

Offshore Special Regulations

Submission: **SR10-21**

OSR 4.26 – Storm & Heavy Weather Sails

A submission from Sail Canada

Purpose or Objective

Regulation 4.26 is confusing and doesn't always work in the extracts. The purpose of this submission is to correct this.

Proposal

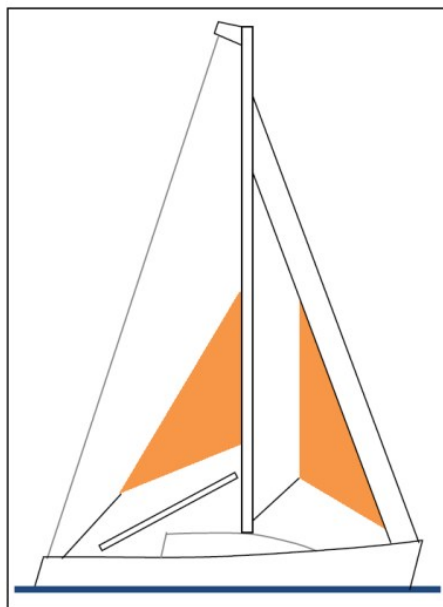
**		4.26.3	Storm & Heavy Weather Sail Inventory
		the following storm & heavy weather sails as specified in OSR 4.27:	
MoMu0	4.26.1		a storm trysail (or rotating wing mast if suitable)
MoMu1,2	4.26.1	a) i	either a storm trysail as defined in OSR 4.26.2 d) , or mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable)
MoMu3	4.26.1	a) ii	either a storm trysail as defined in OSR 4.26.2 d) , or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)
MoMu4	4.26.1	a) iii	either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib as defined in 4.26.2 a) (or rotating wing mast if suitable or heavy-weather sail in a boat with no forestay)
MoMu0,1,2,3	4.26.2		heavy weather jib
MoMu0,1,2,3	4.26.3		storm jib

Renumber current regulation 4.26.1 to 4.26.2

Renumber current regulation 4.27 Drogue, Sea Anchor, (applies to category 0 only) to 4.28 (currently spare). Note this numbering change applies to Appendix D.

Change the remainder of 4.26 as follows:

4.276 **Storm & Heavy Weather Sails Specifications**
4.276.1 **Design**
Figure 3



**	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 <i>HMPE</i> 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)	The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
**	f)	For sails made after 2011: Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$
4.26.2	Sail Areas	
4.26.2	The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker	
4. 276.2	d) A storm trysail with:	
MoMu0,1,2	da) i	area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E)
MoMu0,1,2	db) 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	dc) iii	no headboard
MoMu0,1,2	d) iv	no battens
MoMu0,1,2	de) v	sail number and letters on both sides, as large as practicable
MoMu0,1,2	df) 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
4.276.32	a) A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:	
MoMu0,1,2,3**	a)	i area of 13.5% height of the foretriangle squared
MoMu0,1,2,3**	ab)	ii readily available means, independent of a luff groove, to attach to the stay
4.27.4	b) A storm jib with:	
MoMu0,1,2	ba)	i area of 5% height of the foretriangle squared
MoMu0,1,2	b)	ii maximum luff length 65% of height of the foretriangle
MoMu0,1,2	bc)	iii permanently attached means, independent of a luff groove, to attach to the stay
**	e)	For sails made after 2011: Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$

Current Position

Below is an excerpt taken from the category 3 monohull extract. Note that within the red text there's a reference to a regulation which isn't included in the document. Category 4 has similar issues.

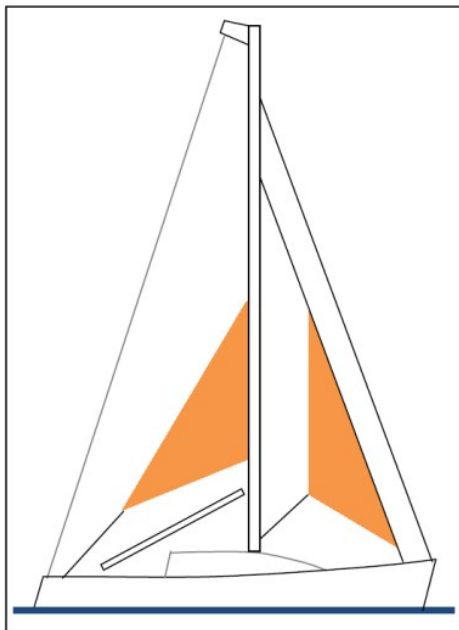
- 4.26.2 Sail Areas**
- ** 4.26.2 The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
- MoMu0,1,2,3 4.26.2 A heavy-weather jib (or heavy-weather sail in a boat with no forestay)**
- a) with:**
- ** 4.26.2 area of 13.5% height of the foretriangle squared
- a) i
- ** 4.26.2 readily available means, independent of a luff groove, to attach to the stay
- a) ii
- ** 4.26.2 For sails made after 2011: Storm and heavy weather jib areas calculated as:
c) $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$
- 4.26.3 Sail Inventory**
- MoMu3 4.26.3** either a storm trysail as defined in OSR 4.26.2 d), or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)
- a) ii
- 4.28 Spare Number

The full current position is reproduced below.

4.26 Storm & Heavy Weather Sails

4.26.1 Design

Figure 3



- ** 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 and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
- 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 squared
- ii readily available means, independent of a luff groove, to attach to the stay

MoMu0,1,2,3
MoMu0,1,2,3

MoMu0,1,2
MoMu0,1,2
MoMu0,1,2
**

MoMu0,1,2
MoMu0,1,2

MoMu0,1,2
MoMu0,1,2
MoMu0,1,2
MoMu0,1,2

Mo1,2
Mu1,2
MoMu3

MoMu4

- b) **A storm jib with:**
 - i area of 5% height of the foretriangle squared
 - ii maximum luff length 65% of height of the foretriangle
 - 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: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$
- d) **A storm trysail with:**
 - i area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E)
 - ii For sails made after 2011: The storm trysail area calculated as $(0.5 \times \text{leech length} \times \text{shortest distance between tack point and leech})$
 - iii no headboard
 - iv no battens
 - v sail number and letters on both sides, as large as practicable
 - 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

4.26.3 Sail Inventory

- a)
 - i either a storm trysail as defined in *OSR* 4.26.2 d), or mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable)
 - ii either a storm trysail as defined in *OSR* 4.26.2 d), or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)
 - iii either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib as defined in 4.26.2 a) (or heavy-weather sail in a boat with no forestay)

Reasons

Separating the sail inventory makes it clear which storm and heavy weather sails are required.

Option 1 moves the sail specifications to an appendix which will be used by sailmakers. Most owners will defer to the sailmakers for their expertise on this matter.

Option 2 retains the details in the core OSR but doesn't confuse the carriage requirements with the sail specifications.