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AMERICA'S CUP

## AMERICA'S CUP; Challengers and Defenders Are Ready to Sail

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The following descriptions of America's Cup contenders were prepared and written by Barbara Lloyd. UNITED STATES Syndicate: The America II Challenge Boat: America II Sponsor: New York Yacht Club Skipper: John Kolius Budget: \$15 million Headquarters: Newport, R.I.

If grades meant anything in the America's Cup, the America II camp would get an A for effort. The team was the first to build a new boat for the 1986-87 races, and the first to begin practice sailing in Australian waters, two years ago. The New York Yacht Club's defeat in 1983 marked the end of a 132-year winning streak for the club. The group's budget is among the largest, and with three new boats and more than 50 of its personnel in Australia, the syndicate has a strong presence. New York and 34 affiliated clubs were called upon in the fund-raising effort. The syndicate struck gold in the corporate world, with several contributions of \$1 million each. But money isn't everything, as was shown last February when America II placed third - behind the Australian team - in the 12-Meter World Championship, a kind of dress rehearsal for the Cup trials.

Syndicate: Sail America Boat: Stars & Stripes Sponsor: San Diego Yacht Club Skipper: Dennis Conner Budget: \$15 million Headquarters: San Diego, Calif.

No one has more riding on this challenge than the man who lost the America's Cup: Dennis Conner of San Diego. He has fashioned a syndicate to his personal style. Three of America's top naval architects have created a fleet of four new 12-Meters named Stars & Stripes. In addition to engineers from Grumman Aerospace and the Boeing Company, Conner has enlisted the expertise of Scientific Applications International Corporation, a high-technology contractor. By using Liberty, the boat he skippered in 1983, as a basis for comparison, the syndicate was able to gauge whether the new boats were faster. Apparently they are. The syndicate announced last month that Liberty was for sale for \$300,000. The 1985 and 1987 versions of Stars & Stripes are in Perth for the elimination trial races, and Conner recently announced that Stars and Stripes '87

would be used in competition. Conner is determined not to be beaten by a faster boat, as he was in 1983 when the 12-Meter Australia II beat Liberty. e Syndicate: Eagle Challenge Boat: Eagle Sponsor: Newport Harbor Yacht Club Skipper: Rod Davis Budget: \$8.5 million Headquarters: Newport Beach, Calif.

Larger-than-life graphics of an eagle in flight sprawl across the hull of Eagle Challenge. The syndicate has decided against hiding the boat's winged keel, as other groups are doing. Johan Valentijn, the designer of Eagle, insists that every boat will have winged appendages in Perth, and that there is no point in hiding them. Eagle is his fifth America's Cup contender; his last was Liberty. While the Dutch-born designer maintains artistic license, he has not shut the door on technology. Arvel Gentry, an aerospace scientist at Boeing in Seattle, volunteered his time to help Valentijn design the wings. The group has found fund-raising arduous. Syndicate: Heart of America Boat: Heart of America Sponsor: Chicago Yacht Club Skipper: Buddy Melges Budget: \$7 million Headquarters: Chicago

Chicago is new to this game. The city had to go to the State Supreme Court of New York, where the America's Cup deed of gift was filed in 1857, to ask for permission to race. Rules in the deed say that a challenging yacht club must hold its annual regatta on the sea, or an arm of the sea. The Chicago Yacht Club argued that the St. Lawrence Seaway and the Great Lakes constituted an arm of the sea, and the court agreed. The Midwest has rallied behind its skipper, Buddy Melges. In the days before the syndicate raised any of the \$5 million it has to date, Melges swore he would get to Fremantle, even if it meant that his team had to pitch tents next to the fancy condominiums of wealthier syndicates. Chicago will be relying on the wizardry of Melges, but the team does have a place to live in Perth - and it's a condominium. Syndicate: St. Francis Golden Gate Boat: USA Sponsor: St. Francis Yacht Club Skipper: Tom Blackaller Budget: \$10 million Headquarters: San Francisco

San Francisco city officials seem convinced that the America's Cup series belongs in that city. The bay beneath the Golden Gate Bridge might be a natural staging area for spectators to watch future Cup races. The St. Francis Yacht Club's 1,300 regular members agreed to an additional assessment of \$360 each to defray syndicate expenses. Tom Blackaller, Golden Gate's skipper, tends to boast about San Francisco as much as he touts his crew. More than \$7 million has been raised. The syndicate has built two new boats: The first was labeled an evolutionary design, or E1, and the second, a revolutionary boat, R1. R1 has proved to be the faster of the two. It was

shipped to Australia with nearly as much secrecy as the Australians insisted upon in 1983. More San Francisco's high-tech approach may have turned out a boat that is more radical than most. Syndicate: Courageous Challenge Boat: Courageous IV Sponsor: Yale Corinthian Yacht Club Skipper: David Vietor Budget: \$11.2 million Headquarters: White Plains, N.Y.

The Courageous Challenge was one of the early risers in the 1986-87 campaign, but it might be one of the first to fall. The syndicate started out by modifying Courageous, the boat that won the America's Cup races in 1974 and 1977, and was a serious contender in 1980. Leonard Greene, the founder of the syndicate, is an inventor with more than 60 patents to his name and an expert in aerospace engineering. But his America's Cup syndicate isn't as successful. Legal battles with its initial backer have drained the syndicate of both its money and energy. CANADA Syndicate: Canada's Challenge for America's Cup Boat: Canada II Sponsor: Royal Nova Scotia Yacht Squadron Skipper: Terry Neilson Budget: \$13 million Headquarters: Toronto

A group from Halifax, Nova Scotia, built two new 12-Meters under the True North name. A group from Vancouver, British Columbia, chose to modify an old boat, Canada I, designed by Bruce Kirby, a Canadian living in Rowayton, Conn. Finances eventually gave way, and a pact was made: The fastest boat would carry the Canadian banner to Perth. Kirby won. New funding was found, and Canada II stands ready in Fremantle. Kirby has given Canada II a winged keel, and the boat has done well. BRITAIN Syndicate: The British America's Cup Challenge Boat: Crusader Sponsor: Royal Thames Yacht Club Skipper: Harold Cudmore Budget: \$6.8 million Headquarters: London

Diana, Princess of Wales, broke a champagne bottle over the bow of Crusader, the first of the British team's two new boats. The second came out of the shed about six months later. The first model represents the syndicate's conservative design and is a refinement of two previous British 12-Meters created by Ian Howlett. The second Crusader is something else. Designed by a British boat model maker, David Hollom, it is unusually long for a 12-Meter. While most other 12's are close to 70 feet, his is about 75. Its hull is extremely full below the waterline, a feature that quickly prompted the nickname Hippo. The team formed a public company to finance the campaign. Two weeks ago, Guinness announced that it will back the group with a \$1.6 million sponsorship package to promote its White Horse Scotch Whiskey. With that, the boat's name was changed to White Crusader. FRANCE Syndicate: Challenge KIS France Boat:

French Kiss Sponsor: Societe Des Regates Rochelaises Skipper: Marc Pajot Budget: \$10 million Headquarters: La Rochelle

The French America's Cup team is young and brash. The name French Kiss comes from the team's sponsor, KIS France, the international photo development firm. The name is a new twist for a regatta in which most boat names are larger than life - Freedom, Defender, Liberty - but whether it will stand up to the scrutiny of the racing rules remains to be seen. Boats may not be named after their sponsor. Marc Pajot, the skipper, is a sports hero in France, an offshore multihull sailor who is equally at ease racing a monohull inshore. French Kiss proved to be fast during skirmishes in Fremantle last winter, and has been given a new keel. The camp also may turn up with extraordinary sails. The same material that was designed by the French for a space research balloon is being used in its mainsail. Syndicate: French Challenge for the America's Cup Boat: Challenge France Sponsor: Societe Nautique de Marseille Skipper: Yves Pajot Budget: \$6 million Headquarters: Marseille

Yves Pajot, Marc's brother, for is the skipper of Challenge France, whose syndicate has been in and out of bankruptcy court. By July, the new boat still wasn't finished, and it wasn't until mid-August that the team knew whether it was going to Australia. But finally, new sponsorship revitalized the group. The Challenge France was rushed aboard a cargo vessel bound for Australia. The hull was built by Aerospatiale, a leading French aircraft manufacturer. And the finished boat reportedly carries sophisticated computer equipment. But the group has only 30 people in Fremantle to tend to the boat, a skeleton crew. ITALY Syndicate: Consorzio Azzurra Boat: Azzurra Sponsor: Yacht Club Costa Smeralda Skipper: Mauro Pellaschier Budget: \$10.7 million Headquarters: Milan

The Azzurra team entered its first America's Cup competition in 1983. At the time, crew members were inexperienced. But hard work and determination found them a solid niche among challengers. This time, with 13 challengers instead of seven, the job might be harder. The syndicate coffer is rich enough, and its sponsor - the Yacht Club Costa Smeralda in Sardinia - is a base for the Aga Khan, whose interest in sports runs from race horses to luxury yachts. The hiring and dismissal of key crew members has kept the camp in a perpetual state of flux. But a certain amount of pride went into the last Italian Cup effort, and leading commercial interests hope to revive that memory. Two new 12-Meters have been designed by Andreas Valicelli, the same naval architect who created the 1983 boat. Others pressed for a third boat, one that was already on the

drawing board of the Sciomachen design firm from Bologna. Now the syndicate has to choose one. Syndicate: Consorzio Italia Boat: Italia Sponsor: Yacht Club Italiano Skipper: Aldo Migliaccio Budget: \$8.6 million Headquarters: Milan

The Italia syndicate entered the world of America's Cup in style. It was in 1984, and the place was the Azzurra compound at Porto Cervo, Sardinia. The Aga Khan was staging the first 12-Meter world championship, and eight international crews raced, including his own. The Italia crewmen showed up resplendent in blue and yellow Gucci shoes, jackets, shirts, vests and shorts. Few took them seriously at first, but Italia won that regatta - albeit with help in the cockpit from the United States Olympic champion, Rod Davis - and there has been no stopping them since. The syndicate is fueled by 12 corporate sponsors, and the group has built two new boats. It appears that Italia II will be its choice. Like their Azzurra counterparts, there has been internal strife. And the syndicate had the misfortune last June of watching Italia II dropped from a crane within a few days of its launching. The boat was damaged severely, but was rebuilt. NEW ZEALAND Syndicate: Cup Challenge Ltd. Boat: New Zealand Sponsor: Royal New Zealand Yacht Squadron Skipper: Chris Dickson Budget: \$8 million Headquarters: Auckland

A song about sailing has reached the top of the record charts in New Zealand. Titled "Sailing Away," it is about New Zealand's quest for the America's Cup. New Zealanders have a mania for yachting events anyway, but few other challengers have come so far in so little time. It wasn't until mid-1985 that the initial syndicate backing was in place from Michael Fay, a leading New Zealand merchant banker. Since then, the government-supported Bank of New Zealand has become a major sponsor. The syndicate has been bold in its management decisions. It put together a huge team, told members not to worry about expenses, and set them to work around the clock. Instead of building an aluminum 12-Meter, as others have done, they built three fiberglass boats. The first two were completed within days of the 12-Meter World Championship in Australia last winter. One placed second, ahead of America II and Australia II.

#### AUSTRALIA

The Australian boats are sponsored by the Royal Perth Yacht Club, the defending club. Syndicate: America's Cup Defence 1987 Ltd. Boat: Australia III or IV Skipper: Colin Beashel Budget: \$11 million Headquarters: Perth The man whose team won the Cup in 1983 is faced now with trying to defend it. Alan Bond, an Australian multimillionaire, spent as much as \$16 million and a decade to win yachting's oldest trophy. Winning

was a triumph, but apparently not enough. The 1987 defense effort is costing twice the 1983 price. Bond is not footing the bill himself. A large fund-raising network has sprung up across Australia. The money is going into Bond's two-boat effort. But he is up against stiff competition from his countrymen, whom he must beat to win the right to be named defender. Syndicate: Taskforce '87 Defence Boat: Kookaburra Skipper: Iain Murray Budget: \$9.8 million Headquarters: Perth

Kookaburra is an Australian bird. In the yacht racing world, it has also come to mean a powerful 12-Meter that could upset Bond. It is "an aggressive, determined bird, quite capable of eliminating any opposition," said Kevin Parry, the wealthy Australian businessman who is funding the syndicate. The syndicate has launched three new 12-Meters over the last two years. The Bond camp chides Parry and his team for being overly aggressive. But Kookaburra is seen as a possible stumbling block to the defense. Syndicate: South Australian Boat: South Australia Skippers: Phil Thompson and John Savage Budget: \$4.3 million Headquarters: Adelaide

The team from Adelaide has surfaced as the country cousin of Bond's syndicate. Sir James Hardy, an Australian winemaker who is also one of Australia's most respected yachtsmen, has been the catalyst. The city is located on the Indian Ocean in Australia's central Outback. Hardy has the credentials for America's Cup sailing, but his team hasn't had the financial backing that Bond has. Bond and Hardy share a yacht designer, Ben Lexcen. The South Australia boat is reportedly similar in shape to Bond's new Australia III. But the likeness ends there. Hardy hasn't as experienced a crew, nor the same resources at his disposal. Syndicate: Eastern Australia America's Cup Defense Boat: Steak'N Kidney Skipper: Gary Sheard Budget: \$2.4 million Headquarters: Sydney

The name for Australia's East Coast boat was not what the yachting establishment in Sydney might have hoped. The name Steak 'N Kidney was devised to appeal to the masses in a last-minute appeal for money. There is a rough slang to the phrase; when spoken fast, the name sounds like Sydney, the eastern capital. Sid Fischer, a Sydney businessman, formed the syndicate on the foundation of his ill-fated 1983 America's Cup campaign. The fact that the boat was tank-tested in the Netherlands, where Australia II was developed in 1983, is its best advantage.-