

METEO	TODAY				TOMORROW			
	H12	H15	H18	H24	H12	H15	H18	H24
Tempo								
Vento	8	10	8	1	4	7	3	3
Mare								
H. Onda	0.5	0.5	0.4	0.4	0.3	0.3	0.4	0.3
Temp. Superficie	19°	19°	19°	17°	18°	21°	19°	18°

## LVC Final



IN THE LVC FINAL THE FIRST CHALLENGER TO WIN FIVE POINTS, ONE POINT PER WIN, BECOMES THE CHALLENGER TO RACE THE DEFENDER FOR THE AMERICA'S CUP

LCV FINAL FROM 01ST JUNE										LCV FINAL FROM 01ST JUNE									
LVC RACES										LVC RACES									
1 JUNE	2 JUNE	3 JUNE	4 JUNE	5 JUNE	6 JUNE	MATCH	MATCH	MATCH	MATCH	1 JUNE	2 JUNE	3 JUNE	4 JUNE	5 JUNE	6 JUNE	MATCH	MATCH	MATCH	MATCH
1	2	3	4	5	6	7	8	9	TOTAL	1	2	3	4	5	6	7	8	9	TOTAL
LUNA ROSSA Challenge 0 0 0 0 0 0 0 0 0 0										EMIRATES TEAM New Zealand 1 1 1 1 1 1 1 1 1 3									

### FAN ALLA BASE

## Sorrisoni alla Luna



**SABRINA**  
LA VELA È LO SPORT PIÙ BELLO CHE ABBAI MAI PRATICATO, LUNA ROSSA È NEL MIO CUORE



**MARTA**  
DA QUANDO SEGUO L'AMERICA'S CUP HO SEMPRE PENSATO A UNA SOLA BARCA: LUNA ROSSA



**MARTINE**  
CONOSCO BENE I RAGAZZI DI LUNA ROSSA E SO PER CERTO CHE NON MOLLERANNO MAI



**ELISABET**  
DA BAMBINA VOLEVO ESSERE ITALIANA, TIFARE PER LUNA ROSSA È PER ME NATURALE



LUNA ROSSA  
IL FILM DELLA REGATA



VALENCIA  
ENTUSIASMO E AFFETTO PER I RAGAZZI DELLA LUNA

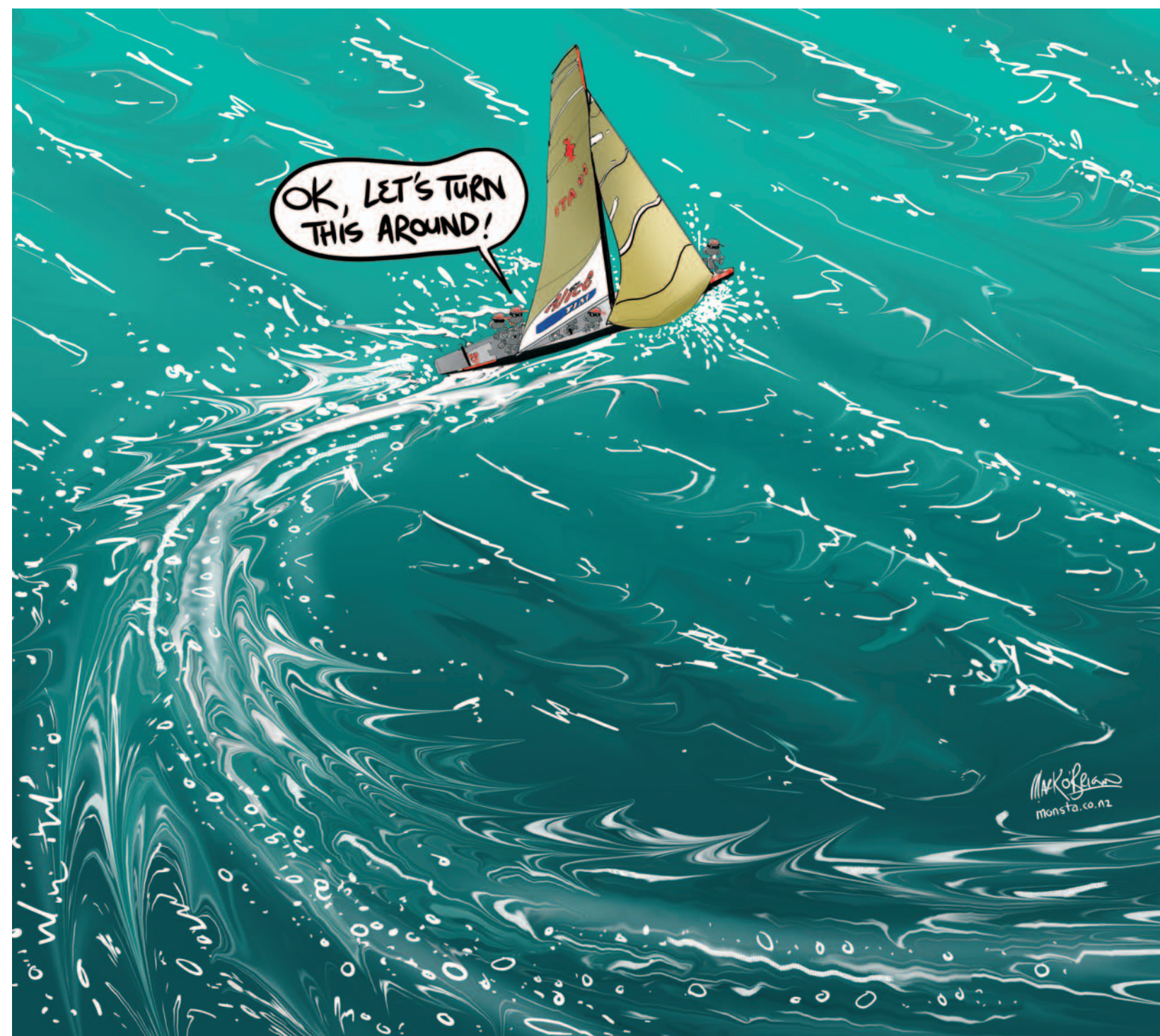
www.lunassachallenge.com  
è il sito dove trovare tutti i numeri arretrati  
di Luna Rossa - Il Giornale della Coppa

## LUNA ROSSA

IL GIORNALE DELLA COPPA n. 41 4 GIU 07

# Luna per tutti, tutti per Luna

LUNA ROSSA VINCE UNA BUONA PARTENZA MA UNA MAGGIORE PRESSIONE AIUTA I NEOZELANDESI A CONQUISTARE IL TERZO PUNTO. L'ITALIA SI STRINGE ATTORNO AI NOSTRI CAMPIONI





## AT THE BASE

# The role of a yacht designer

**Bruce Nelson is one of three principal designers on the Luna Rossa Challenge team.** He has designed many yachts but his



fascination began when we was a teenager in New York. Each Spring he would go down to see the launch of the 12 metre boats near his home on City Island in New York where most of them were built. When he was young Bruce said "We sneaked around the boat yards and checked out the under bodies and keels". He used to enjoy watching the 12's tune up and go out on their sea trials. Having qualified as a naval architect at the University of Michigan, Bruce went on to be a principal designer for the last 6 America's Cup campaigns. His first involvement was as a result of Dennis Conner inviting him to do some winter sail

training in San Diego with Freedom in 1981-82. Dennis asked him to join his design team following the loss of the Cup in 1983. Bruce subsequently joined Conner's Stars and Stripes team that won the cup back in Freemantle in 1987. There was then the infamous imbalanced match with the catamaran that completely outclassed the kiwi's maxi yacht in San Diego. In 1992 Bruce joined a new committee who designed the AC Class. After the cup was successfully defended by America3, he went on to join the Young America team that eventually lost in the finals to Team New Zealand in his home waters off San Diego in 1995. This edition of the cup was also remembered as the year of the incredible sight of the Australian boat One Australia breaking in half and sinking. For the first edition in New Zealand, Bruce became a designer with the AmericaOne team who were narrowly beaten by Luna Rossa in Auckland 2000. Then after the 2003 cup where he designed for the One World team, the 'Auld Mug' came to Europe for the first time and Bruce was asked to join his first non-American team by becoming a principal designer for Luna Rossa Challenge. "It's a good job I'm working with an Italian team as there are not any American teams left" he jokes.

As president of the Nelson/Marek Yacht Design in San Diego, Bruce has been involved with many design projects throughout the world and has enjoyed success in yacht design for IOR, MORC and IMS classes and major regattas including the Admirals Cup, Kenwood Cup, Canada's Cup, SORC, Sydney-Hobart and Transpacific and finished second racing his Etchells in the 2000 World Championships. But to him in terms of sail boat racing and in particular sail boat design, he describes the America's Cup as the 'Holy Grail', the highest level of racing but he says "The competition has always been about design and construction". He has worked with some of the characters of the cup, he describes Dennis Conner as larger than life, "Dennis made a career out of the cup but in recent years his involvement has been more commercial. He created the modern day professional cup sailor, and he took it from a summer pastime to a professional team multi year/boat campaign". There are still a lot of characters, many of them have become legends after the cup is over but for Bruce the interest is in the new up and coming players, the technology, techniques and development of the boats. "The design of the Version 5 America's Cup boats are very

restrictive now, the designers work within very tight rule guidelines" he says. Bruce would like to see changes to class rules to make the yachts more innovative, and also so that the boats can cope better in bigger waves and stronger breezes. The role of the yacht designer is very varied, they work on the yacht configuration, appendages, position of the rig, balance, target speeds, heel angles, settings, rudder angles, and in liaison with the sailing team, make adjustments to boat balance to maximise the overall performance. The average day is long, Bruce will get to the base early and will normally go out on the water on ITA86. Having returned to shore, the design team review all the performance data and after a lot of number crunching and analysing, conclusions are drawn and relayed back to the sailing team. "Everybody thinks the designer's job is finished when the boat is built and launched". There's not much time to relax, it's a really packed schedule but the design team are a great bunch of guys and when they can they go to the beach to play some beach soccer or have a game of basketball. But despite now working with an Italian team he confesses languages are not his strong point and describes his Italian as awful! There's just no spare time in a yacht designer's day.

## PHOTO

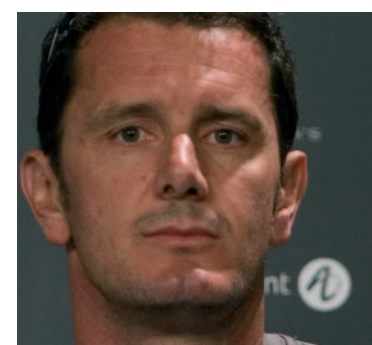


### QUOTES OF THE DAY



**Ray Davies**  
Strategist  
Emirates Team New Zealand

We certainly have not had the handbrake applied at all, we got some pressure and a little right hand shift as well and the boat was really going well today, we were a bit fortunate with the pressure on the right going off the start line, which gave us the initial control. Port entry starts are always tough in lighter air. James and Luna Rossa did a great job of controlling us throughout most of the pre-start and we had to take what was given to us. We managed to start on the line as best we could and there's an old saying 'Its better to be lucky than good'. The guys did a great job of settling straight away off the line. We can't relax at all, these guys are more than capable of taking races off us so there is a long way to go yet.



**Barry McKay**  
Pit  
Emirates Team New Zealand

The winch fairings are only for upwind, they get stowed down below as we set up for the mark to go downwind. These 'helmets' as we call them are new to the scene, we are looking for every little advantage that we can get. It wasn't brand new but the mainsail looked a bit fresh! There was a little bit of the rich getting richer and the poor getting poorer and the guys did an awesome job of playing the shifts and when you get the first cross out of the way, you gain control and can call the shots. It was one of those days you can get the opportunity to extend. We were slow off the line, we were nervous but we felt they didn't have enough room to tack back across us.



**Ben Durham**  
Afterguard  
Luna Rossa Challenge

I think James did a pretty good job at the pre-start. We had a similar weather call and decided to go for the best start using the bias in the line and at full speed, it gave us a bit of an advantage but the kiwis picked up a bit of pressure coming off the line and changed that around pretty quickly. They got a bit of right pressure used that well and were able to go a bit quicker than us. The kiwis have been sailing well and controlling the race but we are very proud of our crew work, we put a lot of time into it. In the last few days ETNZ have done a better job of getting off the line and up to speed and then getting the first shift but I'm looking forward to getting out there and doing it all again.



**Max Sirena**  
Mid Bow  
Luna Rossa Challenge

The 'Sandokan' or late gybe set is a late call, in reality you do it almost as you round the mark but we have trained over the last three years in order to do it perfectly and normally we try to gybe immediately on rounding the mark to gain a bit. We gained a bit but we were too far behind. In the semi-finals when we were in front of BMW Oracle we learnt how the race worked but now we are in the finals and it's hard for the boat behind at the first cross in these typical wind conditions. You have to change the situation but we still have five races to win. I don't think our boat is slower, our boat speed upwind and downwind is good and if we sail well all around the course we can beat them.

## LVC FINAL

Ottima partenza lanciata di Luna Rossa che guadagna subito venticinque metri • la barca italiana è sottovento a sinistra e non riesce a incrociare davanti • avvantaggiati da una maggior pressione, i neozelandesi riescono ad accompagnare Luna Rossa oltre la lay line • solo ora il vento salta a sinistra • ITA 94 gira la prima boa in ritardo di 40" • da questo momento NZL 92 si limita a controllare,aggiuindicandosi il terzo punto della serie

MATCH 3

