



RULE MANAGEMENT GROUP

THE VOLVO OPEN 70 RULE

PUBLIC INTERPRETATION NO.37

This public interpretation is given in accordance with rule 1.3 of the Volvo Open 70 Rule Version 2

Question:

1. Is a luff support cable that is integrated into a headsail considered to be an inner forestay? The cable is attached to the mast and the deck when the sail is used, the cable is raised and lowered with the sail and may be tensioned independently of the sail.
2. May the furled headsail setup in question 1 be designed with the provision to use hanks to attach the sail to the luff support cable? This is to allow raising and lowering the sail on the luff support device if necessary.
3. If question 1 is no, is a luff support cable that is attached to a headsail by way of hanks considered to be an inner forestay? The luff support cable is only attached to the mast and deck when the sail is used, the sail is raised and lowered on the luff support device and the device may be tensioned independently of the sail.

Interpretation:

Rule 6.1.1 (h) states *"The mast may be steadied to balance a slackened backstay and running backstays either by the use of headsail or spinnaker halyards and their proper winches, or by a strop attached to the deck aft of the forward end of J taking tension on an articulated forestay. The forestay shall be permanently attached at the deck and at the IG point (see rule 6.2.5). Inner forestay(s) shall be permanently attached at the mast below the IG point, and may be detachable at the deck, but shall not be attached forward of the forward end of J."*

1. No. An inner forestay which is not designed to be removed while racing is considered standing rigging, and shall be permanently attached at the mast whilst racing. A luff support cable that is designed and engineered to be removed and/or installed while racing is considered to be running rigging, and may be raised and lowered from the mast while racing. As running rigging, a luff support cable is bound by the material limitations of 6.1.5(c). Your attention is further drawn to rule 6.1.2(c), requiring the removal of running rigging in determining the weight and CG of the mast.
2. Yes.
3. No.

END

Signed on behalf of the Volvo Open 70 Rule Management Group

A blue ink signature of James Dadd, written in a cursive style.

James Dadd, Chief Measurer
26th February 2008