

VOLVO OCEAN RACE

ROUND THE WORLD 2008 – 2009

Notice of Race

Amendment No 5

(A) Part 3, 3.1 THE RULES Part (j)

Insert new paragraph at (j) and re-number the paragraphs following

- (j) The text of RRS 77 is deleted and replaced with:
A boat shall comply with the requirements of Appendix G governing class insignia, national letters and numbers on sails except that identification on mainsails may be omitted.

(B) Part 3, 3.6 ADVERTISING Part (h)

Remove

- (h) If national letters and sail numbers are placed on mainsails, the placement shall be in accordance with RRS Appendix G.

(C) Part 4, 4.1 CREW MEMBERS ON BOARD WHILE RACING Part (b) (iv)

Remove

- (iv) One *Crew Member* shall be designated as the Media Crew Member. They shall be fully trained in the use of all the on board media equipment and shall carry out media and environmental duties nominated by the Organising Authority. The Organising Authority may further define these duties in the Leg Sailing Instructions or Addendums. The Media Crew Member shall not participate in the sailing of the *Boat*, in navigation nor in the maintenance or repair of the Boat.

Replace with

- (iv) One *Crew Member* shall be designated as the Media Crew Member. They shall be fully trained in the use of all the on board media equipment and shall carry out media and environmental duties nominated by the Organising Authority. The Organising Authority may further define these duties in the Leg Sailing Instructions or Addendums. The Media Crew Member shall not participate in the sailing of the *Boat*, in navigation nor in the maintenance or repair of the Boat. A list of allowed duties will be published in the Leg Sailing Instructions.

(D) **Part 4, 4.3 BRIEFINGS AND TRAINING Part (a) (i)**

Remove

- (i) attend the 2 day safety course organised by Volvo Event Management UK Ltd either within the 21 days prior to the start of the *Race* in the vicinity of the *Race* start port or in the UK in July 2008

Replace with

- (i) attend the 2 day safety course organised by Volvo Event Management UK Ltd at an advanced training facility in the UK in August 2008.

(E) **APPENDIX 1, A1.2 SAFETY EQUIPMENT New Part (c)**

Insert new paragraph at (c) and renumber paragraphs following.

- (c) **An inflatable life ring canister** containing two inflatable life rings. Spare gas cylinders and firing heads will also be supplied. The life ring canister shall be mounted aft of the helm positions and ready for instant use.

Approximate total weight 2.5kgs

(F) **APPENDIX 1, A1.8 CAMERAS Part (a)**

Insert new paragraph at the end of part (a).

Alternative cameras of a higher specification and approved by the race committee may be exchanged for the supplied cameras provided the combined weight of the cameras carried on board is not less than the weight of those supplied by the Organising Authority

(G) **APPENDIX 2, A2.4 LIFE JACKET, HARNESS AND SURVIVAL SUIT MINIMUM REQUIREMENTS Part 2**

Remove

2. **Safety harnesses:** with fitted crutch strap, safety tether line and retro-reflective tape, for each person on board plus a spare. **Attention is drawn to ISO 12401.** Each *Boat* will be required to demonstrate that two-thirds of the persons on board can be adequately attached to strong points on the *Boat*. Safety tether lines shall have a snap hook at each end that can be readily opened whilst under load. It is possible for a plain snap hook to disengage from a U-bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. **For this reason snap hooks shall have a positive locking device.**

Replace with

2. **Safety harnesses:** with fitted crutch strap, safety tether line and retro-reflective tape, for each person on board plus a spare. **Attention is drawn to ISO 12401.** Each *Boat* will be required to demonstrate that two-thirds of the persons on board can be adequately attached to strong points on the *Boat*. Safety tether lines shall have an attachment system at each end that can be readily opened whilst under load. A different attachment system may be used at each end of the tether line. It is possible for a plain snap hook to disengage from a U-bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. **For this reason snap hooks shall have a positive locking device.**

ENDS

Andy Hindley
Racing Director
For and on behalf of the Organising Authority

21 December 2007