



Rule Interpretation Group

Amendment No.1

to

The Volvo Open 70 Rule Version 3 : October 8, 2009

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Revised Text

In accordance with Rule 2.4, the October 8, 2009 version of the Volvo Open 70 Rule is amended as follows; the amendments should be inserted in the appropriate places.

Summary: This Amendment applies to the Front Cover, Table of Contents, Clauses 1.3, 1.3.5, 1.3.6, 2.3.2, 2.3.3, 2.4, 2.5, 2.6.2, 4.6.3, 4.13.1, 5.1, 5.6.5, 5.6.8, 5.6.13, 14.4.5, 14.7.1, 15.1, Appendix B and Appendix D.

A.Claughton
Chairman
Interpretation Group

March 16, 2010

Front Cover

Delete the last paragraph and replace with the following

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1.3 Volvo Open 70 Measurement Group (MG) & Rule Interpretation Group (VIG)

Delete heading and replace with the following

Volvo Open 70 Measurement Group (MG) & Interpretation Group (VIG)

1.3.5 Interpretation Group (VIG)

Delete the paragraph and replace with the following

Chairman: Andy Cloughton VIG@volvoceanrace.com
Ken McAlpine
Shaun Ritson

1.3.6 Chief Measurer

Delete the paragraph and replace with the following

Shaun Ritson Measurers@volvoceanrace.com

2.3 Interpretation

Delete paragraph 2.3.2 and replace with the following

All requests for Public Interpretation shall be submitted in writing to the Chairman of the VIG at VIG@volvoceanrace.com Questions will be answered in writing by sequentially numbered Public Interpretations, which shall be distributed to all Participants as soon as reasonably possible, and shall be available at <http://.NoticeBoard.VolvoOceanRace.com>. If the VIG considers that an issue requires wider consultation, it may seek outside opinion at the discretion of its Chairman. If a member of the MG is in doubt as to the application of the Rule to any characteristic of design or construction he shall seek a Public Interpretation.

2.3 Interpretation

Delete paragraph 2.3.3 and replace with the following

All requests for Confidential Interpretations shall be submitted in writing to the VIG. Questions shall be answered in writing by sequentially numbered Confidential Interpretations, which shall be issued to the party seeking the interpretation as soon as reasonably possible, and shall be distributed to all Participants, and shall be available at <http://.NoticeBoard.VolvoOceanRace.com>. on the 1st April 2011. Confidential Interpretations shall not be sought or issued after the 31st March 2011. If the VIG considers that an issue requires wider confidential consultation, it may seek outside opinion at the discretion of its Chairman.

2.4 Amendments

Delete the paragraph and replace with the following

With the approval of the OA the VIG may make amendments to the Volvo Open 70 Rule if necessary due to changes of mandated equipment, and/or any other aspect deemed necessary. All amendments shall be available at <http://.NoticeBoard.VolvoOceanRace.com>.

2.5 Memoranda

Delete the paragraph and replace with the following

The MG may issue memoranda on measurement equipment, procedures, and related information. Such memoranda are considered to be guidance information. All memoranda shall be available at <http://.NoticeBoard.VolvoOceanRace.com>.

2.6 Measurement Protocol

Delete paragraph 2.6.2 and replace with the following

Measurement equipment specification and measurement methodology are determined by the MG and will be available to all Participants or their representatives. The measurement equipment used by the MG is to be manufactured and certified (where required) to comparable levels of accuracy. Measurements required to be taken to the millimetre are to be conducted using steel tape measures certified to a recognised standard. The measurement tapes and other measurement equipment used by the MG constitute the reference devices for determining compliance with the Volvo Open 70 Rule v.3.

4.6 Deck

Delete paragraph 4.6.3 and replace with the following

Any opening in the deck, including openings in the coach roof and cockpit, shall have a permanently attached means of closure which shall be capable of preventing the ingress of water in the event of capsize, in compliance with ISO12216:2002: Small craft - Windows, Portlights, hatches, deadlights and doors – Strength, watertightness requirements. Any hinged hatches shall have the hinges located at the forward edge of the hatch.

4.13 Companionway & Spray Dodger

Delete paragraph 4.13.1 and replace with the following

The main companionway shall be located at the aft face of the coach roof, with the aft most part of the hatch opening no less than 3.000m aft of the aft face of the mast. There shall be only one companionway entrance, which shall not extend more than 400mm below the local edge of the deck, or more than 600mm either side of the longitudinal centreplane of the boat. The companionway shall be fitted with a hatch capable of being opened, closed, and immediately secured from below decks and on deck. This hatch shall not open inwards, but may slide fore and aft, and may incorporate a washboard arrangement. Any companionway closure arrangement shall conform to ISO12216:2002: Small craft - Windows, Port-lights, hatches, deadlights and doors – Strength, watertightness requirements.

5 Structural Requirements

Add heading 5.1

Structural Requirements

5.6 Sub-division Openings

Delete paragraph 5.6.5 and replace with the following

Additionally there shall be through-bulkhead fittings on the forward, middle and aft bulkheads. These fittings shall be positioned or plumbed as necessary to allow the bilge to be pumped from the adjacent compartment to a level below the lowest edge of the bulkhead hatch without the need for the bulkhead hatch to be opened.

5.6 Sub-division Openings

Delete paragraph 5.6.8 and replace with the following

All of the watertight sub-divisions, excluding those forward of the Forward Bulkhead, shall have direct access through the deck, transom or cockpit area for the crew. Access shall be by hatches capable of being opened and immediately secured from either side, and shall conform to ISO12216:2002: Small craft - Windows, Port-lights, hatches, deadlights and doors – Strength, watertightness requirements. Any hinged hatches shall have the hinges located at the forward edge of the hatch. The companionway hatch may qualify as an access hatch.

5.6 Sub-division Openings

Delete paragraph 5.6.13 and replace with the following

Sealed skylights and deck prisms may be fitted in the deck and cockpit. They shall comply with ISO12216:2002: Small craft - Windows, Port-lights, hatches, deadlights and doors – Strength, watertightness requirements and the minimum panel weights in Rule 5.2.5.

14.4 Machinery Installation General Conditions

Delete paragraph 14.4.5 and replace with the following

A separate fuel filter for each engine (ON 877766) or Chief Measurer, in consultation with Volvo Penta, approved alternatives shall be installed between the fuel tank(s) and each engine. Fuel lines shall be installed in accordance with ISO7840:2004 Small craft- fire resistant fuel hoses, and meet the European Boat Safety Directive Regulation 94/25/EC.

14.7 Bilge Pumps

Delete paragraph 14.7.1 and replace with the following

Two manual bilge pumps shall be permanently installed, one operable from above deck and the other operable from below deck. The bilge pumps shall conform to the relevant parts of International Standard ISO 15083:2003 Small craft- bilge pumping systems.

15 EMERGENCY STEERING SYSTEM

Add heading 15.1

Emergency Steering System

Appendix B

Delete Keel Canting System Designers / Manufacturer's Declaration and replace with the following

1973-74 Sayula II, Ramón Carlin **1977-78** Flyer, Cornelis van Rietschoten
1981-82 Flyer, Cornelis van Rietschoten **1985-86** L'Esprit d'Equipe, Lionel Péan
1989-90 Steinlager 2, Peter Blake **1993-94** NZ Endeavour/Grant Dalton, Yamaha/Ross Field
1997-98 EF Language, Paul Cayard **2001-02** Illbruck, John Kostecki
2005-06 ABN AMRO One, Mike Sanderson **2008-09** Ericsson 4, Torben Grael

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VOLVO OPEN 70 RULE – VERSION 3



Keel Canting System Designer / Manufacturer declaration of rule compliance

In accordance with Volvo Open 70 Rule v.3 Rule 2.9, I declare that the canting mechanism & systemsfor the yachtwhich has been issued with Volvo 70 Hull Number have been built in full compliance with the Volvo Open 70 Rule v.3

I confirm that compliance with the following rules has been established:

Rule 6.4 Load case requirements for the keel, canting mechanism and associated structure.

Rule 6.8 Permitted Materials for Ballast Keel canting mechanisms and systems.

The minimum factors of safety for the listed components when subjected to the loads cases stipulated in Rule 6.4 are herewith supplied in the table below. Calculations have been attached to this declaration demonstrating how the factors of safety recorded in this table have been established. Material conformity documents are also included.

Component	Actual yield strength of material used for calculations	6.4 .1 Load Case 1	6.4.2 Load Case 2	6.4.3 Load Case 3
		Minimum F.O.S (YIELD)	Minimum F.O.S (YIELD)	Minimum F.O.S (YIELD)
Trunions				
Piston rods				
Cylinder tubes				
End covers				
Clevises, and connecting pins				
All thread connections associated with these components				

If cant mechanisms other than hydraulic rams are used, equivalent data shall be provided as specifically requested by the Chief Measurer.

Designer Declaration	Manufacturer's Declaration
Full Name	Full Name
Representing	Representing
Signature	Signature
Date	Date

OA, MG or RC Representative	Date
Name	Signature

Appendix D

Delete Appendix D and replace with the following

1973-74 Sayula II, Ramón Carlin **1977-78** Flyer, Cornelis van Rietschoten
1981-82 Flyer, Cornelis van Rietschoten **1985-86** L'Esprit d'Equipe, Lionel Péan
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VOLVO OPEN 70 RULE – VERSION 3



Application for an exemption from Volvo Open 70 Rule – Version 3

Yacht Name

Volvo 70 Hull Number

Exemption sought for Version 3 rule number

Equivalent Volvo Open 70 Rule Version 2 rule number

Intended alternative and reasoning

Signed

Date

Full name

On behalf of

Official use only	Chief Measurer's Signature	Race Director's Signature	Date:
Application approved			
Application denied			
Additional restrictions and/or controls			
.....			
.....			
.....			
.....			

- Note:
1. Append all supporting documentation to this form.
 2. This application is not approved until the application is marked approved and signed and dated by the Chief Measurer and Race Director.
 3. Exemptions that are granted will not automatically be applied to another yacht. Applications for further exemptions will be considered on a case by case basis.
 4. Exemptions are for the Volvo Ocean Race 2011-2012 only