The Volvo Ocean 65 was designed in 2012 by Farr Yacht Design, Ltd
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INTRODUCTION

This introduction forms part of the Class Rules.

Volvo Ocean 65 hulls, hull appendages, rigs and sails are manufacturing controlled.

Volvo Ocean 65 hulls, hull appendages and rigs shall only be manufactured by Green Marine Limited and sails shall only be manufactured by the VOR approved Sailmaker (North Sails) – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the Volvo Ocean 65 Class specification and is subject to a VOR approved manufacturing control system.

Volvo Ocean 65 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I, the Racing Rules of Sailing and the Notice of Race for or the Sailing Instructions for an event..

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

Amendment 2 changes highlighted in RED
PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE
A.1.1 The official language of the class is English. Except for words defined herein, the meaning of any word shall be determined by reference to the Oxford English Dictionary, Second Revised Edition (2009) – CD Rom Version 4.0 (Oxford University Press 21 May 2009) or any later published version. When there is more than one definition in the Dictionary, the VCA shall determine the appropriate definition.

A.1.2 When a term is used in class rule or construction specification defined sense, it is printed in underline italic type.

A.1.3 When a term is used in Volvo Ocean Race 2014-2015 Notice of Race (NOR) defined sense, it is printed in underline type.

A.1.4 When a term is used in the Equipment Rules of Sailing (ERS) defined sense, it is printed in bold type.

A.1.5 When a term is used in the Racing Rules of Sailing (RRS) defined sense, it is printed in italic type.

A.1.6 The words “shall” and “must” are mandatory. The words “may” and “can” are permissive. The word “should” is advisory.

A.1.7 This class rule is a closed rule. Anything not specifically permitted by the class rules is prohibited.

A.2 ABBREVIATIONS & DEFINITIONS

A.2.1 ABBREVIATIONS
ERS Equipment Rules of Sailing
GM Green Marine Ltd: the builder of the Volvo Ocean 65
ISAF International Sailing Federation
NOR Notice of Race for the Volvo Ocean Race 2014-2015
RRS Racing Rules of Sailing
VCA Volvo Ocean 65 Class Authority
VO65 The Volvo Ocean 65 Class of boat
VOR Volvo Ocean Race S.L.U.

A.2.2 DEFINITIONS
Construction specification means the specification compiled by the suppliers and GM to build the VO65 as described in the Sale and Purchase Agreement and detailed in associated documentation that defines the design, construction, assembly and quality control processes as approved by the VCA.
Keel means the combined bulb and fin including composite fairings, bearing inserts; all fin to bulb attachments and fastenings, and any corrector weights.


Owner the person, entity that has signed the Sales and Purchase Agreement or their representative.

Operation manual the document provided by GM to the owner which details the use and maintenance of the boat as necessary to maintain the validity of any warranty associated with the boat.

Quality Assurance Documents the document provided by GM to the owner which details the quality controls applied to their boat, including all construction issues and resolutions associated.

A.3 AUTHORITIES
A.3.1 The class rules authority is the VCA.
A.3.2 The VCA shall consist of the Volvo Ocean Race’s Race Director, VO65 Class Project Manager and Head of Yacht Maintenance Centre for the Volvo Ocean Race 2014-2015.
A.3.3 All decisions of the VCA shall be determined by majority vote.
A.3.4 Only the VCA may issue or invalidate a certificate.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 VOR has delegated its administrative functions of the class to the VCA. With the agreement of VOR the VCA may delegate part or all of its functions, as stated in these class rules.

A.5 QUESTIONS
A.5.1 An owner may ask a question in writing relating to these class rules, the question and the answer will be posted on the noticeboard. The answers will not form any part of the class rule and are for information purposes only, questions should be addressed to: james.dadd@volvooceanrace.com

A.6 CLASS RULES AMENDMENTS
A.6.1 Amendments to these class rules may only be made by the VCA, with the approval of the VOR. Amendments may be made at any time.
A.6.2 After 1st November 2013 an owner may seek an amendment by submitting a request in writing to the VCA, including a signature from at least 2 other owners. The VCA may seek third party opinion at its discretion to determine whether an amendment is to be made. All owners shall be given up to 14 days to make comment to the VCA. The VCA may also seek an amendment directly. After this time a final decision will be made by the VCA and VOR and posted on the noticeboard, and listed in Appendix F.
A.7 CLASS RULES INTERPRETATION
A.7.1 After 1st November 2013 an owner may seek an interpretation by submitting a request in writing to the VCA, or the VCA may initiate an interpretation.

A.7.2 A fee may be applied by the VCA for each individual question as agreed between the VCA and VOR. If a fee is to be applied then the VCA shall inform the owner prior to proceeding and confirm the intent to proceed or not.

A.7.3 An owner shall not rely on any advice or opinion from a member of the VCA or VOR, or any other party, in matters relating to the interpretation of these class rules other than through a written interpretation published by the VCA.

A.7.4 The VCA is the only body with authority to interpret the class rules. If an owner considers an interpretation may incorporate an amendment to the class rules the matter shall be referred to VOR. If VOR agrees that aspects of the interpretation could be considered as an amendment and gives approval, a separate amendment shall be issued. If VOR does not approve any aspect that could be considered as an amendment, the matter shall be passed to a protest committee to determine whether the VCA has changed a class rule through an interpretation. If the matter relates to ambiguous or inconsistent wording, the protest committee (RRS 91) shall not interpret the class rules, but shall be bound by the VCA decision.

A.8 PERMITTED CHANGES & ADDITIONS
A.8.1 Permitted changes to a VO65 may only be made as specified in Appendix F, as approved by the VCA. Appendix F shall be updated and posted separately on the noticeboard, and forms part of these class rules.

A.8.2 An owner may seek approval for a permitted change by submitting a request in writing to the VCA, including a signature from at least 2 other owners. The request shall include reasoning and details of all associated work. The VCA may also instigate a permitted change. Any and all changes that may alter a VO65 component from its original condition, other than that associated with branding alone, shall require approval in writing, and shall be included in the permitted changes table in appendix F. Any change that is made that is not listed in Appendix F invalidates a certificate (see A.12).

A.9 SAIL NUMBERS
A.9.1 Unless changed in another rule RRS Appendix G shall apply.

A.10 CERTIFICATION
A.10.1 When the VCA concludes that the boat complies with the class rules, having carried out all necessary checks and measurement to ensure that the construction specification has been met in its entirety and that all quality assurance tests and documentation has been completed, and
that the final assembly has been approved, it shall issue a certificate as in Appendix I.

A.10.2 A copy of the certificate will be supplied to the boat, the OA and VOR.
A.10.3 An owner may request a copy of any boat’s current VO65 certificate.
A.10.4 A certificate shall remain valid when a component has been replaced with another component of the same part reference, with approval of the VCA.

A.11 SPARE

A.12 INVALID CERTIFICATES
A.12.1 A certificate becomes invalid when:
(a) following an inspection the VCA determines that a boat does not comply with the class rule, that boat’s certificate shall be made invalid,
(b) following an inspection the VCA determines that a boat has been modified, tampered with or repaired in any way that has not been approved in writing by the VCA for that particular boat, that boat’s certificate shall be made invalid until such time as the work can be rectified in a manner approved by the VCA and the boat has been inspected and is class rule compliant.
(c) there is a change to any items recorded on the certificate as required under A.10.
(d) the expiry date is passed,
(e) the certificate is withdrawn by the VCA,
(f) a new certificate is issued,
(g) there is a change of ownership.

A.13 RE-CERTIFICATION
A.13.1 The VCA may issue a certificate to a previously certified boat when:
(a) it is invalidated under A.12.1(d) or (g), and any certification fee if required has been paid.
(b) it is invalidated under A.12.1 (a), (b), (c) or (e), at its discretion.
(c) one or more of the rules in A.12 has applied.

A.14 RETENTION OF CERTIFICATION DOCUMENTS
A.14.1 The VCA and GM shall retain the original documentation upon which the current certificate is based, including all quality assurance documents.
Section B – Boat Eligibility

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

(a) be in compliance with the class rules at all times unless written approval is provided by the VCA for the boat to be non compliant.
(b) have a valid certificate.
(c) have valid certification marks as required
(d) not be altered in any way without written approval of the VCA.

B.2 FLOTATION CHECKS

B.2.1 The certificate shall detail the corrector weight locations and values as considered to be satisfactory by the VCA to standardise floatation through measurement and correction of weight and longitudinal centre of gravity.

B.3 CLASS MARKINGS

B.3.1 A project plaque including the VO65 boat reference number shall be affixed to the aft starboard face of bulkhead H.
B.3.2 A Builders mark shall be affixed to the aft starboard face of bulkhead D.
B.3.3 Every sail shall carry North Sails identification and VO65 sail reference.
PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in this Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are closed class rules. Certification control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS shall apply. Any deletions or changes to RRS shall be stated in the NOR or SI.

(b) The ERS Part I, II and III shall apply.

C.2 CREW

Crew limitations as stated in the NOR or SI shall apply.

C.3 PERSONAL EQUIPMENT

Personal equipment requirements as stated in the NOR or SI shall apply.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20), unless a change is permitted by agreement with ISAF, in such a case the permission and the changes shall be contained in the NOR.

C.5 PORTABLE EQUIPMENT

Any portable equipment requirements will be defined in the NOR or SI.

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by an amendment to the class rule or with the prior written approval of the VCA.

(b) All maintenance shall be carried out in a way that the boat is retained in the original condition as when first launched, unless changes are made as a result of an amendment to the class rules.

(c) Repairs may only be carried out by parties approved by the VCA. If an owner considers that any repair may be necessary, they shall
inform the VCA immediately, who shall determine what action shall be taken.

(d) All components shall be retained in compliance with the construction specification. Where any components or fittings are replaced, they shall be purchased from manufacturers (either directly or through an agent) approved by the VCA and GM. Copies of all invoices, except those referred to in section C of the operation manual, shall be retained and provided to the VCA on demand. All such invoices shall include the words “in compliance with the VO65 construction specification”.

C.6.2 CORRECTOR WEIGHTS

(a) The boat shall be weighed prior to branding during the final stages of the structural and systems assembly immediately prior to hand over to the owner for branding purposes. The minimum weight in this condition shall be carried between the two defined lifting points at the central lifting point and the runner chainplates, with lifting gear positioned such that the load is applied to the load cells in a vertical direction only. The recorded weights combined weight shall not be greater than 6,315kgs.

(b) Corrector weight canisters as specified in the construction specification shall be permanently fastened to the aft face of bulkhead B and the aft face of Bulkhead H. When the boat weight is less than that specified in C.6.2(a) plus 10kgs, corrector weights shall be distributed between the corrector weight canisters as determined by the VCA following calculation of the longitudinal centre of gravity (LCG) to ensure that the resulting LCG is 1.524m aft of station 5. See also B.2.

(c) The combined total weight of such corrector weights shall not exceed 80kgs. See also rule B.1.1.

(d) Corrector weights shall only be applied and adjusted as specified by the VCA to achieve the weights and LCG as defined in rules C.6.2(a) & (b) above, and once installed shall not be removed or moved unless by the VCA, those values shall reflect those shown on the certificate.

(e) Corrector weights may only be modified by the VCA. The VCA will only consider modifying corrector weights if, as a result of a single VCA approved repair resulting from a single event, the boat weight is calculated to have increased in weight by greater than 10kgs. Cumulative increases in weight shall not be considered.

C.7 Hull

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Foot chocks as specified in the construction specification shall be permanently fastened on the cockpit sole prior to racing. Their position on the cockpit sole is optional.
(b) An additional set of helmsman platform support hinges shall be supplied and may be fitted above or below the manufacturer installed set. Additionally, the helmsman platform support legs may be cut to optimise the platform height and angle at the teams discretion.

(c) Additional chafe pads may be fitted to the deck provided they perform no task other than protecting the deck and equipment, and do not alter the lead of any rigging. No modifications other than those given in these rules C.7.1(a), (b) & (c) are permitted unless specified by an amendment to the class rules.

(d) All maintenance shall be carried out in a way that the hull shape is retained in the original condition as when first measured to establish corrector weight distribution.

(e) The outermost surfaces of the hull may be sanded and cleaned provided only the surface finish is affected, and the effect of the sanding is consistent over the surface of the hull below the water plane.

(f) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the hull is permitted provided the intention and effect is to polish only.

(g) Only paint systems generically specified as two-component linear polyester saturated aliphatic polyurethane, two-component epoxy urethane, or two-component acrylic urethane may be used as the outermost surface finish of the hull. No materials other than manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. Similarly, the specific gravity of the paint shall not be altered with any material other than those specified above.

(h) The transom mounted hatch may not be painted or coated unless permitted in the NOR or SIs.

(i) High visibility paint as approved by the VCA shall be applied as specified below and shown in Appendix D.

1. A VCA approved orange oval around the keel root of at least 5.00m² of the shape given in appendix D.

2. A VCA approved orange, pink or yellow block of colour on the deck, forwards of the aft edge of the coachroof combing, (as shown in Appendix D) of a minimum area of 1.00m². The perimeter of the block of colour shall not have hollows, and the distance from any one point on the perimeter, measured perpendicular to the edge shall not be less than 300mm.

3. A line of contrasting colour of no less than 10mm thickness on the deck denoting a safe working distance of 1.300m from the outside edge of the FB500 dome when in use.

(j) The application of vinyl, mylar or other plastic film over the surface of the hull for advertising or branding is permitted, provided that the film shall not be specially textured or otherwise manufactured in a
way that could improve the character of the flow of water inside the boundary layer.

(k) Repairs may only be carried out by parties authorised by VCA. If an owner considers that any repair may be necessary, they shall inform the VCA immediately, who shall determine what action shall be taken.

(l) All components shall be retained in compliance with the construction specification.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by an amendment to the class rules.

(b) All maintenance shall be carried out in a way that the hull appendage is retained in the original condition as when first launched.

(c) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the hull appendages are permitted provided the intention and effect is to polish only.

(d) Only paint systems generically specified as two-component linear polyester saturated aliphatic polyurethane, two-component epoxy urethane, or two-component acrylic urethane may be used as the outermost surface finish of the keel. No materials other than manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. Similarly, the specific gravity of the paint shall not be altered with any material other than those specified above.

(e) The rudder blade (the surfaces that extend outside of the hull) shall be of a high visibility orange as approved by the VCA. The rudders should be repainted in the case of colour fade, wear and tear, or repair.

(f) Other than the leading edge, no paint systems shall be applied to the bilgeboards. However, painting may be permitted in the event of damage and repair to any part of the bilgeboards with written approval of the VCA.

(g) The outermost surfaces of the keel, bilgeboard leading edges and rudders may be sanded and cleaned provided only the surface finish is affected, and the effect of the sanding is consistent over the surface of the appendage.

(h) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the VCA immediately, who shall determine what action shall be taken.

(i) All components shall be retained in compliance with the construction specification.
At the discretion of the VCA, builder templates may be positioned against the fin, rudders and bilgeboards at anytime to confirm continued compliance with the original shape as designed within the build tolerance as defined in the construction specification. Builder templates may not be used by an owner to optimise the shape of an appendage, and are solely for the purpose as described above, and may only be used by GM and/or the VCA.

C.8.2 FIN WEIGHT

The weight of the fin as specified in the construction specification shall not be less than 1630kgs.

C.8.3 BULB WEIGHT

The weight of the bulb as specified in the construction specification shall not be less than 3500kgs.

C.8.4 KEEL

(a) WEIGHT

The weight of the assembled keel shall be 5241.5kgs.

(b) CORRECTOR WEIGHT

(1) When the keel weight is less than the minimum requirement, corrector weights shall be located in the bulb weight pocket aft.

(2) The total weight of such corrector weights shall not exceed 40kgs.

(3) Corrector weights shall only be applied and adjusted by a member of the VCA.

(4) Corrector weights shall be sealed and the bulb weight pocket may only be opened with written approval of the VCA and in the presence of a VCA appointed representative.

(5) The corrector weight shall be recorded on the certificate.

C.8.5 RUDDERS

(a) WEIGHT

The weight of each rudder shall be recorded on the certificate.

(b) USE

(1) Both port and starboard rudders shall be installed at all times whilst racing.

(2) All components of the steering system shall remain installed and fully functional at all times whilst racing.

(3) All components of the emergency steering system shall remain on board at all times in the locations specified in the operation manual, unless in use due to failure of the primary steering system.
C.8.6 BILGEBORDS
(a) WEIGHT
The weight of each bilgeboard shall be recorded on the certificate.

(b) USE
(1) The bilgeboards shall be in their casings and bearing housings at all times whilst racing.
(2) All components of the lifting system shall remain installed and fully functional at all times whilst racing.
(3) No loads shall be applied to the bilgeboards or their bearings by the crew in an attempt to alter the angle of attack of the bilgeboards in anyway.

C.9 RIG
C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) No modifications are permitted unless specified by an amendment or change to the class rules.
(b) All maintenance shall be carried out in a way that the rig is retained in the original condition as when first launched.
(c) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the VCA immediately, who shall determine what action shall be taken.
(d) All components shall be retained in compliance with the construction specification.

C.9.2 FITTINGS
(a) USE
(1) All fittings shall remain in place as required by the class rules at all times whilst racing.
(2) Running rigging shall remain lead unless being replaced or repaired.
(3) Standing rigging shall not be adjusted whilst racing.

C.9.3 MAST
(a) DIMENSIONS
All dimensions shall be in compliance with the construction specification.

(b) WEIGHT
(1) The weight of the mast as specified in the construction specification shall not be less than 520kgs.
(2) The vertical centre of gravity of the mast as specified in the construction specification shall not be less than 13.670m above the mast datum point.
(c) CORRECTOR WEIGHT

(1) When the mast weight is less than the minimum requirement and/or the centre of gravity is below the minimum point, corrector weights shall be added to bring the weight and centre of gravity within the limitations.

(2) The total weight of such corrector weights shall not exceed 10kgs.

(3) Corrector weights shall only be applied by the VCA, or a VCA appointed representative and adjusted as specified by the VCA and shall reflect those values shown on the certificate.

(d) USE

(1) Standing rigging tension and mast step load shall be within the manufacturer’s guidelines as defined in the operation manual.

(2) Halyards shall remain lead, and shall not be “moused out” at any time whilst racing except when being replaced or repaired.

(3) Running backstays shall remain locked in place at the spar connection at all times whilst racing, and the tails shall remain fully lead and shall not be “moused out” at any time whilst racing except when being replaced or repaired.

C.9.4 BOOM

(a) DIMENSIONS

All dimensions shall be in compliance with the construction specification.

(b) WEIGHT

The weight of the boom as specified in Appendix E shall not be less than 74kgs.

(c) CORRECTOR WEIGHT

(1) When the boom weight is less than the minimum requirement, corrector weights shall be located at the gooseneck connection area of the boom.

(2) The total weight of such corrector weights shall not exceed 5kgs.

(3) Corrector weights shall only be applied and adjusted as specified by the VCA and shall reflect those values shown on the certificate.

(d) USE

At all times whilst racing the boom shall remain attached to the mast spar and all reef lines shall remain led.
C.9.5 BOWSPRIT
(a) DIMENSIONS
All dimensions shall be in compliance with the construction specification.
(b) WEIGHT
The weight of the bowsprit shall be recorded on the certificate.
(c) USE
The bowsprit shall remain attached to the hull and all tack lines, pull backlines and associated fittings shall remain lead.

C.9.6 STANDING RIGGING
(a) DIMENSIONS
All dimensions shall be in compliance with the construction specification.
(b) USE
At all times whilst racing standing rigging shall not be adjusted.

C.9.7 RUNNING RIGGING
(a) DIMENSIONS
All dimensions shall be in compliance with the construction specification.
(b) USE
All running rigging shall only be led in compliance with the construction specification and the operation manual.

C.10 SAILS
C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) Sails shall not be altered in any way except as permitted by these class rules.
(b) Routine maintenance such as re-stitching damaged or worn stitching is permitted without re-measurement and re-certification. However, all repairs and maintenance shall be reported to the VCA.
(c) Battens shall be placed in the batten pockets

C.10.2 LIMITATIONS
(a) A storm jib shall always be carried on board.
(b) Additionally, not more than one mainsail, one J-1, one J-2, one J-3, one A-3 gennaker, one FR-0 and one MH-0 may be carried aboard.
(c) Only sails produced by North Sails under the Volvo Ocean 65 Sail Supplier Agreement shall be aboard at any time.

C.10.3 MAINSAIL
(a) USE
(1) The sail shall be hoisted on a halyard, which shall remain attached to the head of the sail at all times whilst hoisted.
(2) The sail shall always be set with the headboard car engaged in a lock.

C.10.4 J-1, J-2 AND J-3

(a) USE

(1) The J-1 shall be hoisted on the J-1 halyard (see Appendix C), which shall remain attached to the head of the sail at all times whilst hoisted, and the halyard lock shall be engaged when set. The luff shall be attached by hanks to the forestay.

(2) The J-2 shall be hoisted on the J-2 halyard only (see Appendix C), which shall remain attached to the head of the sail at all times whilst hoisted, and the halyard lock shall be engaged when set. The tack shall be fixed at deck to the J-2 tack ram (see Appendix C).

(3) The J-3 shall be hoisted on the J-3 halyard only (see Appendix C), which shall remain attached to the head of the sail at all times whilst hoisted, and the halyard lock shall be engaged when set. The tack shall be fixed at deck to the J-3 tack ram (see Appendix C).

C.10.5 STORM JIB

(a) USE

(1) The storm jib shall be hoisted on a halyard, which shall remain attached to the head of the sail at all times whilst hoisted. The arrangement shall permit hoisting and lowering of the sail whilst afloat.

(2) The storm jib may be hoisted on its integral bolt rope, or using hanks and a separate stay.

C.10.6 A-3 GENNAKER

(a) USE

(1) The sail shall be hoisted on a masthead halyard (see Appendix C), which shall remain attached to the head of the sail at all times whilst hoisted, and the halyard lock shall be engaged when set.

C.10.7 FR-0 FRACTIONAL CODE ZERO

(a) USE

(1) The sail shall be hoisted on a fractional halyard (see Appendix C), which shall remain attached to the head of the sail at all times whilst hoisted, and the halyard lock shall be engaged when set.

C.10.8 MH-0 MASTHEAD CODE ZERO

(a) USE

(1) The sail shall be hoisted on a masthead halyard (see Appendix C), which shall remain attached to the head of the
sail at all times whilst hoisted, and the halyard lock shall be engaged when set.
Section D – Hull

D.1 PARTS
D.1.1 MANDATORY
Unless specifically stated otherwise, all items supplied with the boat are mandatory to be onboard.
When a repair is required and the repair requires the removal of a builders mark, datum point or other measurement mark the VCA shall be informed in writing and shall respond in writing prior to the builders mark, datum or measurement mark being removed.

D.2 GENERAL
D.2.1 RULES
The hull shall comply with the class rules in force as specified in the NOR or SI.

D.2.2 CERTIFICATION
See Rule A.10.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR
See Rule C.7.

D.2.4 DEFINITIONS
(a) HULL DATUM POINT
The hull datum point is the intersection of the designed waterplane with the hull on centre line at the bow.
(b) FORWARD HULL BUILDERS MARKS
Reference marks established on the hull surface on each side 300mm above the designed waterplane and 1.379m aft of hull datum point.
(c) MID HULL BUILDERS MARKS
Reference marks established on the hull surface on each side 300mm above the designed waterplane and 10.379m aft of hull datum point.
(d) AFT HULL BUILDERS MARKS
Reference marks established on the hull surface on each side 300mm above the designed waterplane and 910mm forwards of the aft most part of the hull 19.379m aft of hull datum point.

D.2.5 IDENTIFICATION
See rules B.3.1 & B.3.2.

D.2.6 BUILDERS
(a) The hull shall built by GML.
(b) All moulds shall be approved by VOR and VCA.
D.3 HULL SHELL
The hull shell shall be built in accordance with the construction specification.

D.4 DECK
The deck shall be built in accordance with the construction specification.

D.5 BULKHEADS AND INTERNAL STRUCTURE
The bulkheads and internal structure be built in accordance with the construction specification.

D.6 ASSEMBLED HULL
The assembled hull shall be completed in accordance with the construction specification, and shall include all components shown and listed in Appendix A. No additional components shall be added.

D.6.1 DIMENSIONS AND WEIGHT
All dimensions shall be in compliance with the construction specification and shall be confirmed during construction by the VCA to meet the requirements of the quality assurance documents.
Section E – Hull Appendages

E.1 PARTS
All items supplied with the appendages detailed in rule C.8.

E.2 GENERAL

E.2.1 RULES
Hull appendages shall comply with the class rules in force as specified in the NOR or SI.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR
See Rule C.8.

E.2.3 CERTIFICATION
See Rule A.10.

E.2.4 MANUFACTURERS
(a) The hull appendages shall be made by GML.
(b) All moulds shall be approved by VOR.

E.2.5 MATERIALS AND CONSTRUCTION
The hull appendages shall be manufactured in accordance with the construction specification.

E.2.6 FITTINGS
All fittings shall be installed as specified in the construction specification and operation manual.

E.2.7 DIMENSIONS AND WEIGHT
As specified in Rule C.8 and the construction specification.
Section F – Rig

F.1 PARTS
All items detailed in rule C.9 & Appendix C.

F.2 GENERAL
F.2.1 RULES
(a) The spars and their fittings shall comply with the class rules in force as specified in the NOR or SI.
(b) The standing and running rigging shall comply with the class rules.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR
See Rule C.9.

F.2.3 CERTIFICATION
(a) The VCA, or a VCA appointed representative shall certify spars and shall sign and date the certification mark.
(b) The VCA, or a VCA appointed representative shall certify standing and running rigging.

F.2.4 DEFINITIONS
(a) MAST DATUM POINT
The mast datum point is the builder’s reference mark 1000mm above the mast heel.

F.2.5 MANUFACTURER
The spars shall be manufactured by Southern Spars NZ.

F.2.6 MATERIALS AND CONSTRUCTION
The spars shall be manufactured in accordance with the construction specification.

F.2.7 FITTINGS
All fittings as specified in Appendix C shall be installed as specified in the construction specification and operation manual.

F.2.8 DIMENSIONS AND WEIGHT
As specified in Rule C.9 and the construction specification.

F.3 STANDING RIGGING
F.3.1 MANUFACTURER
The standing rigging shall be manufactured by Composite Rigging.

F.3.2 MATERIALS AND CONSTRUCTION
All standing rigging shall be manufactured in accordance with the construction specification.
F.3.3 FITTINGS
All fittings as specified shall be installed as stated in the *construction specification* and *operation manual*.

F.3.4 DIMENSIONS AND WEIGHT
As specified in the *construction specification*.

F.4 RUNNING RIGGING

F.4.1 MANUFACTURER
When specified in the NOR, the *running rigging* shall be manufactured by a Offshore Rigging Services.

F.4.2 MATERIALS AND CONSTRUCTION
All running rigging shall be manufactured in accordance with the *operation manual*.

F.4.3 FITTINGS
All fittings shall be installed as specified in the *operation manual*.
Section G – Sails

G.1 GENERAL

G.1.1 RULES
Sails shall comply with the class rules in force as specified in the NOR or SI.

G.1.2 CERTIFICATION
(a) North Sails shall certify mainsails in the tack and all other sails in the clew and shall sign and date the certification mark.
(b) The VCA may appoint one or more equipment inspectors to measure and certify sails produced by North Sails.

G.1.3 SAILMAKER
(a) All sails shall be manufactured by North Sails.
(b) Only sails certified under the VCA authority may be used at any time.

G.1.4 IDENTIFICATION
The class insignia shall conform to the dimensions and requirements as detailed in the NOR or SIs.

G.1.5 MATERIALS AND CONSTRUCTION
All sails shall be constructed in accordance with the construction specification.

G.1.6 DIMENSIONS
As specified in the construction specification.

G.1.7 COATINGS TO RACE SAILS
Branding to race sails shall be as specified in the NOR.
PART III – APPENDICES

The rules in Part III are closed class rules. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

APPENDIX A – DECK LAYOUT
APPENDIX B – SYSTEMS LAYOUT
APPENDIX C – RIG GEOMETRY
APPENDIX D – HIGH VISIBILITY PAINT COVERAGE
APPENDIX E – CLASS CERTIFICATE
APPENDIX F – PERMITTED CHANGES & ADDITIONS – posted separately
## DECK LAYOUT PARTS LIST

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APPENDIX C – RIG GEOMETRY
APPENDIX D – HIGH VISIBILITY PAINT COVERAGE

Rudder blades painted 100% with high-visibility paint.

Deck high-visibility paint 1 m² minimum forward of coachroof end, symmetric on centreline.

Hull high-visibility paint 5 m² 2 oval centered on keel.

See Class Rule C.31(c) for further requirements for high visibility paint, including color.

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APPENDIX E – CLASS CERTIFICATE

### VOLVO OCEAN 65 CLASS

One Design Measurement Certificate VO65-0-01

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VALIDATION

This yacht has been manufactured by Green Marine Ltd in accordance with the Volvo Ocean 65 Class Rule and has been found by the VCA to be in compliance with the Rule.

Date of certification | 06/01/1990
Supersedes Certificate No and Date | Original Certificate

Class Project Manager

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