

JULY

July 3: Alinghi wins the 32nd America's Cup 5-2 against Emirates Team New Zealand. The Swiss become Defender for the second time. This puts Switzerland and Alinghi in the history books, along with the USA and New Zealand, as a multiple America's Cup winner.

BMW Oracle was the 32nd America's Cup Challenger of Record. It lost 5-1 to Luna Rossa in the Louis Vuitton Semi Finals.

SNG accepts Club Náutico Español de Vela, CNEV, as Challenger of Record for the 33rd America's Cup.

July 5: AC Management presents the Protocol for the 33rd America's Cup. It announces a new class; the AC90, and unveils cost-curbing measures to control expenditure associated with introducing the new class and to aid new and smaller teams. [Click here to read the press release](#)

July 11: Seven days after the Protocol is introduced GGYC issues a hostile challenge for the Cup in a bid to leapfrog the Challenger Selection Series and gain immediate entry to the Match. It claims that CNEV did not hold its annual regatta prior to challenging. [Click here to read the challenge](#)

July 18: South Africa's Team Shosholoza, representing the Royal Cape Yacht Club, becomes the first challenger for 33rd America's Cup along the lines of the 33rd Protocol presented by Alinghi and CNEV. [Click here to read the press release](#)

July 20: Britain's TeamOrigin, representing Royal Thames Yacht Club, challenges for the 33rd America's Cup, becoming the second entrant. This marks a return to the America's Cup for the United Kingdom which last challenged in 2002/03 in Auckland. [Click here to read the press release](#)

GGYC begins their legal action in the New York State Supreme Court where the Cup's Deed of Gift is registered.

July 23: GGYC's hostile challenge is widely reported in the press. Fred Meyer, SNG's Vice Commodore comments: "It is disappointing that the GGYC appears to be devoting its energies to disrupting and damaging the America's Cup by attempting to secure an exclusive match for the trophy having failed to obtain the right to challenge through normal competition on two successive attempts, first in the 31st and then the 32nd America's Cup. The GGYC is attempting to hold the event hostage to its demands and the SNG will not negotiate with GGYC under these circumstances and, as trustee of the Cup, will strongly defend all attempts by the GGYC to disrupt and damage the America's Cup."

July 25: AC Management announces Valencia as Host City for the 33rd America's Cup in 2009.

AC Management announces that the Class Rule and the Competition Regulations will be published on October 31st, two months earlier than previously scheduled.

Emirates Team New Zealand, representing the Royal New Zealand Yacht Squadron, challenges for the 33rd America's Cup becoming the third entrant.

Rita Barberá, Mayoress of Valencia, says: "As the President of the Consortium that has worked with AC Management to make the 32nd America's Cup the best ever, I would like to invite Larry Ellison and his team to withdraw their legal action and come back to Valencia and join us. We would welcome him with open arms to join all the other challengers in the 33rd America's Cup."

[Click here to read the press release](#)

July 30: The first Competitors Commission takes place with the attendance of entered challengers: Desafío Español, Team Shosholoza, TeamOrigin and Team New Zealand, Alinghi and chaired by AC Management.

July 31: Three prestigious lawyers are nominated to the Arbitration Panel: Professor Henry Peter, Graham McKenzie, and Luis María Cazorla Prieto. Both Mr. McKenzie and Professor Peter served on the Jury of the 32nd America's Cup. Prof. Henry Peter was also a member of the 31st America's Cup Arbitration Panel.

[Click here to read the press release](#)

AUGUST

August 8: GGYC asks SNG to rescind the existing 33rd Protocol and replace it with a new one based on the 32nd, they also demand a complete withdrawal of the project relating to the new boats and bemoan the cost of their hostile challenge.

[Click here to read the correspondence](#)

August 10: United Internet Team Germany, representing Deutscher Challenge Yacht Club, challenges for the 33rd America's Cup, submitting the fourth official entry.

Michael Scheeren, managing director of UITG, says: "Despite the uncertainties around the event, we strongly believe in the path developed by AC Management and the Defender Alinghi. We intend to join the battle on the water, the only place the battle should be."

August 16: SNG responds to the August 8 letter from GGYC that demands the Defender rescind the Protocol and the new Class Rule:

SNG explains it cannot unilaterally rescind the Protocol that was negotiated and mutually agreed with the Challenger of Record, CNEV, and by a large and growing number of challengers.

In addition, the new Class Rule is a fundamental element on which the other competitors relied when entering the current Protocol. Consequently, the GGYC demands are denied.

SNG confirms that there are no draft class rules in existence.

SNG includes in this response a proposal to meet at a time and place convenient to GGYC to discuss any specific concerns that are not otherwise addressed in the Protocol.

[Click to read SNG correspondence](#)

[Click to read GGYC correspondence](#)

August 22: GGYC clearly indicates its reluctance to negotiate and commences ex-parte injunction proceedings in the New York Supreme Court. Notwithstanding its provocative actions, the SNG remains willing to meet and discuss GGYC's issues.

[Click here to read the correspondence](#)

SEPTEMBER

September 4: SNG again proposes a meeting with GGYC in Geneva on September 8.

[Click to read SNG correspondence](#)

[Click to read GGYC correspondence](#)

September 5: SNG files a Memorandum of Law in opposition to GGYC's motion for preliminary injunction and expedited trial and discovery.

Alinghi and AC Management announce a six week design consultation period that will result in the definition of the AC90 Class Rule. The intention is to have a "tight design box" in order to facilitate close racing.

Brad Butterworth, Alinghi team skipper, continues to have numerous conversations with BMW Oracle to convince them to abandon their legal action and join the 33rd America's Cup along with the other challengers: "This is a legal ambush by one party; the fact is we have six competitors, including Alinghi, lined up for the 33rd America's Cup. It is a distraction for the America's Cup and is totally self serving on their behalf. It is most damaging for teams that haven't yet entered given that this climate of uncertainty created by the GGYC prevents them from gaining sponsorship and building their teams. The 32nd America's Cup saw the best action on the water and that is what we want for the 33rd America's Cup." [Click here to read the press release](#)

September 7: AC Management names Tom Schnackenberg as the Class Rule and Competition Regulations consultant. He is to ensure that the views of all entered challengers are represented.

Mike Sanderson, Team Director of TeamOrigin, says: "The choice of Tom Schnackenberg to lead this process is fantastic. Having someone of Tom's calibre available and willing to take on this important task is very fortunate for the whole America's Cup community." [Click here to read the press release](#)

September 8: The Arbitration Panel confirms Club Náutico Español de Vela, CNEV, as Challenger of Record for the 33rd America's Cup.

[Click here to read the press release](#)

September 10: The New York State Supreme Court grants an early hearing date on the 22 October.

September 15: This day marks the start of a consultation process with all entered teams to define the class rule, the competition and event regulations, chaired by Tom Schnackenberg, Class Rule and Competition Regulations consultant.

Shosholozza's Nicola Sironi; Desafío's John Cutler, Phil Kaiko, Patrick Shaughnessy, Team New Zealand's Grant Dalton, Nick Holroyd, Marcelino Botín, Adolfo Carran; Team Germany's Michael Scheeren, Marc Wintermantel, Eberhard Magg; TeamOrigin's Mike Sanderson, Andrew Cloughton, Juan Kouyoumdjian and Alinghi's Grant Simmer, Rolf Vrolijk and Michael Richelsen attend.

Grant Dalton of Emirates Team New Zealand says: "This is a good start to the next Cup and we at TNZ are really excited about the new class. There is no time to lose with such a short Cup cycle and we're pleased that we're getting underway."

[Click here to read the press release](#)

AC Management announces to participating teams a distribution of 90% of the EUR 66.5 million net surplus generated by the event. This is an unprecedented amount that will help teams prepare for the 33rd America's Cup.

[Click here to read the press release](#)

GGYC writes to SNG.

Click [here](#) and [here](#) to read GGYC correspondence

September 20: Alinghi and SNG announce amendments to the Protocol agreed with all entered challengers that also address the majority of BMW Oracle's concerns. SNG makes a public appeal to the GGYC to drop their legal action and join the competition as a challenger.

[Click here to read the press release](#)

[Click here to read the correspondence](#)

[Click here to read the amendments](#)

September 21: Unsatisfied with the amendments, the GGYC responds to the appeal in a letter saying: "(...) the real issue is the unfair Protocol. That is why the law suit was filed in the first place (...)" and it makes further requests for changes to the Protocol.

[Click here to read the correspondence](#)

SNG files a Notice of Motion.

September 24: SNG files a Memorandum of Law in support of its motion to dismiss and for summary judgment

September 27: Ernesto Bertarelli speaks directly to Larry Ellison regarding the Protocol amendments of the 20th. Larry advises him that the Protocol amendments are sufficient to remove any blockage in resolving the litigation however he remains concerned that Alinghi has already designed the AC90 yacht. Ernesto assures him that this is untrue.

OCTOBER:

October 3: Due to the uncertainty and the delays arising from the GGYC's law suit in New York, AC Management announces that it will assess the feasibility of organising a 2009 America's Cup in Valencia.

[Click here to read the press release](#)

October 6: SNG responds to GGYC's further demands of the 21st September explaining that their Protocol changes have already been addressed via discussions with the 33rd America's Cup competitors. Based on this and other issues, discussed and resolved, it is clear that SNG has heard and met the GGYC's concerns and that this has been without the involvement of a third-party

[Click here to read the correspondence](#)

October 9: SNG sends a letter to the Challenger of Record, CNEV, suggesting the entered challengers select the displacement of the new AC90 class to prove to the GGYC that Alinghi has no design advantage. The entered challengers support this gesture. [Click here to read the correspondence](#)

This move was in response to a request made by Russell Coutts, BMW Oracle CEO, seeking reassurance that Alinghi did not have a head start in designing their AC90 and relates to Larry Ellison's concern mentioned to Ernesto Bertarelli on September 27th. Coutts told at least two challengers that the team would settle if Alinghi could prove it did not have a design advantage.

October 10: The entered challengers set the displacement, a fundamental parametre of the new AC90 class, and are satisfied this will negate any potential design advantage.

Contrary to its prior assertion, this does not satisfy BMW Oracle and it demands to analyse the displacement parametre in light of the full rule, not trusting the entered challenger's designers, who confirm the parametre to be crucial enough to provide the guarantee. [Click here to read the correspondence](#)

October 15: Design consultation meeting among the designers from entered challengers to discuss the 1st draft of the new AC90 class rule.

October 17: Despite the Protocol amendments, despite proving no design advantage by allowing the challengers to decide the displacement of the AC90, the GGYC, through a letter to Alinghi and the challengers, demands nine additional changes to the Protocol.

[Click here to read the correspondence from BMW Oracle](#)

October 20: SNG writes to the GGYC and the entered challengers outlining the current status and the damage caused by the GGYC's ongoing litigation. The defending yacht

club reiterates that despite the steps made to resolve the GGYC's issues both with the Protocol and the AC90 class, the GGYC keeps on returning with more demands.

[Click here to read the letter to GGYC](#)

[Click here to read the letter to the challengers](#)

October 21: Grant Simmer, Alinghi design team coordinator, once again publicly invites BMW Oracle to join discussions with entered challengers to develop the new AC90 Class Rule: "If BMW Oracle chooses to enter they will be welcomed into this process."

The GGYC refuses.

October 22: Following a hearing at the New York Supreme Court, Justice Herman Cahn reserves his decision, and indicates that he will promptly issue a written decision about the validity of CNEV as Challenger of Record.

October 23: Representatives of Alinghi and GGYC meet at the New York Yacht Club to explore possible settlement options.

Emirates Team New Zealand's, Jim Farmer, on behalf of the entered challengers, sends a letter to the GGYC asking them to reconsider the nine points and to enter.

Despite the on-going litigation, an Italian team, that requests confidentiality, becomes the fifth challenger for the 33rd America's Cup under the disputed Protocol.

October 25: Despite seven of its nine additional demands being resolved, the GGYC continues to pursue its law suit and issues a press release saying it will agree "to comprehensive new compromises to get the America's Cup back on track for Valencia in 2009 if the Defender will disclose its rule for the boats' design."

October 31: As scheduled, AC Management issues the AC90 class rule and makes it public. Designers from entered challengers applaud the consultation process, which BMW Oracle refused to join.

Juan Kouyoumdjian, principal designer for TeamOrigin, says: "This has been an efficient and productive process and the boat itself will be spectacular: challenging to design, to sail and to race." [Click here for the press release](#)

NOVEMBER

November 1: GGYC again move the negotiation goalposts and request to "compare yesterday's document with what they (Alinghi) started out with and we continue to ask Alinghi to provide this." The opinion of expert designers from five entered challengers is not taken into account.

November 2: A further entry is received for the 33rd America's Cup.

November 5: Another entry is received for the 33rd America's Cup.

November 8: AC Management issues the 33rd America's Cup Competition Regulations approved by the Defender, the Challenger of Record and all entered challengers. [Click here for press release](#)

The group presents them at a press conference in Barcelona.

[Click here for the press release](#)

November 12: During settlement discussions, BMW Oracle unexpectedly announces five new demands that directly affect fundamental arrangements that were recently agreed by all entered competitors in the 33rd America's Cup. The message came through Melinda Erkelens, attorney for BMW Oracle, who, after discussions with Russell Coutts, called Lucien Masméjan to say: "(...) he now has five additional points which were not on the list."

Alinghi loses confidence in BMW Oracle having any intention of negotiating a settlement in good faith. [See interview with Lucien Masméjan here](#)

November 13: AC Management publishes the 33rd America's Cup Event Regulations, a result of joint work and consultation with the Defender and entered challengers.

All the elements for an America's Cup in 2009 are in place and have the support of all the existing competitors; however the feasibility of a race in 2009 is still impaired due to the GGYC law suit.

SNG sends a letter to the GGYC asking them to clarify their position regarding their participation in the 33rd America's Cup by November 16 at 17:00 New York time.

[Click here to read the correspondence](#)

GGYC responds rejecting this demand. [Click here to read the correspondence](#)

November 15: Russell Coutts issues an ultimatum for SNG to accept their proposal by November 16 at 18:00 CET. This includes the same nine points, seven of which had already been resolved, plus several new issues, one being their unacceptable demand to impose an event format on the Defender.

[Click here to read the correspondence](#)

November 16: In an attempt to rescue the multi-challenge event, Emirates Team New Zealand, TeamOrigin and Team Shosholoza sign a letter sent by GGYC to SNG making the same demands. The Protocol, competition regulations and event regulations were developed by mutual consent in consultation with ALL entered challengers, therefore this proposal for further changes from a splinter group can not be considered.

[Click here to read the correspondence](#)

November 17: Mascalzone Latino's entry is received.

November 19: Ayre, representing Real Club Náutico de Dénia, challenges for the 33rd America's Cup, and it is the second Spanish team to enter.

[Click here for the press release](#)

November 22: The uncertainty created by BMW Oracle's law suit forces AC Management to delay the 33rd America's Cup. The organisation has repeatedly warned

the GGYC that their litigation was jeopardising a 2009 event and the American team has consistently shown its disregard for the already entered teams.

[Click here for the press release](#)

November 24-25: Club Náutico Español de Vela holds its annual regatta 'I Trofeo Desafío Español' in Valencia.

November 27: The New York State Supreme Court rejects the GGYC's contention that SNG breached its fiduciary duty in any respect. Justice Cahn rules CNEV invalid and imposes GGYC as the Challenger of Record. However, this decision does not become effective until the issuance of an order settling the decision.

[Click here to read the Court papers](#)

DECEMBER

December 3: GGYC hosts a challengers meeting.

According to those who attended, the meeting 'harked back to the old challenger commission meetings where nothing was ever decided'. And 'made us appreciate the efficiency of the AC Management competitors meetings'.

GGYC issues a proposed settlement order to the New York Supreme Court.

[Click here to read the proposed settlement order](#)

December 4: Russell Coutts sends a letter with 12 further proposed Protocol and competition regulation amendments, including changes to the race schedule and reinstating two boat testing. [Click here to read the correspondence](#)

December 6: SNG issues a counter settlement order to Justice Cahn.

[Click here to read the counter settlement order](#)

December 7: Ernesto Bertarelli writes an open letter after discussions with the NYYC and Larry Ellison in October regarding the benefits of revising the Deed of Gift to make the event more relevant to today's sporting landscape. "With a view towards the future and having studied the rules of the Cup I observed that the Deed does not actively promote parity for the teams and a long term future of the event."

[Click here to see the Open Letter](#)

December 11: Representatives of the Defender and GGYC meet in New York. Alinghi presents the framework of a new long-term "vision" for the event requiring amendments to the Deed of Gift. At the end of the meeting both parties agree on a statement, but GGYC publicly states a different opinion and calls-off the discussions on the subject.

GGYC issues a further proposed settlement order to Justice Cahn.

[Click here to read the further proposed settlement order](#)

December 12: SNG's attorneys write to Justice Cahn declaring GGYC's boat certificate to be ambiguous and deficient and state that it has failed to give the 10 month notice period of the race dates as required by the Deed of Gift.

[Click here to read the correspondence](#)

SNG considers the declaration of GGYC as Challenger of Record to be contrary to legal precedent in the Mercury Bay case. [Click here to read the case](#)

December 14: French Spirit, representing the Yacht Club of Saint Tropez, submits an entry for the 33rd America's Cup.

A further entry is received for the 33rd America's Cup.

December 15: Deadline for teams to enter the 33rd America's Cup. AC Management has received a total of 12 entries, seven of which are so far accepted.

December 27: SNG's legal team files a "motion to renew and re-argue" the case in front of the New York State Supreme Court.

SNG asks for the GGYC's challenge to be declared invalid due to its defective boat certificate that presents its boat as a "keel yacht", something that GGYC has subsequently contradicted in its public statements confirming its intention to compete with a multi-hull, which cannot fairly be categorised as a "keel yacht".

[Click here for the press release](#)

December 29: Russell Coutts announces that BMW Oracle is committed to a Deed of Gift challenge.