



RULE MANAGEMENT GROUP

THE VOLVO OPEN 70 RULE

Memorandum 03

To All Entries and designers
From James Dadd
Re Structural Compliance

The RMG feel that it is necessary to carry out some additional checks to confirm to a further extent that the rule's structural requirements for the keel, canting mechanism and associated structure have been fully considered and applied to each yacht.

This in no way reduces the need or the importance of signed declarations, and all who sign such documents need to do so with full knowledge of the potential risks of overlooking any elements of the design and build process. The RMG will also consider any declaration signed with knowledge of non-compliance as extremely serious, and will deal with the matter as the RMG feels appropriate for the safety of the crew and any future crews.

Rather than relying on calculations, the RMG intends to observe the following tests on each yacht. Non completion and/or non compliance with this test will result in a yacht not being issued a Volvo Open 70 Certificate.

Pull down test

Condition: The yacht shall be in Measurement Afloat Condition, except that one canting mechanism shall be either removed from the yacht, disabled or disconnected to the extent that it does not contribute to restraining or controlling the keel. Additional running rigging and deck equipment may also be on board as necessary, along with up to three personnel.

- Step 1. With a halyard attached to a strong point ashore, a load cell in line, and the bow and stern secured, the keel is canted fully towards the strong point, allowing the slack in the halyard to be taken up and the yacht heeled. The bow and stern line are to be adjusted as necessary to restrain the yachts position as appropriate.
- Step 2. The halyard is then wound down to heel the yacht to approximately 50 degrees. Both the loadcell reading and the heel angle are recorded.
- Step 3. The automatic keel centring system (rule 2.14.4(f)) shall then be activated to demonstrate compliance. Both the loadcell reading and the heel angle are recorded.
- Step 4. The keel shall then be canted further until it has completed the full range of movement, with the full 40 degree cant to "windward" meeting a point where the keel is horizontal along its central plane. Both the loadcell reading and the heel angle are recorded.
- Step 5. The automatic keel centring system (rule 2.14.4(f)) shall then be activated to demonstrate compliance.
- Step 6. The keel is then lowered further until the yacht returns to position 2. and is then returned to upright.
- Step 7. The opposite canting mechanism is reinstalled, and the first is disconnected/disabled/removed. The test shall then be repeated, heeling the yacht in the same direction.

At the measurer's discretion, the tests may then be repeated with the yacht heeled in the opposite direction.

The following diagrams outline the first 6 steps:

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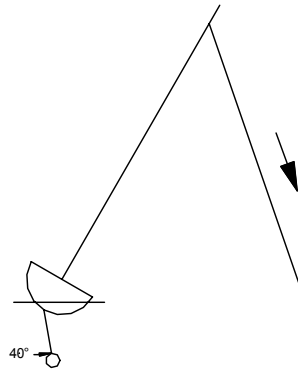
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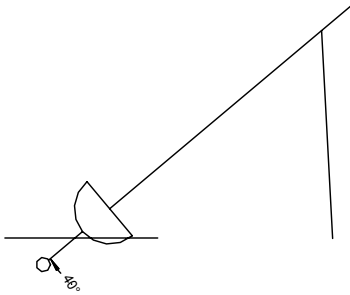
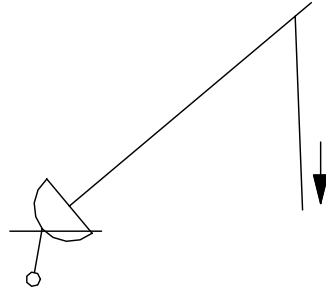
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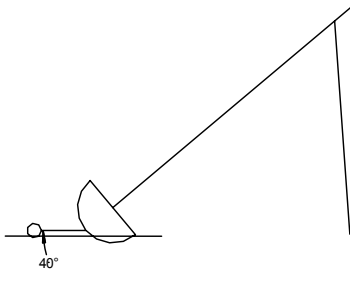
STEP 1



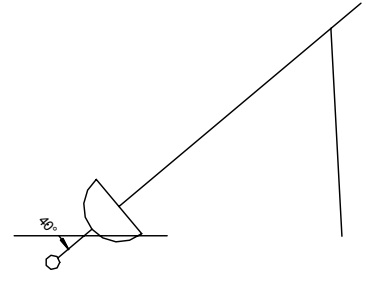
STEP 2



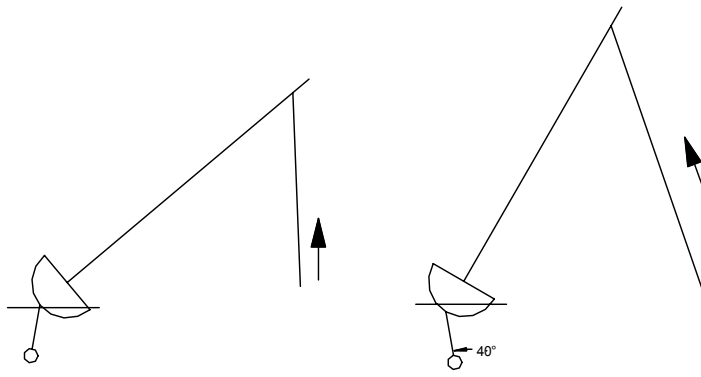
STEP 3



STEP 4



STEP 5



STEP 6



END

Signed on behalf of the Volvo Open 70 Rule Management Group



James Dadd, Chief Measurer
31st August 2007