

Submission: **SR06-09**

**Offshore Special Regulations 4.26.4**

Storm Sails

A submission from the the Royal Yachting Association

**Proposal:**

At the ISAF Annual Conference 2008, Offshore Committee accepted the Special Regulations sub-committee's recommendation to reduce the maximum size of storm trysails from 17.5% to 12% of mainsail luff length \* foot length, storm jib area from 5% to 3.5% of height of the foretriangle squared, and storm jib maximum luff length from 65% to 50% height of the Foretriangle.

It is proposed that a working party is formed to address the question of appropriate sizes for storm sails and that until the report of that working party is received that boats carrying storm sails complying with the current (2009) OSR 4.26 should be considered to comply with OSR 2010 in respect of storm and heavy weather sails. If any change to the current regulation is recommended, then the working party should also consider whether or not any form of grandfathering of existing sails would be appropriate.

**Current Position:**

With effect from 1<sup>st</sup> January 2010, OSR 4.26 will change as follows:

4.26.4 The following shall be provided:-

- c) a storm trysail which shall be capable of being sheeted independently of the boom with area not greater than ~~17.5%~~ **12%** mainsail luff length x mainsail foot length. The storm trysail shall have neither headboard nor battens, however a storm trysail is not required in a yacht with a rotating wing mast which can adequately substitute for a trysail; MoMu 0,1,2
- e) a storm jib of area not greater than ~~5%~~ **3.5%** height of the foretriangle squared, with luff maximum length ~~65%~~ **50%** height of the foretriangle; \*\*

**Reason:**

1. In the absence of any grandfathering provision, it is estimated that potentially as many as 95% of existing storm sails will need either modification or replacement to satisfy the new maxima.
2. Concerns have been expressed that the new maxima are too small for some designs and could actually be unsafe for these boats.
3. The new maxima may be more appropriate to storm force 10 and worse leaving boats with potentially no sails suitable for use in less extreme, but still severe conditions that OSR specifies these sails must be suitable for.
4. There are no known reports of loss of life resulting from excessively large storm sails.
5. No comment has been received from owners, designers, sailmakers or others to suggest that the current (2009) storm sail maxima are too large.
6. Neither the 1979 Fastnet Race Enquiry nor the Coronial report into the 1998 Sydney/Hobart Race include any recommendations related to storm sails.

7. Volvo 70s carry storm sails close in size to current OSR maxima. The January 2009 leg of the Volvo Ocean Race to Qingdao (wind speeds up to 55 knots and wave heights of up to 14 metres) has not lead to any criticism of the size of their storm sails.
8. The majority of Open 60 storm jibs will not satisfy the new maxima.
9. With the very wide range of boat types now racing under OSRs, the current regulation allows latitude for boats to specify the most appropriate storm sail sizes. The amended regulation will significantly curtail that.
10. For further detail, see supporting paper prepared by RORC and endorsed by the Royal Yachting Association.