with Nicklaus, drink with Namath, offend with McEnroe, spend with Marcos and lose with Napoleon. With a straight face, as brown and supple as an underinflated football, he calls 12-meter racing his hobby. But nearly everyone on the dock seems to believe he has singlehandedly killed it as a pleasure sport. “The weekend sailor has been shoved out,” says Ted Turner, Captain Outrageous of 1977. Tom Blackaller, one of the advocates of leisure caught in Conner’s relentless wake, mourns, “I’d like to get him the hell out of sailing. I think he hurts it.” Conner sighs and explains, “What they’re saying is, ‘If I were willing to give as much as Dennis does, I could be as good as he is.’ That’s just an excuse to lose.”

After two races against the Australian *Kookaburra* (a bush bird of prey sometimes called a “laughing jackass”), this game stood 2-0 for Conner in the best-of-seven final. Most depressing for the Australians, the lighter breezes they had prayed for all month materialized the first day, but the boat thought to be nimbler was outmaneuvered all the same. Winds that routinely topped 20 knots in the trials eased abruptly to eight or ten. Effectively the yachtsmen were back in Newport, R.I. Breaking neatly in front, Conner never rounded any buoy less than 40 seconds ahead and won by a jarring 1:41. Cheering could be heard from as far away as San Diego. Thanks to onboard ESPN cameras and the natural drama of the Indian Ocean, the sport is suddenly televisable, and armchair America is always ready to celebrate any arcane venture representing *Stars & Stripes* (even if a few people still wonder who this fellow Halyard is in the front of the ship).

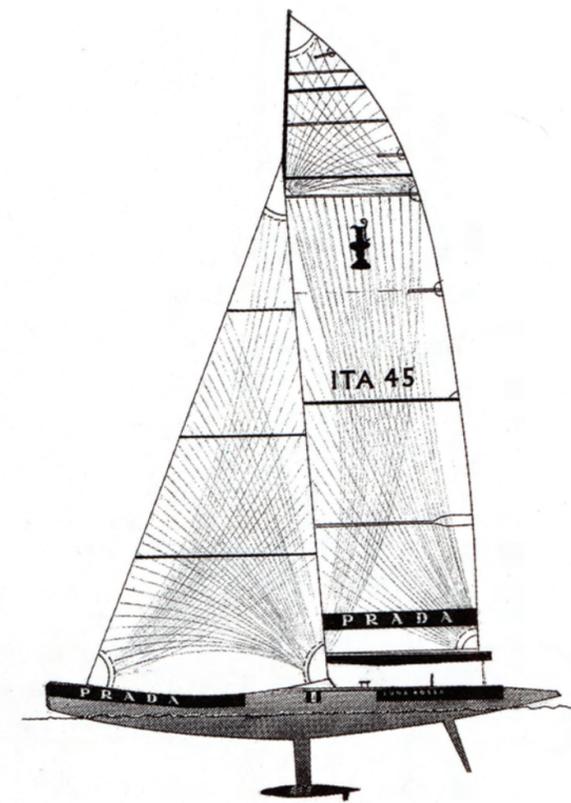
Losing three years ago humanized Conner, at least momentarily, and winning again may amplify his legend incredibly, beyond the wharves to the plains. “The real thing that saved my sanity in ‘83,” he says, “was that in my heart I knew I had done everything I could. But the second thing was the people. After I won the Cup in ‘80, I received about 100 letters. Out of 200 million people, that isn’t very many.

(Left) A dynamic view from the cockpit of an International America's Cup Class yacht.





Black Magic, the 2000 Cup defender for New Zealand



Luna Rossa, the 2000 Italian challenger, lost to Black Magic in five races.

In 1983 I got thousands, maybe tens of thousands. If you look at the films after that seventh race, you'll see Dennis standing absolutely alone (abandoned by the N.Y.Y.C.), a small businessman from San Diego facing the music by himself, with tears running down my cheeks. People said they were touched. In defeat I found something I never knew in victory. They were proud of me. In essence, the Cup was freed." In a way, so was he.

The anonymous sailors of *Stars & Stripes*, well-educated men slaving for \$75 a week, have a telling phrase for what they do. They speak of their "commitment to the commitment." During the races few words are ever necessary, and those are gently spoken. But in practice runs the banter is uncommonly happy. "What do you think, campers?" says Conner, who never seems to command, only question. "Will anybody be heartbroken if we change this sail? Shall we put up Dolly?" Perhaps a revolutionary and certainly a ! provocative new spinnaker -- featuring rows of billowing bulges -- is on loan from the N.Y.Y.C. The club had a falling-out with Conner three years ago; its entry America II fell out of the tournament seven weeks ago. Miss Parton's namesake constitutes a peace offering. "I love the way she shakes those thingies," he sings.

Puffs of wind can be calibrated on his shoulder blades. Tiny fractions of speed are visible to him on the sails. Like a fastidious haberdasher, he is constantly pinching and reshaping the fabric. In his salt-stung eyes, which now and then send him tearing off to Perth doctors, the ocean appears multicolored, rich in textures, contours and clues. Some believe he can see past the horizon, even into his opponent's cockpit. Why he tacks on the next wave instead of this one is a mystery to all.

1988: THE MISMATCH

In 1988, for the first time in history, the Challenger and Defender clubs could not agree on a mutually satisfactory boat size, type and rating rule. Thus, it was necessary to sail under an as yet untried provision of the Deed of Gift framed for just such a contingency. The result was a fiasco that was not without skill in design and excitement in sailing. On the whole, this year was a disgrace to the noble tradition of the Cup. The match was between a large challenger sloop and a sophisticated large catamaran. The Americans developed the latter over an amazingly short time period. Obviously such a mismatch would be won big by one boat or the other - quite naturally the catamaran was the winner, even when sailed very conservatively. The perpetrator of the mismatch was Michael Fay of New Zealand.

While openly discussing a conventional 12-Meter challenge, Fay had secretly commissioned the design and had commenced construction of a large sloop. Then, when he felt he had an insurmountable time lead on the defender, Fay issued a chal-

lenge specifying his type of boat and a time period too short for the defender to reasonably develop a boat of the same type.

The San Diego Yacht Club refused, and then tried to reason with Fay. This was to no avail. Then, the lawyers got into the act. As is increasingly frequent in our litigious society, the role of competing lawyers and judges was to ensnare the Cup in a miserable, expensive dispute.

The challenger, *New Zealand*, was a yacht of approximately 90 ft waterline length, making her the largest racing sloop constructed since the J boats. While developed using modern composite construction, *New Zealand* was a peculiar boat. We have no sure way to judge her prowess, as she was the only such boat on the water. Light of weight with an extreme (model boat type) keel and wide "wings" for crew hiking, she was interesting.

THE INTERNATIONAL AMERICA'S CUP CLASS

A totally new rule was established after 1988. This has produced three fine matches in 1992, 1995 and 2000. All anticipate equally fine racing in Auckland in 2003. Boats of the IACC class are larger than 12-Meter yachts with much finer and lighter hulls utilizing composite construction. The ballast to displacement ratio of these boats is remarkably high with a deep lead bulb of about 44,000 pounds supported by a slim steel strut. New classes require several cycles for an optimum boat type to emerge. In the case of the IACC, the process was rapid principally because of the brilliant and aggressive R&D program devised by American Bill Koch for his *America's* syndicate. Bill Koch and his relief helmsman Buddy Melges won the 1992 America's Cup match in decisive style against Italy.

Kiwi Rules The New Zealand *Black Magic* syndicate led by Peter Blake and helmsman Russell Coutts brilliantly executed the next two matches. Not only did they win in superb fashion in San Diego in 1995, the New Zealanders showed admirable finesse in concept, organization, details and sailing skill in the 2000 defense at Auckland.

The Alinghi team, led by Ernesto Bertarelli, with Russell Coutts as skipper and Brad Butterworth as tactician, employed brilliant sailing skills and a fine overall program to wrest the Cup from the Kiwis in 2003, and bring it, for the first time ever, to Europe.



32nd America's Cup



The Louis Vuitton Trophy, is given to the winner of the challenger trials, a grueling contest

The America's Cup, now residing in Switzerland but enjoys it's time in the Spanish sun.



Valencia 2007



Valencia is Spain's third-largest city with a population of some 740,000. It lies on the Mediterranean coast some 350km south of Barcelona. Madrid is a similar distance inland. Gastronomically, the region is home to paella, Spain's most famous dish. Historically, it is believed that the Holy Grail resides in Valencia's cathedral and it was here that El Cid fought the Moors.

Museo Nacional de Ceramica is one of the many beautiful places in Valencia to visit between races.

The Valencia climate tends to be mild all year round and one of Spain's greatest festivals, Las Fallas, takes place every March when revellers enjoy a week long party with fireworks and massive bonfires every night.

The major tourist attraction in Valencia is the amazing City of Arts and Sciences which attracts 4 million annual visitors and is equally fascinating to adults and children alike. Valencia is now firmly established on the European art circuit with galleries containing works by El Greco, Goya and Velázquez. The city is currently undergoing a facelift in preparation for the 2007 America's Cup sailing race which will take place off the shore of Valencia. The city's football team is amongst the top teams in the country winning a league and UEFA cup double in 2004/05.

THE FORMAT FOR THE 32ND AMERICA'S CUP

The America's Cup is a challenge-based competition between yacht clubs, where the defending yacht club must prepare for the following America's Cup Match as soon as it receives a challenge from a foreign yacht club. The Deed of Gift of 1887 drives this principal.

In more modern times, since 1970, a system has been devised that allows multiple challenges from different yacht clubs received during a certain time frame to be considered as simultaneous challenges and hence legal. But the Deed of Gift still talks about one challenger in a Match against the Defender. The system introduced back in 1970 was a Challenger Selection Series, a series of races designed to determine the best challenger.

The Louis Vuitton Cup Since 1983 the winning Challenger has been awarded the Louis Vuitton Cup. Commissioned by Louis Vuitton and designed by the Parisian silversmith Puiforcat, the silver trophy has, for the challengers, become the passport to the America's Cup Match.

The objective of the Louis Vuitton Cup Challenger Selection Series has always been twofold: to find the best of the challengers and to ensure that Challenger is adequately prepared to meet, and defeat, the Defender.

For the America's Cup this structure is the same with the Louis Vuitton Cup racing determining the identity of the Challenger which will face the Defender during the America's Cup Match. There are, however, several significant evolutions to the 32nd running of the most important event in yachting. The first is the introduction of the Louis Vuitton Acts, 13 regattas sailed in four different European venues from 2004 through early April 2007. From 2005, all Challengers and the Defender for the 32nd America's Cup are required to compete. The second major evolution is the use of fleet racing — six of the 13 Acts are entirely fleet racing regattas where all

boats will take the start together, six Acts consist entirely of match racing where a one on one format is used, and one, the first one, the Marseille Louis Vuitton Act 1, was a combination of both.

In recent times most America's Cup cycles have occurred every three or four years. The racing however has always only taken place at the end of the cycle, usually the last four or five months. Sometimes during the two and a half years leading up to the start of the Challenger Selection Series (and Defender Selection Series when there were multiple defense candidates) there was a "World Championship" or some exhibition regattas in equalized boats, but never anything that counted for points towards the main event. With the advent of the Louis Vuitton Acts and their associated points system now known as the Valencia Plan, history is being made as a new Cup era commences.

The scoring system for the Louis Vuitton Acts From the beginning of the 2005 season the Louis Vuitton Acts count. For each successive year of the 32nd America's Cup (2004, 2005, and 2006) there is an annual Louis Vuitton America's Cup Class Championship with the winning team is crowned champion as a result of collecting more points from the Louis Vuitton Acts in each particular year than its opponents. In 2004, the championship was won by Emirates Team New Zealand.

These annual points are then used for a second purpose. The creation of a second ranking system called the Louis Vuitton Ranking. In brief, the Challengers (excluding Alinghi) are awarded Ranking Points based on their results in each Act 2005–2007. While the Defender Alinghi also participates in the Acts, its results are omitted for the purposes of awarding Challenger Ranking Points. At the end of Louis Vuitton Act 14 (the 'Fleet Race Regatta' in early April 2007), the challengers will be 'ranked' 1st through 11th based on their Challenger Ranking Points. Bonus Points are then awarded in order team rank and these are carried into the Louis Vuitton Cup challenger selection series that begins on the 18th April 2007.

As to the details, beginning with Louis Vuitton Act 4 in 2005, Challengers collect Ranking Points according to their finish in each Act (after the influence of the Defender, Team Alinghi, has been removed) – 11 points for finishing first, 10 for second, 9 for third, and so on. So the Louis Vuitton Ranking points a challenger collects for each Act is the finishing points (minus the influence of the Defender) multiplied by the weighting factor. For example, winning Act 4 scores 11 points (11 x 1), winning Act 10 in 2006 scores 22 points (11 x 2), and winning the final Louis Vuitton Act, the Fleet Race Regatta in 2007, scores 33 points (11 x 3). The Acts sailed in 2004, which were sailed before the final Challenger entry deadline of 29th April 2005, are multiplied by zero and hence do not count towards the Louis Vuitton Ranking.



Each challenger's overall 'Louis Vuitton Rank' (1st through 11th) is based on total Ranking Points. The final ranking list at the end of the Valencia Louis Vuitton Act 14 will determine the number of bonus points awarded to challengers at the start of the Louis Vuitton Cup Rounds Robins.

THE LOUIS VUITTON CUP

The Louis Vuitton Cup consists solely of Match Racing, with two Round Robins (each Challenger racing each of the others twice) from which four teams advance to the Semi-Finals starting 14th May, with the winners then advancing to a two-team Final beginning on June 1st. The winner of the Louis Vuitton Cup then meets the Defender in the America's Cup Match beginning on the 23 June 2007.

Significantly, the Louis Vuitton Rank will also determine the pairings order and starting line entry side for each of the challengers for the two Round Robins, and will be used for tie-breaking in non-elimination cases. The competition to select the ultimate Challenger continues with the first part of the Louis Vuitton Cup, a double Round Robin, where each Challenger meets each of the others once per round. A win during the Rounds Robin earns a team two points. Each team races 20 matches. During the Round Robin stage the maximum number of points possible is 40 (20 races times 2 points per win) plus a maximum four bonus points carried forward from the Acts. At the end of the two Round Robins the four challengers with the most points proceed to the Semi Finals.

Heading into the Semi Finals, the Challenger with the most points gets to choose which of the other three challengers it will race in its Semi Final series of match races. The winner of each Semi Final is the first team to win five matches.

In turn the winners of the Semi Finals advance to the Louis Vuitton Cup Finals, another first-to-win-five-race series. The winner will then meet Team Alinghi, the Defender, in the 32nd America's Cup Match beginning on the 23rd of June.

Powerful influence Winning races during the Louis Vuitton Acts and winning the Acts themselves will help give a Challenger an advantageous position in the Louis Vuitton Cup. Being the top-ranked Challenger after the last Act in 2007 gives a clear advantage of one point over the chasing pack, two points (or one race win) over the middle group, and three points over the last four teams, the equivalent to one and a half wins in the Round Robins. Having a high Louis Vuitton Rank is also all-important when it comes to breaking any ties at the end of the Rounds Robin.

Not only are the Louis Vuitton Acts new, and a powerful influence on the outcome of the Challenger Selection Series, but they become more important with each passing year: in 2005 each of the six Louis Vuitton Acts counts for 6.7% of the



Las Fallas is a boisterous seven-day festival in the province of Valencia, Spain that culminates on March 19th every year.

points making up a challenger's Louis Vuitton Rank, each of the three 2006 Louis Vuitton Acts counts for 13.3%, and 2007's sole Act (the Fleet Race) counts for a solid 20%. The ability of the Defender to measure up against the challengers who are fighting their own battles will be more than interesting — especially during the final Valencia Louis Vuitton Act 14 in 2007.

THE LOUIS VUITTON CUP FINAL

The final phase of the challenger competition and just two teams remain. The winner takes home the Louis Vuitton Cup, and will have earned the right to face *Alinghi* in the 32nd America's Cup Match.

This best-of-nine series could be over in five races, or perhaps, as in 2000, it might come down to a ninth and final race. For the challengers as a group, the Louis Vuitton Cup Final is the culmination of four years of testing, training and racing, all in an effort to create one team capable of beating the Defender, *Alinghi*.

This system works; the winner of the Louis Vuitton Cup has gone on to defeat the Defender in four of the six times the trophy has been awarded. Prior to the first Louis Vuitton Cup in 1983, the challenger had never beaten the Defender in America's Cup racing spanning 132 years.

THE AMERICA'S CUP FINAL

For two months the Defender, *Alinghi*, has been watching the challengers develop and get stronger through the Louis Vuitton Cup. Now it is time for *Alinghi* to show whether it has what it takes to hold on to the trophy.

Whilst the Challenger has been forged in the battles of the Louis Vuitton Cup, *Alinghi* has been intensely training and testing on its own in an effort to build enough speed and strength to retain the America's Cup.

The 32nd America's Cup Match is a 'first to five' (best-of-nine) series that will test the abilities of the two teams over a range of conditions. Consistency is the key here and the first day or two of racing is a critical indication of which team has the speed to succeed and capture the Cup.

The America's Cup Match might be over after five races, in a 5 - 0 white-wash, or as in 1983, it may come down to a final race for glory.



Alinghi, The Defender



Switzerland became the first European country in its history to win the America's Cup as Alinghi swept Team New Zealand in five races in 2003.

Alinghi won the 32nd America's Cup 5-2 against old rivals *Emirates Team New Zealand* in Valencia on the 3 July 2007 after one of the most thrilling match races of all times. The final and deciding match was won by just one second! This puts



The Société Nautique De Genève, in an unusual move, chose to defend the Cup outside of its country.

The stylish Alinghi warms up prior to a Louis Vuitton Cup race.

Switzerland and *Alinghi* in the history books, along with the United States and New Zealand, as a multiple America's Cup winner.

A WINNING VISION

Alinghi's vision for the 33rd America's Cup is "to create an even greater sporting occasion with an exciting new class of boats and to build upon the successes of the 32nd edition."

The Swiss team, created in 2000, won the 31st America's Cup in Auckland for the first time in a staggering 5-0 victory against *Team New Zealand* on the 2 March 2003. The Cup was returned to Europe for the first time since the inaugural race in 1851.

Alinghi is a coined name of the syndicate set up by Ernesto Bertarelli to challenge for the America's Cup. Bertarelli had raced several smaller yachts named Alinghi previously, but 2003 was his first attempt at the America's Cup. Alinghi successfully challenged for and won the 2003 America's Cup in Auckland New Zealand and successfully defended at the 2007 America's Cup in Valencia, Spain.

A Worldly Team For the 2003 event Team New Zealand as the holder of the America's Cup, in consultation with Prada the Challenger of Record, removed the nationality rule which stipulated that all the crew members must be nationals of the challenging syndicate.

Alinghi took full advantage of this rule change and hired many of the world's top America's Cup sailors particularly from New Zealand. New Zealanders saw the defection of key members of Team New Zealand to Alinghi as an act of disloyalty to their home country which was understandable against a background of strong nationwide public support for Team New Zealand which they saw as representing their country rather than just representing the Royal New Zealand Yacht Squadron.

Team Alinghi fired its Skipper Russell Coutts on April 27, 2004. Immediately prior to this, Alinghi via America's Cup Management changed the America's Cup Rules to prevent any team members from moving between teams until completion of the 2007 America's Cup. Alinghi, as the then current holders of the America's Cup, were fully entitled to change the rule. Nine months later the conflict was ended with a short statement.

The sailing team was extended again and was led for the 2007 campaign by Brad Butterworth, *Alinghi's* tactician and vice-president. Butterworth was highly experienced in America's Cup racing having sailed aboard the winning boat in the three previous competitions. Butterworth's team had many world-class sail-



The many angles of Alinghi in 2007



Alinghi powers on an upwind tack.



Alinghi, the Swiss superboat, defended the Cup well in 2007.

ors including Peter Holmberg, Ed Baird, Juan Vila, Jordi Calafat, Warwick Fleury, Simon Daubney, and Murray Jones. Jochen Schuemann, winner of four Olympic medals, was the sports director for the sailing team.

Alinghi participated in all Louis Vuitton Acts, along with the 11 challengers from nine nations, before defending the America's Cup during the Match Race in June 2007. UBS, and BT Infonet have renewed their commitment to the team as Main Partners for the next four years, along with Audemars Piguet, SGS, Nespresso, MSC Cruises and North Sails as co sponsors. *Alinghi's* first America's Cup Defeat came on June 24, 2007 when they were defeated by Emirates Team New Zealand in the second race of the 32nd America's Cup off Valencia.

After a series of close races between the seemingly closely matched competitors, *Alinghi* won their final race against *Emirates Team New Zealand* on July 3, 2007, defending the America's cup with Five wins to *Emirates Team New Zealand's* two. *Alinghi* is an international team of over 120 people, based in Switzerland, and carrying the colours of its yacht club, the Société Nautique de Genève. *Alinghi* counts 21 nationalities on its team. *Alinghi's* vision is to "win the 32nd America's Cup, earn respect and recognition as a world class sports team, while sharing its passion for sailing." Ernesto Bertarelli is the principal behind *Alinghi*, as well as an integral part of the sailing team, serving as navigator.

Renowned America's Cup veteran Grant Simmer is Team General Manager and also oversees the Design Team. The sailing team is led by skipper Brad Butterworth. As Sports Director of *Alinghi*, Jochen Schuemann can count on many top sailors including Peter Holmberg, and Ed Baird, to name just a few.

The Defenders of the America's Cup finished in third place on the ACC Season Champion table in 2004, but recovered their form in 2005 winning five of the six Louis Vuitton Acts en route to the 2005 ACC Season Championship. The team lost just two match races in 33 starts in 2005.

2006 was another strong year for the Defender. *Alinghi* finished in second place on the season points table, but importantly, was the only one among the top four teams to use an old boat. In other words, the top challengers, sailing their new boats, could barely compete *Alinghi* sailing its old boat from the last Cup.



The Challengers





BMW Oracle, USA



Formed in the spring of 2000 by Larry Ellison, CEO and founder of leading global software company Oracle Corporation, the team then known as Oracle BMW Racing, had a strong performance in 2003 in Auckland, New Zealand, advancing to the Louis Vuitton Cup Final, before bowing out to *Alinghi*, the eventual America's Cup winner.



The Golden Gate Yacht Club in San Francisco is the sponsoring club for BMW Oracle Racing.

The American challenger, BMW Oracle, fell short of its goal of getting to the finals.



BMW Oracle Racing BMW Oracle Racing is an American sailboat racing syndicate, initially formed to compete in the 2003 America's Cup under the name Oracle. The syndicate is backed primarily by Larry Ellison, who made his billions from Oracle's database software. The team name was revised in August 2004 to Oracle BMW Racing a reflection of the German company's initial role within the team and subsequently revised again to BMW Oracle Racing to reflect increased involvement from BMW.

The team was created by purchasing the assets of Paul Cayard's AmericaOne syndicate which was the losing finalist against *Luna Rossa* in the 2000 Louis Vuitton Cup.



Larry Ellison, founder of BMW Oracle Racing.

The syndicate got off to a rocky start with changes in the skipper position, going through Cayard, Chris Dickson and Peter Holmberg. Also, the St. Francis Yacht Club was unwilling to give Ellison the free hand he wanted in running the challenge for the 2003 America's Cup, so Ellison took his money down the road to the Golden Gate Yacht Club. This is a well funded syndicate. It made it to the finals of the 2003 Louis Vuitton Cup, losing to *Alinghi 5-1*.

BMW Oracle Racing is the Challenger-of-Record for the Louis Vuitton Cup 2007 which proceeds the 2007 America's Cup which was held in Valencia, Spain.

On May 20th, 2007 *BMW Oracle Racing*, fell to *Luna Rosa Challenge* for the fifth, and final time in the 2007 Louis Vuitton Cup Semi Finals. They lost their series five races, to one.

In July 2007, BMW Oracle Racing filed a challenge with the Société Nautique de Genève for the America's Cup. To date July 26, 2007 that challenge has not be accepted, and the Golden Gate Yacht Club has filed suit because of it. BMW Oracle Racing and Larry Ellison have hired Russell Coutts to be the CEO of the 33rd America's Cup campaign. With the launching of their newest boat in January 2007, BMW Oracle Racing owns 4 IACC boats. *USA-71* and *USA-76* were built for the 2003 America's Cup while *USA-87* and *USA-98* are built for the 2007 Cup.

USA-87: On March 26th, 2006, BMW Oracle Racing christened their new hull *USA-87*. There are many differences to the hull that has created speculation in the yachting world. The hull is 2 feet shorter than the older boat *USA-76* and features a bow sprit. While this boat was initially believed to have a tandem keel, it is now accepted that the boat uses a conventional single strut keel.

(Prior pages) BMW Oracle, is the product of a multi-million dollar development program



USA-98: *USA-98* was delivered in mid-January 2007 to BMW Oracle Racing's base down in New Zealand and was evaluated against *USA-71* until transferring to Valencia for the Louis Vuitton Cup 2007 campaign. Chris Dickson, who has sailed with Larry Ellison throughout many big-boat campaigns, has been put in charge of all aspects of the team from the beginning of this campaign.

As Challenger of Record, the BMW Oracle Racing team worked with Alinghi on developing the new era of the event in Europe, and Ellison has ensured the team will be in a strong position for the fight to become the Challenger for the 32nd America's Cup Match. The race crew has been developing over the past two years and has a talented and experienced afterguard that works well together. The international crew, a mix of previous America's Cup and Volvo Ocean Race winners and other champions, is motivated and focused on 2007.

BMW Oracle Racing earned second position on the 2004 ACC Season Champion points table. In 2005 Dickson led his team to a strong finish, with BMW Oracle Racing closing the year tied for second on points on the season championship table. end of this one as well, posting a third place finish. The Americans lead all the challengers on the Louis Vuitton Ranking table at the end of 2005.

BMW Oracle from an unusual angle



China Team, China



China Team 2007 represents the Qingdao International Yacht Club, and is the first Chinese team in the long history of the America's Cup. The team is led by Chaoyong Wang, the chairman of a leading Chinese venture capital firm. He has formed a strange partnership with Le Défi, a French challenger in the last two editions of the America's Cup, to acquire their knowledge base and assets.



The Qingdao International Yacht Club, and is the first Chinese team in the long history of the America's Cup.

Team China, although a Chinese entrant, is using a multicultural crew to take advantage of prior Cup experiences.





(Prior pages) Team China, with its stunning dragon boat motif and open dock, was a real crowdpleaser.

Team China raced to an eleventh place finish in the Louis Vuitton Cup

China Team's alliance with Le Défi gives it a tremendous head start as a new team. The French squad competed in the last two America's Cups, as well as the Louis Vuitton Acts in 2004. Along with the assets of up-to-date boats and design information, *Le Défi* also offers expertise on the water and America's Cup project management skills ashore.

The team is slowly integrating Chinese sailors into the programme, and initiated a recruiting drive in China over the winter 2005–2006. Some of the top Chinese sailors auditioned for the team and will be integrated into the race crew over time.

China Team needed to work quickly to be ready for the first races of the Valencia Louis Vuitton Acts 4 & 5 and was only able to sail for a couple of weeks before the start of racing in June. But in the event, the Chinese squad was able to beat the South Africans in their match to get off the bottom of the table in Act 4. Similarly, a mid-fleet result in the last race of the fleet series allowed it to win a tie-break over the South Africans to finish in 11th place.

In Sweden and Italy, China Team finished in last position in both fleet and match racing events. The team was leapfrogged by the South Africans who were sailing a new boat and have been training for many months more than the new China Team. The poor results continued for China Team in 2006, with the squad in last place all the way through. China Team didn't win a match race this season. The only highlight was a ninth place finish one fleet race in Act 11.

BUILT FOR THE FUTURE

This is a team that is taking a long view to the Cup however, and it won't be discouraged by poor, but predictable results. There's nowhere to go but up for this team. China Team is the first Chinese syndicate ever in the history of the America's Cup. It was established in March 2005, in a partnership between a group of Chinese entrepreneurs led by Wang Chaoyong, President of China Equity Investment, and the French organisation Le Defi which took part in the two previous America's Cup (Semi-finalist in 2000, Quarterfinalist in 2003).

Olympic Sailing In 2008 China Team represents the Qingdao International Yacht Club, city host of the Olympic sailing in 2008. This project is managed in close collaboration with the Chinese Yachting Association (CYA). China Team and the CYA organise the recruitment and the selection of Chinese sailors and set up the organization to develop sailing and racing in China for the next two America's Cup. The goal of China Team is to integrate talents and make the most of its accumulated experience to build a high profile and innovative team. China Team is working towards the future to become quickly a stronger player in the arena of the

America's Cup. China Team draws on the skills developed by experienced specialists of all that makes the America's Cup: sailing, technique, sports, logistics, communication, marketing and finance.

The objective of China Team is to bring together young Chinese talent and experienced sportsmen to form a brand new America's Cup team. For the 2006 Louis Vuitton Acts, China Team is made up of a group of nearly 60 people. The 23 sailing crew are assisted by a key support team that look after engineering and technical requirements, maintenance, administration and finance, as well as marketing, communications and logistics.

All these people are critical to the success of the campaign. Just one hour on the water is the end-result of hours of dedication from all team members including the 17 sailors on board the racing boat; the people who structure the training programme to match the design, development and maintenance program of the boats; the logistics experts... all of whom contribute to the far greater success of the organisation and who embody the very essence of China Team.

The Qingdao Yacht Club is participating in its very first America's Cup adventure. Behind the club is a dynamic and evolving nation – thousands of years old – that is behind the campaign to win the world's oldest sporting trophy.

Commodore Dong Tong Kuan The Qingdao yacht-club is located in Fu'shan Bay and, led by Commodore Dong Tong Kuan, will organise a series of match races and sailing events between now and 2008 to prepare not only for the 32nd America's Cup, but also the Olympic Games. Through these two separate and international yachting events, Qingdao will be introducing 1.3 billion people to the world of sailing and water sports. This year, the Qingdao Yacht Club will be making quite an entrance onto the world-stage of internationally-celebrated yacht squadrons.

Qingdao is a modern and progressive city that is taking the first Chinese America's Cup challenge to the world. Qingdao is one of the most developed, cosmopolitan cities in eastern China, perhaps thanks to an eventful past. During the Qing dynasty, the city underwent significant urban transformations.

In 1897, the city was occupied by Germans who demolished traditional Chinese edifices and introduced European-style architecture in certain quarters. The Germans constructed a city which today, gives Qingdao its originality and distinguishes it from other Chinese cities. In November 1914, the Japanese defeated the Germans and took over alien occupation of China, but in the end, left no particular architectural legacy. On the 10th of December 1922, China recovered its sovereignty and with that, Qingdao inherited not only its German buildings but also a great love of beer.



Shosholoza, South Africa



The South African Challenge was formed in Cape Town by Captain Salvatore Sarno, Chairman of the Durban-based branch of the Mediterranean Shipping Company, the first time an African America's Cup challenge has been accepted.

The sailing team is proudly South African, and Team Shosholoza has recruited sailors from the local area, including a



The Royal Cape Yacht Club debuted in the 2007 America's Cup as the first African challenger.

Shosholoza, the first ever African challenger, is feted in flowers.

number of graduates from the Izivunguvungu MSC Foundation for Youth sail training school, in Simonstown, just up the coast from Cape Town. The school has been used as a filter system for the development team for the Challenge.

The team name, Shosholoza, is a word with roots deep in South African culture. It is a worksong with a long history with mine workers, and others engaged in hard, physical labour. As a word, it is understood to mean, 'go forward' or 'make way', an appropriate sentiment for an America's Cup team. *Shosholoza* has captured hearts all over the world with its spirit and determination and has adopted the nickname 'the soul of sailing'.



Captain Salvatore Sarno, founder of Africa's first challenger.

BELOVED UNDERDOGS

Geoff Meek Geoff Meek skippered the team through the 2004 and 2005 seasons, before stepping down due to injury. His replacement is Mark Sadler, one of South Africa's best young yachtsmen. He is backed up by sport directors Paolo Cian (helmsman) and Tommaso Chieffi (tactician), along with strategist Ian Ainslie. Sailing Manager Paul Standbridge, brings his experience from the 2003 GBR Challenge for the America's Cup.

Marcello Burricks Marcello Burricks is not your typical America's cup yachtsman. Raised in a rough, mixed-race township on South Africa's

Cape of Good Hope peninsula, he had to prove himself as a street fighter long before he ever climbed aboard a sailboat. In his early teens, he fraternized with local gangs and got in knife fights. These days, however, he puts his strength into grinding winches and helping to trim the mainsail of a sleek, 25-m America's Cup class racing yacht.

Burricks' journey from local tough guy to elite sailor is just one of the remarkable stories to come from Africa's first-ever entry in the 154-year-old America's Cup, yachting's most prestigious — and the international sport's oldest — prize. Burricks is part of Team Shosholoza, a young, racially diverse South African crew defying the odds by taking on sailing's biggest names and deepest pockets — and scoring impressive victories. "So many sailors dream about being part of an America's Cup team," says Burricks. "I didn't expect myself to come this far."

In the rarefied world of the America's Cup, genuine underdogs don't come along very often. Only once has the Cup ever been won by a first-time challenger.



That happened in 2003, when the Swiss Team Alinghi defeated Team New Zealand in Auckland, bringing the cup to Europe for the first time since a U.S. boat won the Auld Mug, in a race off the Isle of Wight back in 1851. Africa's yachting tradition is limited, to put it kindly. Though sailors in eastern and western Africa skillfully navigate the seas in traditional craft, yacht racing has been limited in most countries to small clubs with a few dinghies. In South Africa, where yachting is popular in cities such as Cape Town and Durban, the sport is still a long way from the professional circuits of Europe, North America and the Pacific.

The South Africans continued to improve in 2006, with three mid-fleet finishes in the Louis Vuitton Acts. This was good for seventh place overall on the season. The team remains in ninth place on the challenger ranking table, but has closed the gap to sit just five points back of *Areva Challenge* and *+39 Challenge*.

The South Africans know they are loved for being different. While the other boats are sheathed in corporate logos, the sleek black hull of *Shosholoza* — named after an old work song from the mines — is emblazoned with bright African motifs. Nearly one-third of the sailors are nonwhite. "We want to show that South Africa is a country that can conceive of the construction of a racing machine," says Salvatore Sarno, the businessman who mounted *Shosholoza's* challenge. "It's a country where different races, different cultures can work together, challenging the top countries

Shosholoza made quite a statement sailing into Valencia for the first time.



in the world.” After the 1996 Atlanta Summer Olympics, Ainslie took a job as a high school teacher in the navy village of Simon’s Town. There he met Golden Mgedeza and Solomon Dipeere, both teenage naval cadets from Kwa Thema township outside Johannesburg.

Ainslie nurtured their passion for sailing, and offered free lessons to other poor black and mixed-race kids in the surrounding townships. Burricks was one of the keenest. “We had to chase him away to get him to do some schoolwork during exams,” Ainslie recalls. For Burricks, sailing provided an escape from the violence of township life. “You grow up thinking that’s your way of living,” he says. “But if you give kids something else to do most will stop being naughty.”

Sarno appointed the young men to the crew of his own Durban yacht, on which they began winning some local events. But when Sarno began talking about entering the America’s Cup, even his crew members thought the idea was nuts. Undeterred, Sarno bought a boat, talked the city of Cape Town into giving him the use of prime waterfront dock space, and started recruiting. In Simon’s Town, the sailing school now accommodates more than 300 children. Some of them are around one afternoon when Mgedeza and Burricks visit with a group of journalists, maneuvering hand-painted bos’n’s dinghies and tiny plastic Optimists around buoys in the harbor. Ask any kid here what he wants to do when he grows up, and he’ll say he wants to sail on Shosholoza.

“They’ve proved that they have the passion and the inspiration to take on such a tough challenge,” says Alinghi’s helmsman and sports director Jochen Schümann, who was in Cape Town recently to attend a Shosholoza charity auction. “It’s an open question how far they will get.”

For many of South Africa’s young sailors, blazing a trail for the next multiracial generation of sailors is victory in itself.

After a slow start in Valencia, the South Africans displayed impressive development over the 2005 season, putting it all together in the final Act in Trapani, where the team vaulted to finish fifth in the fleet races. *Shosholoza* is 11th on the season championship table and lies ninth on the Louis Vuitton Ranking.

The South Africans continued to improve in 2006, with three mid-fleet finishes in the Louis Vuitton Acts. This was good for seventh place overall on the season. The team remains in ninth place on the challenger ranking table, but has closed the gap to sit just five points back of *Areva Challenge* and *+39 Challenge*.



Appendix

RECORD OF MATCHES

Year	Winner	Loser	Score
1851	America		
1870	Magic	<i>Cambria</i>	1 - 0
1871	Columbia	<i>Livonia</i>	4 - 1
1876	Madeline	<i>Countess of Dufferin</i>	2 - 0
1881	Mischief	<i>Atalanta</i>	4 - 1
1885	Puritan	<i>Genesta</i>	2 - 0
1886	Mayflower	<i>Galatea</i>	2 - 0
1887	Volunteer	<i>Thistle</i>	2 - 0
1893	Vigilant	<i>Valkyrie II</i>	3 - 0
1895	Defender	<i>Valkyrie</i>	3 - 0
1899	Columbia	<i>Shamrock</i>	3 - 0
1901	Columbia	<i>Shamrock II</i>	3 - 0
1903	Reliance	<i>Shamrock III</i>	3 - 0
1920	Resolute	<i>Shamrock IV</i>	3 - 2
1930	Enterprise	<i>Shamrock</i>	4 - 0
1934	Rainbow	<i>Endeavour</i>	4 - 2
1937	Ranger	<i>Endeavour II</i>	4 - 0
1958	Columbia	<i>Sceptre</i>	3 - 1
1962	Weatherly	<i>Gretel</i>	4 - 2
1964	Constellation	<i>Sovereign</i>	4 - 0
1967	Intrepid	<i>Dame Pattie</i>	4 - 0
1970	Intrepid	<i>Gretel III</i>	4 - 1
1974	Courageous	<i>Southern Cross</i>	4 - 0
1977	Courageous	<i>Australia</i>	4 - 0
1980	Freedom	<i>Australia</i>	4 - 1
1983	Australia II	<i>Liberty</i>	4 - 3
1987	Stars & Stripes	<i>Kookaburra</i>	4 - 0
1988	Stars & Stripes	<i>New Zealand</i>	2 - 0
1992	America ³	<i>Il Moro di Venezia</i>	4 - 1
1995	Team New Zealand	<i>Young America</i>	5 - 0
2000	Team New Zealand	<i>Luna Rossa</i>	5 - 0
2003	Alinghi	<i>Team New Zealand</i>	5 - 0
2007	Alinghi	Emirates Team NZ	5 - 0



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Colophon

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