

# VOLVO OCEAN RACE

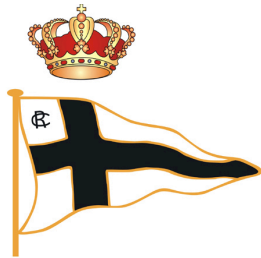


ROUND THE WORLD

## NOTICE OF RACE

**ORGANISING AUTHORITY:  
VOLVO OCEAN RACE, S.L.U.**

**In conjunction with:  
Real Club de Regatas de Alicante &  
World Sailing**



**R.C.R. ALICANTE**



**Volvo Ocean Race 2017-18 for  
Volvo Ocean 65 Class Boats**

**Amendment 11, 18<sup>th</sup> June 2018**

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**Amendment 1:** 1.1, 2.3, 4.3, 5.1, 6.2 (c), 7.1, 7.2, 7.3, 9.3, 10.5, 11.1, 11.2, 11.3, 11.5, 13, 16.2, 17.1, 17.3, 18.4, 21.3, 22.1, 23.4 and 24.2 **END**.

**Amendment 2:** 17.1.

**Amendment 3:**

1.1,2.3,3.1,4.2,4.3,4.4,4.5,5.2,5.3,5.4,5.5,6.1,6.7,7.1,7.2,7.3,7.4,7.8,8.1,9.5,9.6,9.7,9.8,9.11,10,11,12.1,12.3,13,15, 16.2,17.1,17.2,17.3,23,24,26,27,29.

**Amendment 4:** 2.2,2.4,4.2,5.4,5.5,5.6,5.7,6.1,6.2,6.6,6.8,7.4,8.1,10.5,11.12.8, 17,23,24.4,30.1

**Amendment 5:** 4.4,4.5,5.1,5.4,5.6,6.1,9.7,8.1,16.1,17.3,23.3.

**Amendment 6:** 5.5,5.7,9.8,17.3.4,20.5,21.1,26.3

**Amendment 7:** 20.4,23.1,23.2

**Amendment 8:** 7.4

**Amendment 9:** 17.3.4

**Amendment 10:** 5.8, 21.3, 23.4

**Amendment 11:** 11:20

## **1. RACE DEFINITIONS**

**1.1** The definitions are contained in the Volvo Ocean Race Dictionary and apply to all Documents and Agreements in the Volvo Ocean Race 2017-18. Where a definition is not mentioned in the Dictionary the definitions within the applicable document shall be used. The Dictionary is posted on the Noticeboard.

(a) Noticeboard: [https://app.smartsheet.com/b/home?lx=eNDAr\\_LUZse0xAMBgvdmRQ](https://app.smartsheet.com/b/home?lx=eNDAr_LUZse0xAMBgvdmRQ)

(b) Public noticeboard: <http://www.volvoceanrace.com/en/noticeboard.html>

(c) Calendar: <https://app.smartsheet.com/b/home?lx=FSvr-dp1OvnsImYvDOttUw>

(d) Q&A 2017-18: <https://app.smartsheet.com/b/home?lx=ZZe98-xPkLkO2RWwtduMPA>

## **2. THE DOCUMENTS AND RULES**

**2.1** The Volvo Ocean Race 2017-18 will be governed by the rules as defined in the RRS.

**2.2** World Sailing have granted permission to the Organising Authority (OA) to delete; RRS 88.1 and 88.2 and replace with; 'The prescriptions of national authorities will not apply'. The Organising Authority is applying to World Sailing for permission under RRS 86.2 to change the racing rules. The approval will be posted on the Noticeboard.

**2.3** Applicable documents:

(e) The Racing Rules of Sailing 2017-2020 (RRS)

(f) The Equipment Rules of Sailing 2017-2020 (ERS)

- (g) The Notice of Race (NOR)
- (h) The Sailing Instructions and their addendums (SI)
- (i) The Volvo Ocean 65 Class Rule
- (j) The Volvo Ocean 65 Class Specification
- (k) The Commercial Partnership Agreement (CPA)
- (l) The Brand and Identity Guidelines

**2.4** The following RRS will be changed, the changes will appear in full in the SI's: 32, 32.2, 41, 47.2, 50.3, 51, 52, 55, 60.2, 61.1 (a), 64.1, 76.1, 78.1, Appendix A 2, 4, 7, 8.1 & 9, Appendix N 2.2, Addendum Q. The changes will appear in the SI's. The SI's may also change other rules, including other rules of the RRS.

**2.5** If there is a conflict between languages the English text shall take precedence.

### **3. ENTRY AND FEES**

**3.1** Teams shall complete the Application to Enter the Race set out in Schedule 8 of the CPA and pay the Refundable Deposit and the Services and Equipment Contribution (SEC) set out in the Operative Terms Schedule of the CPA.

### **4. RACE SCHEDULE**

**4.1** All dates and timings will be contained in the Calendar

**4.2** The In-Port Series will start in Alicante, Spain on 14<sup>th</sup> October 2017. The first scoring Leg of the Race will start on 22<sup>nd</sup> October 2017 in Alicante, Spain. The Race will finish in The Hague, Netherlands on 1<sup>st</sup> July 2018.

**4.3** The course will start in Alicante and be eastbound with a number of Legs and will leave Cape of Good Hope, Cape Leeuwin, and Cape Horn to port.

**4.4** A stopover will comprise of Skipper briefings, Press Conference, Practice races, Pro-Am Races, In-Port Race and a Leg start usually all held in the last five days of the stopover in Volvo Ocean 65 Boats (VO65) and Guest Sailing and Pro-Am Races held in M32 catamarans. Teams shall take part in all these activities.

**4.5** Subject to local regulations and restrictions, the usual format, with some notable exceptions, at a stopover will be as follows:

- Tuesday: VO65 free for practice sailing, Skipper briefings
- Wednesday, Thursday & Friday Mornings: M32 Guest Sailing
- Wednesday Afternoon: VO65 Practice Races
- Thursday Afternoon: VO65 Pro-Am Races
- Friday Morning: Leg Start Press Conference, VO65 Boat Tours
- Friday Afternoon: VO65 In-Port Race
- Saturday Afternoon: M32 Pro-Am Races, VO65 Boat Tours
- Sunday Afternoon: VO65 Leg Start

### **5. BOATS, SAILS, APPENDAGES, TRAINING AND TESTING**

**5.1** Boats, Race Sails, Rigs, Appendages and equipment shall only be used as supplied and in accordance with; the VO65 Class Rules, NOR the SI's and any other documentation supplied with the Boat. Any repairs or alterations carried out prior to

the Assembly Date for the Race 2017-18 to the Boats, Race Sails, Sail bags, Rigs, Appendages and equipment shall be undertaken by or under the guidance of the Boatyard (BY). Boats cannot claim redress for failure of any equipment supplied or serviced by the BY. This changes rule 62.1(a)

- 5.2** Teams may purchase up to two complete suits of 2017 specification sails under the Volvo Ocean 65 Sail Supplier Agreement.
- 5.3** Over and above the sails purchased under NOR 5.2, Teams may purchase additional 2017 specification sails subject to the following limits: Only one additional sail of each code may be purchased. The maximum number of additional sails shall be six. Teams are not permitted to purchase an additional 2017 specification mainsail.
- 5.4** The mainsail and J1 used for the qualification races or passages set out in NOR 8.1 and NOR 8.3. shall be branded in similar style to the final Team approved branding.
- 5.5** On the Assembly Date, Teams shall nominate up to two complete suits of 2017 specification sails manufactured for or allocated to the Team under the Volvo Ocean 65 Sail Supplier Agreement, or purchased under NOR 5.3. Only these nominated sails and sail bags shall be carried, hoisted or used on the Boat at any time after the Assembly Date.
- 5.6** A Boat shall carry a complete suit of sails comprising of one sail of each code on every Leg. A Boat shall carry up to one sail of each code on an In-Port Race, but shall not change the sails on board after leaving her mooring immediately before the In-Port Race.
- 5.7** If a Team purchases two mainsails under the Volvo Ocean 65 Sail Supplier Agreement, it shall not change the mainsail more than three times during the Race, except in exceptional circumstances authorised by the International Jury.
- 5.8** A Boat shall carry the same sails for Leg 5 (Hong Kong, Guangzhou, Hong Kong) and for Leg 6 (Hong Kong to Auckland) unless authorised by the Race Committee.

## **6. TESTING, TRAINING**

- 6.1** Teams shall not engage in testing involving two or more Boats before August 1<sup>st</sup> 2017. There is no restriction on testing involving two or more boats after August 1<sup>st</sup> 2017.

Boats shall be considered to be testing if at any time they:

- (a) Exchange or compare performance information or data.
- (b) Are sailing in a similar direction within a range of two nautical miles of another Boat.

- 6.2** Performance data is any information or data given verbally or in hard or soft copy that may assist another Team in changing or improving the performance of their Boat. Following is a non exhaustive list of what may be considered performance information or data:

- (a) Rig loads
- (b) Sail combinations and crossovers

- (c) Polars
  - (d) Ballasting
  - (e) Stacking
  - (f) Daggerboard settings
- 6.3** NOR 6.2 does not prevent a supplier disclosing improved methods or technology developed by the supplier provided the information is disclosed to all Teams at the same time.
- 6.4** Any data gained while testing and training that may identify a possible safety or reliability concern shall be shared immediately with the Boatyard (BY).
- 6.5** Position monitoring equipment will be installed by the OA and shall remain onboard the Boat. Once installed it shall remain powered on and shall not be modified or removed except by or with the prior written approval of the OA. The OA may use the information received from the position monitoring equipment to verify compliance with the Rules or for developing and testing tracking or other OA software. A Team wanting to turn their position monitoring equipment off must apply in writing to the OA; the answer will be posted on the Noticeboard.
- 6.6** The following will not be considered infringing NOR 6.1 (b) when;
- (a) Participating in races, which have been approved or made compulsory by the OA, the OA may impose special conditions on those Teams that compete.
  - (b) A Team has received written permission at least 14 days in advance of any race, sponsor/publicity or other event in which more than one Boat or Boats may take part; any permission may contain special conditions and will be posted on the Noticeboard.
- 6.7** When Boats are in breach of NOR 6 they may only be protested by the RC.
- 7. CREW MEMBER CERTIFICATION.**
- 7.1** The Person in Charge (Sea) and the Reserve Persons in Charge (Sea) shall as a minimum have a valid RYA/MCA Yachtmaster Ocean qualification or an equivalent qualification approved by the OA.
- 7.2** The Crew Member designated, as the navigator shall as a minimum hold an RYA Yachtmaster Ocean qualification or an equivalent qualification approved by the OA. This person may be one those mentioned in NOR 7.1.
- 7.3** All other Crew Members shall as a minimum have a valid RYA/MCA Yachtmaster Coastal Skipper qualification or an equivalent qualification approved by the OA.
- 7.4** A minimum of two Crew Members shall fulfil the requirements of this instruction and shall be on-board while the Boat is racing on a Leg:
- (a) **Medical:** Act as the medics for the Boat and undertake a medical course which fulfils the following criteria:
    - (i) Be run by an organisation approved in advance by the OA.
    - (ii) Be covered in no less than four days and the content should prepare the Crew Members for their role as medics.

- (iii) Following the successful completion of the course, each medic shall be issued with a certificate by the training organisation that ran the course, confirming that the Crew Member has completed the course to the necessary standard.
- (iv) Topics to be covered in depth are:
  - (i). Describe body structure and functions relating to immediate first aid.
  - (ii). List the contents of the first aid kit and demonstrate use of the equipment
  - (iii). Describe use of the Medical First Aid Guide, including treatment required as a result of accidents involving dangerous goods.
  - (iv). Identify the immediate measures to be taken when accidents, medical emergencies or illnesses occur, including prioritising actions to be taken and minimising risk of harm to self and casualty.
  - (v). Describe how to manage illness onboard.
  - (vi). Describe the procedures for managing hygiene and undertaking first aid, and demonstrate correct hand washing techniques.
  - (vii). Demonstrate maintenance of airway, breathing and circulation in a casualty requiring resuscitation, and an unconscious or choking casualty- including carrying out cardio-pulmonary resuscitation.
  - (viii). Demonstrate how to give appropriate first aid in accordance with recognised principles for illness related to chest pain, breathing problems, hypoglycaemia and poisoning.
  - (ix). Explain the procedures for getting radio medical advice and identify the information that needs to be provided to enable the most appropriate advice to be given.
  - (x). Describe cause and recognition of shock and demonstrate its management
  - (xi). Describe external and internal types of bleeding and demonstrate their control management.
  - (xii). Describe how to identify the causes and severity of common types of burns and demonstrate their immediate management.
  - (xiii). Describe the effect of extremes of heat and cold and demonstrate the management of related conditions, including heat exhaustion, heat stroke and hypothermia.
  - (xiv). Describe types of spinal and musculo-skeletal injuries and demonstrate their immediate management.
  - (xv). Describe types of injuries related to head, chest and abdomen and demonstrate their management.
  - (xvi). Demonstrate methods of caring for and monitoring ill persons.
  - (xvii). Identify casualty rescue requirements and demonstrate appropriate transportation techniques.

Following the medical course the medics shall be able to demonstrate the following skills: They are able to competently manage an air-way, apply simple strapping and plaster casts, undertake skin suturing, insert intravenous cannula and give intravenous fluids, give both intra-muscular and intravenous injections, and apply a temporary dental filling. They shall also provide the documentation showing that they have been assessed in these skills by a recognised medical practitioner and have proven to be of an acceptable standard.

In addition to the above: medics will be required to attend a medical refresher course during the Assembly Period.

- 7.5** At least two Crew Members shall hold a valid General Operator's Certificate GOC/GMDSS for the duration of the race and shall be onboard while Racing on a Leg.<http://www.warsashacademy.co.uk/courses/course-pages/gmdss-general-operators-certificate> (or similar institution). Crew Members holding the qualifications set out in NOR 7.1 are exempt from this requirement.
- 7.6** All Crew Members shall have undergone a medical and dental examination no more than six months before the start of the Race. Medical and Dental certificates, available from the OA, shall be completed and signed by the examining doctor or dentist.
- 7.7** All Crew Members shall have a nationally recognised first aid certificate, acceptable to the OA, which shall be valid until the 30 June 2018. The certification shall include cardio-pulmonary resuscitation. As a guide to a minimum level of qualification; <http://www.rya.org.uk/coursestraining/courses/specialist/Pages/Firstaid.aspx>.
- 7.8** The Team agrees to pay the accommodation, travel and all other subsistence costs or expenses of Team Members attending any training course (as stated in this NOR) as instructed or requested by the OA.

## **8. QUALIFICATIONS TO RACE.**

- 8.1** Prior to the Assembly Date, each Boat entered in the Race must complete open qualification races as required and approved by the OA. Crews for qualification races shall be at least 60% (rounded up) of the Crew Members for Leg 1 The 60% shall contain at least the Person in Charge, a Reserve Person in Charge and the navigator. The qualification races are:
- (i) Leg Zero August 2017- incorporating a Round the Isle of Wight Race for VO65 yachts during Cowes Week, the Rolex Fastnet Race and a race for VO65 yachts from Plymouth to Lisbon with a Pit stop in St Malo.
  - (ii) Prologue - for Volvo Ocean 65 Class Boats October 2017 Lisbon to Alicante.
- 8.2** These qualification races may contain the following: a dock-out ceremony and arrivals ceremony, fitting and sailing with the emergency steering the rescue kite, complete a man overboard recovery, and other tasks as may be specified by the RC, these shall be recorded on video and other forms of media and transmitted back to race control. Full testing of all communications equipment through race control.
- 8.3** Should a Boat entered in the Race be unable to complete any one of the qualification races or passages in NOR 8.1 or 8.2 or any of their requirements she shall complete a race or passage or fulfil the requirements as directed by the OA before she starts in the Race.
- 8.4** The Team shall supply a crew list to the OA for the qualification race(s) or passage(s) in NOR 8.1 and 8.2 at least 48 hours before they start each event.

**9. CREW MEMBERS ONBOARD WHILE RACING**

- 9.1** No person shall be onboard a Boat while racing without the approval of the RC.
- 9.2** This approval can be withheld for any reason.
- 9.3** A PIC (sea) or reserve PIC (sea) shall be onboard for all Volvo Ocean 65 sailing activities
- 9.4** For all In-Port races in Volvo Ocean 65 Boats and Legs the minimum number of Crew Members onboard while Racing shall be six.
- 9.5** For all In-Port races in Volvo Ocean 65 Boats and Legs a Boat shall have onboard at least two Crew Members who shall be under 30 years old on 1 July 2018.
- 9.6** During an In-Port race in Volvo Ocean 65 Boats or a Leg the maximum total number of Crew Members onboard shall be made up as follows:
- (a) Option 1: All male crew– the maximum total shall be seven
  - (b) Option 2: Mixed crew with one member of the opposite sex – the maximum total shall be eight
  - (c) Option 3: Mixed crew with two members of the opposite sex - the maximum total shall be nine
  - (d) Option 4: Mixed crew with five male and five female – the maximum total shall be ten
  - (e) Option 5: All female crew the maximum total shall be eleven.
- 9.7** During an In-Port race in Volvo Ocean 65 Boats: All of the Crew Members shall have sailed the previous Leg (or for the Alicante In-Port Race, the Prologue race from Lisbon) or will sail the next Leg of the Race. For the Newport In-Port race only, the designated Navigator for the Newport to Cardiff Leg may be replaced by any Crew Member, even if that Crew Member does not meet the requirements of NOR 9.7. A boat that sailed the previous Leg with an all male crew of seven and will sail the next Leg with all male crew of seven, will be also be permitted to carry one additional female crew on the In-Port race. Replacements shall not normally be allowed, but in exceptional circumstances replacements may be granted. A request for replacement or substitution shall be in writing to the RC, the request and the decision will be posted on the Noticeboard.
- 9.8** During a Pro-Am Race in Volvo Ocean 65 Boats the Crew Members onboard shall have sailed the previous Leg or will sail the next Leg of the course. There shall be a minimum of four crew and a maximum of six crew onboard while racing.
- 9.9** During a Leg: at least 50% (rounded up) of the Crew Members who start each Leg of the Race shall have participated in the approved qualification race or passage or a Leg of a Volvo Ocean Race since 2010 or at the discretion of the OA other events in similar boats.
- 9.10** A Crew Member may leave the Boat during a Leg, having left they shall not return or be replaced during that Leg. The departure of the Crew Member shall be immediately reported to race control. This changes RRS 47.2
- 9.11** While racing and during designated qualification events: in the event the OBR is unable to perform their duties a Crew Member shall take over the duties under the



guidance of the OBR manager until either the OBR is able to resume their duties or the Boat finishes. The substitute OBR is not restricted by NOR 10.7 however all circumstances surrounding the substitution shall be immediately communicated to race control and recorded in the relevant Crew Member's post Race declaration.

## **10. ONBOARD REPORTER**

- 10.1** The OA will supply an Onboard Reporter (OBR) to the Team. The OBR will not normally be the same individual for the whole race as the OA expects to rotate OBRs.
- 10.2** The OA will identify and train a pool of OBRs who will sail with various Teams during the pre-race training periods. The training will include an assessment by the PIC (sea)s of at least two Teams that the OBR is adequately trained to take part in the Race.
- 10.3** An OBR is not a Crew Member. Their role is to communicate the story of the race through the story of the Team and their Title Sponsor. The PIC (Sea) shall facilitate the OBR having full access to the Boat and crew.
- 10.4** The Team or PIC(sea) shall not block or censor images or reports generated by the OBR, but may request to the OA that specific legitimate performance enhancing techniques employed onboard are not disclosed.
- 10.5** An OBR shall be onboard for all Volvo Ocean 65 racing activities.
- 10.6** Improper actions or omissions by the OBR will not be considered as grounds for redress. This changes RRS 62.1(a).
- 10.7** When an OBR has completed their media tasks they can assist in limited non-performance tasks onboard. A list of the OBR's permitted and prohibited tasks can be found in SI attachment 5. The OBR shall not be required to carry out any more cooking and cleaning duties than other individual Crew Members.

## **11. GUESTS ONBOARD**

- 11.1** The Team shall ensure Guests use life jackets at all times while onboard and shall provide all other necessary safety equipment to the Guests and ensure the Guests use the same. Also outer clothing and if necessary wet weather clothing that conforms to that worn by the Team's Crew Members (with the exception of names on the back) and shall provide all other necessary safety equipment to all guests and ensure guests use the same.
- 11.2** The maximum number of persons onboard the Boat during Practice and Pro-Am Races in Volvo Ocean 65 Boats shall be 20.

### **Boat Tours**

- 11.3** The Team shall make the VO65 available for a minimum of two scheduled sessions of two hours each at each stopover for Boat Tours. The Team shall provide a suitably knowledgeable person from the Race Crew or Shore Crew to host these sessions. The Team shall additionally include as many Boat Tours as part of the Guest Experience for their own Guests as they feel fit.

### **Practice Races**

- 11.4** Unless otherwise instructed by the OA a minimum of four (4) media guests shall be onboard during a practice race. The OA shall nominate two of the guests and the

Team shall nominate two of the guests. If the Team fails to nominate guests the unfilled places revert to the OA.

**11.5** During practice races guests shall comply with RRS 49.

**11.6** The PIC(sea) may allow a guest to helm.

#### **Pro-Am races**

**11.7** During Pro-Am races, guests may take part in the sailing of the Boat.

**11.8** During Pro-Am races guests shall comply with RRS 49.

**11.9** Unless otherwise instructed by the OA, the maximum of guests that may be onboard during a Pro-Am sailed in Volvo Ocean 65 Boats races will be the number that does not exceed a total of 20 people onboard. The OA shall nominate 30%, rounded up, of the guests and the Team the remaining guests. If the Team fails to nominate bonafide guests the unfilled places revert to the OA.

**11.10** Unless otherwise instructed by the OA, a maximum of two guests shall be onboard during a Pro-Am sailed in M32 Catamarans. The OA shall nominate 30%, rounded up, of the guests during the day. If the Team fails to nominate guests the places revert to the OA.

**11.11** The Teams are encouraged to allow guests to helm in suitable conditions.

#### **In-Port races in Volvo Ocean 65 Boats**

**11.12** Unless otherwise instructed by the OA three (3) guests shall be onboard during all In-Port races.,

(a) The OA shall nominate one of the guests.

(b) The Team shall nominate one of the guests. If the Team fails to nominate a guest the unfilled place reverts to the OA

(c) The third guest will be a VIP or someone anticipated to bring significant extra media coverage. The guest shall be agreed with the OA. The allocation of the third guest place shall be at a ratio of 60%, rounded up Team and the remaining spaces to OA. The Stopovers where a Team and the OA have their extra allocation shall be agreed between them prior to the Assembly Date.

**11.13** During In-Port races, guests shall not take part in the sailing of the Boat, nor act to improve its performance in any way except that the PIC(sea) may allow a guest to helm the Boat on the last leg of the In-Port Race.

**11.14** During In-Port races guests shall comply with RRS 49.

**11.15** During an In-Port race guests shall remain aft of the helm.

#### **Legs**

**11.16** During a Leg, up to three guests nominated by the PIC (sea) and with the written permission of the RC may be onboard at the Leg Start. The PIC (sea) shall submit the request to the RC in writing by 1800hrs on the day before the Leg start giving the guest's name(s) and the anticipated location on the course where the guest(s) will be collected and the method of collection.

**11.17** One guest nominated by the OA may be onboard for a predetermined period of no more than three hours after the start of a Leg.

- 11.18** During a Leg, when guests are not below decks they shall comply with RRS 49.
- 11.19** A VIP or media guest, approved by the OA, may be carried in full on any leg of the course. The PIC (sea) shall submit a request to the RC in writing at least one month before the start of the leg giving the guest's name. The OA will not normally approve a current or past professional sailor as a guest for this activity. The guest will be required to have completed sea survival training approved by the OA.
- 11.20** ~~A VIP or media guest, approved by the OA, shall be carried by all Teams on the final leg of the race. The PIC (sea) shall submit a request to the RC in writing at least one month before the start of the final leg giving the guest's name. The OA will not normally approve a current or past professional sailor as a guest for this activity. The guest will be required to have completed sea survival training approved by the OA.~~

## **12. BRIEFINGS AND CREW TRAINING**

- 12.1** All Crew Members need to be approved by the OA.

On the dates and at the times listed in the Calendar all Crew Members shall:

- (a) Attend the three day safety course organised by OA at an advanced training facility which shall include basic life support training, a maximum two teams of 16 can attend each session, positions will be allocated to official entrants on a first come-first served basis, the session dates will be in the Calendar.
- (b) In the event that there is an uneven number of Boats entered in the Race a Team may apply to the OA for extra positions in the session where only one team is participating.
- (c) Attend three communications and media training sessions each of approximately 4 hours to be scheduled before and/or during the race.
- 12.2** In addition all Boats must be able to demonstrate at any time from the Assembly Date until the finish of the Race, emergency drills including MOB recovery in different weather conditions, the operation of safety equipment and the operation of all communications equipment onboard, including the making of distress calls, if possible these requirements will be tested prior to or during the sailing of the qualifying races.
- 12.3** As a minimum; two of the Crew Members referred to in NOR 7.4 shall attend a two-day medical briefing to be held during the Assembly Period. They or their replacements may further be required to attend a refresher course to be conducted at a Port during the Race.
- 12.4** The PIC (sea) and navigators shall attend a half-day briefing covering emergency procedures with members of the Maritime & Coastguard Centre (UK) during the Assembly Period immediately following the Alicante In-Port race briefing.
- 12.5** Two Crew Members from each Boat shall attend a one-day Volvo Penta training course to be held in Lisbon during the Assembly Period.
- 12.6** As a minimum two Crew Members shall attend a Mastervolt course to be held in Lisbon during the Assembly Period.
- 12.7** The PIC (sea), navigator, technical shore manager, team manager and the teams communications manager, shall attend a briefing on the OA crisis management plan in the OA offices in Lisbon during the Assembly Period.
- 12.8** Crew Members who fail to attend scheduled briefings or training days or who join a

Boat after these briefings or training days shall prior to racing be required to attend similar briefings at a time and to a standard to be determined by the OA. The costs associated with attending the briefing or training shall be borne by the Team. As the OA will not approve any crew who have not met the training or certification requirements it is strongly recommended that planned substitute Crew Members or OBRs attend the original briefings or training sessions.

### **13. DOCUMENTS AND DECLARATIONS REQUIRED TO RACE**

Each Team or its representative shall sign the CPA immediately on becoming an official entry.

**13.1** On the dates and at the times listed in the Calendar each Team shall have arranged with the OA and had signed the following documents. All documents must be supplied and signed before a Boat competes in any part of the Race:

- (a) A PIC (sea) signed in front of a member of the OA or their representative by the PIC.
- (b) A Reserve PIC (sea) signed in front of a member of the OA or their representative by the Reserve PIC.
- (c) A completed Boat Information Form.
- (d) A declaration signed by the Team stating compliance with schedule 6 (Insurance requirements) of the CPA.
- (e) The signed Crew Member Agreement appendix as set out in Schedule 8 Template 3 of the CPA.
- (f) The completed Crew Medical Certificates, (NOR 7.6).
- (g) The completed Crew Personal Details forms for each Crew Member and the OBR.
- (h) A copy of the PIC and Reserve PIC's qualifications (NOR 7.1, 7.2).
- (i) A copy of the navigator's qualifications (NOR 7.2).
- (j) A copy of the Crew Members' qualifications (NOR 7.3).
- (k) A copy of first aid and medical competency certificates (NOR 7.7) and for at least two (2) Crew Members, (NOR 7.4).
- (l) A copy of the general radio operator's licenses (GOR) (NOR 7.5).
- (m) The satellite antenna safety instruction documents signed by each Crew Member and OBR.
- (n) A signed copy of the Anti Doping Rules declaration by each Crew Member.
- (o) Any amendments or additions to the forms, declarations or certificates already held by the OA.

### **14. MODIFICATIONS, MAINTENANCE, REPAIRS AND MEASUREMENT**

**14.1** Class Rule C6 applies.

**14.2** Following the Lisbon Assembly Period, a Boat shall have a valid VO65 Class Certificate before she starts any part of the Race.

**14.3** All Boats shall be available for measurement and inspection by the VCA, RC or an equipment inspector at any time.

**14.4** When the Team requests measurement after completing the refit and before the Assembly Date: The Team shall be liable for any measurement costs incurred. The Team shall also be liable for any measurement costs as a result of replacements, additions, modifications, and repairs during the Race not undertaken in the Port or as the result of a protest.

## **15. SAILING INSTRUCTIONS**

**15.1** The General SIs will be available in Q2 2017. When available they shall be posted on the Noticeboard.

## **16. THE RACE**

**16.1** The Volvo Ocean Race 2017 – 2018 will consist of 11 Ocean Legs, and up to 11 In-Port races in Volvo Ocean 65 Boats.

**16.2** There will generally be four Pro-Am races in Volvo Ocean 65 Boats in each Stopover, the dates and times shall be contained in the Calendar.

**16.3** There is an In-Port race in Volvo 65 Boats scheduled in all Stopovers, except Melbourne, the dates and times shall be contained in the Calendar. Each In-Port race may consist of more than one race start/finish.

## **17. LEGS**

### **17.1**

1. Alicante to Lisbon an approximate distance of 700 nm.
2. Lisbon to Cape Town approximate distance of 7,000 nm.
3. Cape Town to Melbourne leaving Cape Leeuwin to port, an approximate distance of 7,000 nm.
4. Melbourne to Hong Kong an approximate distance of 6,000nm.
5. Hong Kong to Guangzhou to Guangzhou an approximate distance of 100nm.
6. Hong Kong to Auckland an approximate distance of 6,100 nm.
7. Auckland to Itajai an approximate distance of 7,600 nm.
8. Itajai to Newport an approximate distance of 5,700 nm.
9. Newport to Cardiff an approximate distance of 3,300 nm.
10. Cardiff to Gothenburg leaving Wales, England and Scotland to starboard an approximate distance of 1,300 nm.
11. Gothenburg to The Hague an approximate distance of 700 nm.

**17.2** The total distance for the Legs is approximately 45,000 nm.

**17.3** Stopover designations are:

1. Haul out; Cape Town, Hong Kong (24 to 48 hours only), Auckland, Itajai and Cardiff.
2. Non-Haul out; Alicante, Lisbon, Melbourne, Guangzhou, Newport, Gothenburg and The Hague.
3. Non-Rig out; Alicante, Lisbon, Melbourne, Hong Kong, Guangzhou, Newport, Gothenburg and The Hague
4. Melbourne is a non-haul out, non rig out stop with the following extra restrictions:
  - (a) A Boat shall display a Q flag when she enters Australian waters until she clears quarantine.
  - (b) Crew Members who will sail on Leg 4 (Melbourne to Hong Kong) and up to a maximum of two shore crew nominated by e-mail to Race Control before December 12th may work on the Boat.
  - (c) All work on the Boat shall only be carried out at the designated mooring and only using equipment and spares carried on board from the previous leg. A contract diver may be employed to clean the surface of the hull (not deck) & appendages only. (This changes NOR 20.3)
  - (d) The following additional items not on board from the previous leg may be used, cleaning materials; wet vac and a dehumidifier.
  - (e) A minimum of 95kg of freeze drive food for Leg 4 shall be loaded and sealed into position in front of the aft bulkhead of the Boats in Cape Town. This sealed food shall remain on board at all times until the departure from Melbourne. The seals may be broken and the food repacked on the 31<sup>st</sup> December 2017.
  - (f) An additional 10kg of gas canisters for Leg 4 shall be sealed with the food in Cape Town
  - (g) All food waste, food packaging and food products on the boat after Leg 3 must be placed in the Yellow quarantine bags and await collection by the Australian Quarantine Officers.
  - (h) Boats may only leave the assembly area on the Pro-Am day
  - (i) Sails may not be changed.

**18. ASSEMBLY AREAS**

- 18.1** In Lisbon: Boats shall be in the Assembly Area the date and at the times listed in the Calendar.
- 18.2** Berthing and base positions will be determined by the OA. Any permission for a Boat to leave the Assembly Area will be at the discretion of the RC.
- 18.3** In all other Ports, Boats shall be in the Assembly Area unless the RC has given written permission to leave.
- 18.4** In a Haul out Stopover: following the maintenance period permission will not be granted for a Boat to leave the Assembly Area until three hours after the last Boat has been re-launched.
- 18.5** At a Non-Haul out stop or in exceptional circumstances the RC may issue a date and time when a Boat may leave the Assembly Area. At other times Boats may be absent from an Assembly Area during assembly periods with the prior written approval of the RC.

- 18.6 On the day of a Pro-Am or In Port race Boats must return directly to the Assembly Area after finishing or retiring from that race unless prior permission to do otherwise is granted by the RC.
- 18.7 After finishing a Leg, Boats shall proceed directly to the Assembly Area unless prior permission to do otherwise is granted by the RC.
- 18.8 The SIs may contain further requirements for Boats when departing on race days or docking after finishing.

## 19. THE COURSES

- 19.1 The courses for In-Port and Pro-Am Races will be in the SIs.
- 19.2 The course for each Leg will be contained in its SI addendum.

## 20. NON-HAUL OUT, NON-RIG OUT STOPOVERS AND PIT STOPS

- 20.1 When a Leg finishes at a Non-Haul-out and or a Non Rig Out Stop a Team shall not use any machinery, systems, devices or other methods of removing the Boat from the water or the water from around the Boat and shall not use a crane or other method to remove or step the rig or any other item.
- 20.2 The mast shall not be removed from the Boat.
- 20.3 A diver may be used for underwater maintenance and repairs.
- 20.4 Should a Team request work that would contravene either NOR 20.1 or 20.2, 20.5 (a) or (b) they shall, prior to commencing the work: Apply to the RC for permission to carry out the work, the application shall contain information from the VCA, BY or supplier of the item that needs the work outlining the problem and the suggested method of repair or replacement. If the RC grant permission they will specify what work may be done to the boat. The RC may refer the matter to the IJ, which may result in a hearing and a possible points penalty.
- 20.5 In addition during a Pit Stop the following conditions apply:
  - (a) Repairs, replacements or modifications to the Boat shall only be carried out by a Crew Member who is on the Boat's crew list for the Leg and only using equipment and spares carried onboard for that Leg.
  - (b) All work carried out under NOR 20.5 (a); shall only be carried out onboard the Boat.
  - (c) Extra fuel, water, food, provisions or shore power shall not be taken onboard during the Pit Stop.
  - (d) Crew Members may leave and return to the Boat during the Pit Stop.
  - (e) Other than the clothing and personal items the Crew Member is wearing at the time or is required to have with them (watches, sunglasses, passport) all other items including computers, gear bags etc. shall remain onboard during the Pit Stop.
  - (f) Guests and media may go onboard for visits or interviews. While onboard they shall be accompanied at all times by a team member. The guests or media shall not bring bags onboard but may carry and use cameras and recording devices.

**20.6** The Leg SIs or their addendums may contain further restrictions or permitted activities.

## **21. PENALTY SYSTEM**

**21.1** Refer: SI 1.13 and RRS Addendum Q.

**21.2** RRS 44.1 (b) is amended in that the penalty for causing injury, serious damage or gaining significant advantage by a breach shall be determined by the IJ.

**21.3** RRS 44.2 is amended by adding: When on a Leg and Addendum Q does not apply or no longer applies; a Boat may take a penalty in accordance with RRS 44.1 by taking a One-Turns Penalty or Two Turns Penalty. A screen shot of the incident and the penalty turn(s) shall be sent to race control. The screen shot will be sent to the IJ.

## **22. EVENT ADVERTISING**

**22.1** Event advertising is contained in the Brand Identity Guidelines posted on the Noticeboard.

## **23. SCORING**

**23.1** A modified RRS Appendix A shall apply to Legs and In-Port Races: They will be scored on a high points basis: The winner shall score 7 points, 2<sup>nd</sup> shall score 6 points, 3<sup>rd</sup> shall score 5 points, 4<sup>th</sup> shall score 4 points, 5<sup>th</sup> shall score 3 points, 6<sup>th</sup> shall score 2 points and 7<sup>th</sup> shall score 1 point. Boats that do not start or do not finish a Leg or In Port Race will score zero points. These points shall be doubled for the Legs that start in Cape Town, Auckland and Newport. Boats that complete Leg 5: Hong Kong/Guangzhou/Hong Kong shall score 1 point each. The Guangzhou In-Port race will be scored on the same basis as the other In-Port Races.

**23.2** One bonus point shall be awarded to the winner of each Leg (this is not doubled for the Legs that start in Cape Town, Auckland and Newport), and to the first boat to pass the longitude of Cape Horn (67 16 20W) and to the boat with the lowest overall elapsed time for the Race (not including Leg 5). Boats that do not finish or do not start a Leg will be awarded an elapsed time for that Leg equal to the time of the last boat to finish that Leg plus 24 hours.

**23.3** Eleven Legs are scheduled; each Boat's score shall be her total for all Legs. The boat with the highest series score wins and others shall be ranked accordingly. Ties on overall points, will throughout the race be broken in favour of the boat with the highest overall position in the In-Port Series.

**23.4** In Hong Kong there will be two In-Port races the scores of which will be combined and will only count as one race in the In-Port series. The first part will be the standard In-Port Race and the second part will be a Round Hong Kong Island Race. If only one part is completed, the In Port Race points will be awarded based on the results of that part and NOR 23.7 will not apply. If both parts are completed, ties will be broken in favour of the boat with the best score in the second part.

**23.5** If an In-Port Race is sailed in flights the scores shall be combined and will only count as one race in the In Port series.

**23.6** Up to eleven In-Port Races are scheduled and each Boats score shall be her total for all In-Port races. The boat with the highest series score wins and others shall be ranked accordingly. Ties will be broken in favour of the boat with the best score in the



final In-Port Race.

- 23.7** When an In-Port Race cannot be completed on its scheduled day the RC will use the in-port section of the leg start to determine that ports In-Port Race placing's. The Boat's placing when she passes through the final gate of that course will be used to calculate her In-Port Race points. When there is no in-port section then there will be no In-Port Race points awarded for that port.

## **24. PRIZES, TROPHIES AND PRIZEGIVINGS**

### **24.1** Trophies:

- (a) The Volvo Ocean Race trophy shall be awarded to the Boat with the highest total number of points scored after all Legs, second place is the next highest and so on.
- (b) Trophies and or prizes shall be awarded for each Leg to the Boats placed first, second and third.
- (c) The In-Port Race trophy shall be awarded to the Boat with the highest total number of points scored after all in-port races, second place is the next highest and so on.
- (d) Trophies and or prizes shall be awarded for each In-Port Race to the Boats placed first, second and third.

- 24.2** For Pro-Am race days a prize or trophy may be awarded to the Boats placed first, second and third in each race.

- 24.3** All Boats awarded first place in an In-Port Race, Leg, is leading overall or that had the longest great circle distance achieved in 24 hours for that Leg, shall be presented with a flag. These flags shall be flown on the forestay of the Boat while the mast is stepped.

### **24.4** Perpetual prizes or trophies shall also be given for:

- (a) The Boat having the shortest aggregated elapsed time measured, by crossing for the first time the Longitude of the Cape of Good Hope (18 28 20E) on Leg 3 to the finish in Melbourne and from leaving Auckland at the start of Leg 6 to crossing the longitude of Cape Horn (67 16 20W) shall be awarded the Roaring Forties Trophy.
- (b) The Hans Horrevoets Rookie Trophy shall be awarded to the most outstanding Crew Member in the Race who complies with NOR 6.1.3 and has never participated in any Legs in any previous Races. An explanation of the rules can be found on the Noticeboard.

### **24.5** Prizes may be given for:

- (a) For the most outstanding act of Seamanship and or Sportsmanship during the Race.
- (b) Communication by the Skippers and Crew Members, and overall media output for each Leg and overall.
- (c) The Boat that at the end of the Race has the highest number of In-Port Race points the In-Port Race series prize.
- (d) The Boat that at the finish of each Leg has the longest great circle distance sailed in 24 hours for that Leg.

- (e) The Boat that at the end of the Race had the longest Great Circle distance sailed in 24- hours during the Race.

**24.6** Other trophies may be awarded at the discretion of the OA.

## **25. PRIZEGIVINGS, DINNERS AND OFFICIAL FUNCTIONS**

**25.1** Unless otherwise notified prizegivings, awards nights and dinners will be held as follows. Dates and times shall be in the Calendar.

- (a) Pro-Am race day: venue to be advised; immediately after the last Pro-Am race of each day and following the Boats docking after racing is completed for the day. The skipper and crew from the day are to attend the prize giving.
- (b) In-Port race: main stage immediately after returning ashore all Crew Members and the OBR shall attend.
- (c) Each Legs: Life at the Extreme Awards dinner.
- (d) Final Race: Public prize giving.
- (e) Final: Life at the Extreme Awards dinner.

**25.2** All PIC (sea)s, Crew Members and OBRs shall attend all prizegivings, awards nights, dinners and other official functions unless prior written approval for not attending is given by the OA.

**25.3** When specific team members are required for functions they shall be contained in the Calendar.

## **26. CATAMARANS**

**26.1** As part of the SEC the Team will be provided with one M32 Catamaran for use on the guest sailing programme. The OA shall retain ownership of the M32, sails, container etc.

**26.2** The OA will provide the M32 on the water in a 'ready to sail' state 4 days before the scheduled Leg start (e.g. Wednesday for a Sunday start).

**26.3** The OA will supply one suitably experienced sailor to sail on the M32 for all scheduled guest and Pro-Am sailing if required by the Team. The Team shall supply as a minimum one suitably experienced sailor for scheduled guest sailing. For scheduled M32 Pro-Am racing the Team shall supply one Crew Member whom must have sailed on the previous Leg or will be sailing on the next Leg of the Race and one suitably experienced sailor

**26.4** All Crew Members shall interact with the guests and when possible let the guest help with sailing the M32.

**26.5** The Team shall take part in all scheduled M32 sailing activities, which will normally consist of 3 Guest Sailing sessions and 6 to 8 Pro-Am Races.

**26.6** General conditions of use shall be as the per the M32 sailing protocol, which shall be published in the VOR handbook.

## **27. TEAM SUPPORT BOATS**

- 27.1 As part of the Services and Equipment Contribution the OA will supply the Team with a RIB (usually but not always a 9 metre) at each Stopover, which will be provided in a ready to use state prior to the proposed arrival time of the Team's VO65 Boat. The OA shall retain ownership of the RIB.
- 27.2 The Team shall provide a suitably experienced and suitably licensed driver who will drive the RIB at all times.
- 27.3 The primary purpose of the RIB is for ferrying guests for the Pro-Am and guest sailing experience, which shall always remain the priority.
- 27.4 The OA reserve the right to access and use the RIB when it is not in use by the Team.
- 27.5 The OA shall provide mechanical serving of the RIB and all necessary insurances in relation to the RIB. If the RIB breaks down the OA will work with the team to get it operational as soon as possible, but will not be responsible for any hire costs of a replacement.
- 27.6 The Team shall be responsible for any uninsured damage, including any excess payable, incurred to the RIB whilst in use by the Team.
- 27.7 The Team shall be responsible for fuelling the RIB whilst the Team is using it, and returning it fuelled to at least the same level it was collected.
- 27.8 The RIB will be supplied with basic safety gear including lifejackets, and simple electronics.
- 27.9 The RIB will be branded by the OA in line with the official Team branding. The OA reserves the right to add supplier branding to the aft two metres of the tube and on the centre console.
- 27.10 Team support boats shall be clearly identified with their team name and branding on each side of the hull or pontoons and any console or cabin. There shall be a staff or pole at least 2.4m high to prominently display the Volvo Ocean Race-allocated purple flag (or equivalent) with the team's abbreviated name, which shall be displayed whenever the tender is away from its mooring.
- 27.11 Each Boat may only have a maximum of one support boat in the racing area while any Boat is racing.

## **28. OA' S LIABILITY, RESPONSIBILITY**

- 28.1 The OA's responsibilities in relation to Teams, Crew Members, OBRs, Team representatives and PIC are set out in the Rules as may be amended from time to time. The OA shall have no liability to any other individual involved in the Race or to any other individual involved in any manner in the Race for negligence and shall not be responsible for any loss, damage, or injury of whatsoever kind, howsoever arising, (other than for death or personal injury caused by the negligence of the OA, misrepresentation, breach of duty or otherwise to the maximum extent permitted by Law.
- 28.2 The OA shall not be liable to any other party for any loss of profits, loss of revenue, or any incidental, indirect, consequential or special damages of any kind or nature arising under or relating to the NOR, whether such liability is asserted on the basis of contract, tort (including negligence or strict liability) or otherwise, save where the same is caused by the other party's wilful misconduct, or that of its employees, sub-contractors or agents.

- 28.3** Insofar as any of the other exclusions of liability set out in this NOR fail to exclude any liability the OA may have for injury, loss or damage suffered by any third party in respect of any activities undertaken by, or for the benefit of, any one Team, such Team shall indemnify the OA in respect of such liability and all costs and expenses attributable to such claim. Teams shall generally indemnify the OA for any loss or damage sustained by the OA as a result of Teams' breach of the Race Rules including without limitation those required by this NOR.
- 28.4** Teams and any others involved with the Race shall be deemed to have notice of these exclusions and indemnities and shall not make any claims or bring any proceedings of any nature in relation to or arising out of the Race against anyone involved in the organisation or management of the Race other than the OA and against the OA only in accordance with the Race Rules. Without prejudice to the generality of the foregoing the benefit of all exclusions and indemnities in the Race Rules shall apply not only to the OA but also to the individual members of the OA and RC and anyone else involved in the organisation or management of the Race from time to time and the term OA or Volvo Ocean Race, S.L.U. in the Race Rules shall be construed accordingly.
- 28.5** Acceptance of these exclusions of liability and provision of these indemnities shall be a condition of entering or participating in the Race and shall be effective as against Teams and any others involved with the Race. It is the responsibility of Teams entering the Race to ensure that the above provisions are brought to the attention of anyone involved with the Team in connection with the Race including but not limited to team members and any others involved with the Race.
- 28.6** Force Majeure. The OA shall not be liable to any Team and any others involved with the Race who have notice of the provisions of this NOR for any actual or construed, loss or damage, costs, expenses or other claims for compensation arising as a direct or indirect result of any cause beyond the reasonable control of the OA including (without limitation) any act of God, war, military operations, terrorism, riot, accident, breakdown of plant or machinery, failure or shortage of power supplies, abnormally inclement weather, fire, flood, hurricane, drought, explosion, lightning, strike, lock out, trade dispute or labour disturbance, the act or omission of, or refusal of any licence or permit by any Government, national or international sailing authority, highway authority, public telecommunications operator or administrative or other competent national or international authority, or difficulty, delay or failure in provision, manufacture, production or supply by third parties of any information, goods or services.

## **29. CORRESPONDENCE**

- 29.1** The Team shall permit the OA to access and/or view any correspondence in whatever form received by or sent by the Team to their boat during the Race Period for race management purposes. Any such correspondence of a personal or private nature shall be treated as confidential by the OA.

## **30. CODE OF CONDUCT**

- 30.1** Teams, Persons in Charge, Reserve Persons in Charge, OBRs and Crew Members shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute. A breach of this NOR 30 may be referred to the IJ by the OA the penalty may include exclusion from further participation in the event.
- 30.2** A Boat shall make a reasonable attempt to start, sail the course and finish all practice, Pro-Am and In-Port races. Failure to do so may result in a protest by the RC. Any penalty given will be a points penalty applied to the nearest Leg.

**31. INSURANCE**

**31.1** Each Boat shall be insured and remain insured in accordance with CPA Standard Legal Terms and Conditions.

END.