



From: KiteShip USA, a division of KiteShip Corporation
To: Sails, Ships, and World Yacht Racing Communities
RE: Kite sails change the face and future of yacht racing
at the 2003 America's Cup, New Zealand

Kite Sails For America's Cup

The 2003 America's Cup regattas brought the world's best and fastest high tech sailing yachts to compete in New Zealand, but none more exotic than the USA team's yacht which flew a kite sail spinnaker designed by KiteShip USA during the Louis Vuitton Cup trials, to prove once and for all that regulation designed kite sails could be a decisive advantage in the America's Cup race.

"We brought a 280-square meter OutLeader kite sail to Auckland," says Dave Culp, President of KiteShip USA in Santa Cruz, California, happily. "When put to the test, the 70-meter kite sailing crews triumphed over traditionally equipped competitors that were flying 20-meters more sail area, and we pulled away every time!"

KiteShip USA is the innovations leader in wind-powered sea transportation solutions. "In Spring of 2001 ORACLE BMW Racing designer Chris Todter approached KiteShip and asked "is it possible?" says Dean Jordan, spokesperson for KiteShip Corporation, KiteShip USA's parent company. "Under highly secretive development for a year and a half, this engineering endeavor has truly paid off. It's patent pending, and is featured in our OutLeaderBrand products line," Jordan explains. "Had we been able to develop this technology sooner in our design cycle we would have been able to use it during the Louis Vuitton Cup racing," adds Todter.

"In any racing class, a sail that exploits steadier airflow at altitude without disturbances from the vessel's own motion produces smoother power transfer with a minimum of control input," explains Culp, who with 25+ years of kite sailing experience is a co-developer along with Dean Jordan, Frank de Winter and Ron Swenson of OutLeader Brand spinnakers. "We've demonstrated 30-50% more wind-power transfer over traditional spinnaker designs," Culp notes.

The use of free-flying kites in place of traditional sails is not new, but it is a rare sight. If KiteShip USA's demos for the 2003 America's Cup prove anything they forecast that everything is about to change in the design of ISAF and IACC-legal racing spinnakers.

"Offshore and cruising boats, as well as the commercial shipping industry, will reap the power and fuel-saving, alternative energy benefits of kite sails," says Jordan. "We've designed a future; and see it now," he grins. Visit www.kiteship.com, or contact info@kiteship.com for more information.

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