

2017 Offshore Special Regulations

Format Edit Only to Existing Regulations

A submission from US Sailing

Purpose or Objective

Change in format only to 4.26 – Storm and Heavy Weather Sails, to clarify its current meaning.

Proposal

4.26 Storm & Heavy Weather Sails

4.26.1 Design

Figure 3 (Figure removed for clarity of submission only. Figure would be preserved as is.)

- **** a) The material of the body of a storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow)
- **** b) Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted
- **** c) Sheeting positions on deck for each storm and heavy-weather sail
- **** d) Sheeting positions for the trysail independent of the boom

4.26.2 Sail Areas

- **** The maximum area of storm sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
- MoMu0,1,2,3 **a)** A **heavy-weather jib** (or heavy-weather sail in a boat with no forestay) with:
 - **** i area of 13.5% height of the foretriangle (IG) squared
 - **** ii readily available means, independent of a luff groove, to attach to the stay
- MoMu0,1,2 **b)** A **storm jib** with:
 - MoMu0,1,2 i area of 5% height of the foretriangle (IG) squared
 - MoMu0,1,2 ii maximum luff length 65% of
 - MoMu0,1,2 iii permanently attached means, independent of a luff groove, to attach to the stay
- **** **c)** For sails made after 2011: **Storm and heavy weather jib** areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$

MoMu0,1,2	d)	A storm trysail (or rotating wing mast if suitable) with:
MoMu0,1,2	i	area of 17.5% mainsail hoist (P) x mainsail foot length (E)
MoMu0,1,2	ii	For sails made after 2011: The storm trysail area calculated as $(0.5 \times \text{leech length} \times \text{shortest distance between tack point and leech})$
MoMu0,1,2	iii	no headboard
MoMu0,1,2	iv	no battens
MoMu0,1,2	v	sail number and letters on both sides, as large as practicable
MoMu0,1,2	vi	in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled
MoMu3	vii	either a storm trysail as defined in OSR 4.26.2 d), or mainsail reefing to reduce the luff by at least 40%
MoMu4	e)	Either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib (or heavy-weather sail in a boat with no forestay) as defined in OSR 4.26.2 a).

Current Position:

4.26 Storm & Heavy Weather Sails
4.26.1 Design

Figure 3 (Figure removed for clarity of submission only. Figure would be preserved as is.)

**	a)	The material of the body of a storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow)
**	b)	Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted
**	c)	Sheeting positions on deck for each storm and heavy-weather sail
**	d)	Sheeting positions for the trysail independent of the boom
**	e)	Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))^*$
MoMu0,1,2	f)	The storm trysail area calculated as $(0.5 \times \text{leech length} \times \text{shortest distance between tack point and leech})^*$

** * Applies to sails made after 2011

4.26.2 Sails

- **** The maximum area of storm sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
- MoMu0,1,2, 3 a) A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
- MoMu4 a) Either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
- ** i area of 13.5% height of the foretriangle (IG) squared**
- ** ii readily available means, independent of a luff groove, to attach to the stay**
- MoMu0,1,2 b) A storm jib with:
- MoMu0,1,2 i area of 5% height of the foretriangle (IG) squared
- MoMu0,1,2 ii maximum luff length 65% of IG
- MoMu0,1,2 iii permanently attached means, independent of a luff groove, to attach to the stay
- MoMu0,1,2 c) A storm trysail (or rotating wing mast if suitable) with:
- MoMu0,1,2 i area of 17.5% mainsail hoist (P) x mainsail foot length (E)
- MoMu0,1,2 ii no headboard
- MoMu0,1,2 iii no battens
- MoMu0,1,2 iv sail number and letters on both sides, as large as practicable
- MoMu0,1,2 v in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled
- MoMu3 d) either a storm trysail as defined in OSR 4.26.2 c), or mainsail reefing to reduce the luff by at least 40%

Reasons

42.6.1 e) and f) should be included with other maximum area specifications.

Adding the word “Areas” to the heading for 4.26.2 clarifies its purpose

Moving the second “a)” under 4.26.2 to 4.26.2 e) reduces the confusion caused by having two lines labelled “a)” in immediate succession.

Renumbering all items follows logical numbering