



FOR IMMEDIATE RELEASE
February 10, 2006

FARR YACHT DESIGN BOATS PREPARED FOR LEG 3 RACING

Leg two of the Volvo Ocean Race from Cape Town to Melbourne will go down in ocean racing history as the leg of the failed hydraulic keel canting rams. The rams actuate the canting keels and were all from the same supplier. These hydraulic rams were fitted to the boats *movistar*, *Pirates of the Caribbean* and *Ericsson*. There were two identical ram rod failures and one ram end cap failure.

The major lesson is the revelation that several components in these hydraulic rams could not deliver the safe working loads that were specified by Farr Yacht Design.

Each individual team undertook ram design and selection. One of the challenges implicit in undertaking multiple boat design projects for the same event is the inevitable veil of secrecy that follows delivery of our drawings. Because Farr Yacht Design does not have contractual relationships with the ram suppliers, designers or manufacturers, we don't have a full and detailed understanding of where this process came off the tracks. However it is very clear that in the future there needs to be better coordination of these elements together with frequent reviews early in build programs to spot anything with the potential to go astray.

Pirates of the Caribbean had additional problems with the wet box surrounding the canting mechanism and went through a leg of high anxiety, superbly managed by Paul Cayard and his team. Seized keel bearings led to cracking of non-critical structure around the keel bearings. The bearings problem was something that plainly should not have happened but it did, due in part to the very tight last minute build program. New bearings and lubrication systems have been installed. Structural reinforcements have been added just in case the keel bearings bind up again. The boat has been surveyed, using thermo-sensing devices and appears to be good shape. Ram components have been replaced. The team is in excellent spirits and ready to prove its worth demonstrating good downwind speed during the in port race in Melbourne. Paul has offered to place accelerometers on the boat to be activated during critical times to help us quantify the violence of the movements during high speed slamming.

Brasill have recovered from their rig collapse, caused by the failure of a standard turnbuckle fitting, and put on a great performance leading the first two laps of the in port race before ram issues slowed them down. Deck repairs undertaken in South Africa are satisfactory and this team has great faith in their boat's performance.

FARR YACHT DESIGN LTD
613 THIRD STREET SUITE 20 P. O. BOX 4964 ANNAPOLIS MD 21403 U.S.A.
T. 410 267 0780 F. 410 268 0553 info@farrdesign.com www.farrdesign.com

The *Ericsson* and *movistar* teams have replaced their hydraulic rams and had no other problems with their boats on leg 2. *Ericsson* demonstrated their potential by recording the fastest time around the track in the in port race in Melbourne following a start recall that may have been an error. These teams must be due some good luck sometime soon.

We look forward to following some thrilling ocean racing over the next few weeks with better results for our teams and wish all boats a safe voyage.

RUSS BOWLER

For further information: Tel +1 410 267 0780 or info@farrdesign.com