

**MAINSAIL ↑ 28%**

With a mast 4m taller and a boom 1m longer, mainsails will be 150m<sup>2</sup> bigger

**VOLVO  
OPEN 70**

www.VolvoOceanRace.org

Mast is based on the same proportions as an America's Cup class rig, yet the Volvo boats are half the displacement

**RIGGING ↓ 100kg**

Non-metallic rigging for shrouds as well as fore and aft rigging reduces weight aloft by around 100kg

**SPINNAKER ↑ 60%**

Spinnakers and gennakers see the biggest increase in sail area. Up from 300m<sup>2</sup> to 480m<sup>2</sup>

Fixed bowsprits for gennakers and Code 0s

**LENGTH ↑ 17%**

2m longer than the VO60 but just 500kg heavier

3 x watertight collision bulkheads forward

Daggerboards – one of the more sensitive areas of the boat. Creating a system that will work under load has been taxing for designers and builders

Main accommodation area

Navigation station and media area

Retractable propshafts stow into recess in the hull to reduce drag, saving 1.5 days around the course

Collision bulkhead aft in case of rudder and stock damage

Keel, fin and bulb weigh 5,700kg

**DISPLACEMENT ↑ 4%**

Displacement 12.5 tonnes, around the same as a Hallberg-Rassy 42

Canting keels replace water ballast, increasing the righting moment without adding weight, a saving of 2.5 tonnes over VO60s. Max canting angle is 40°

Single or twin rudders are allowed