

OSR 4.26 Storm & Heavy Weather Sail Inventory

Mainsail reefing and trysails

A submission from Royal Yachting Association

Purpose or Objective

To require both mainsail reefing and a storm trysail in cat 1 & 2

Proposal

Add after 4.26.1

For mainsails manufactured after 1 June 2024

MoMu0,1,2 A storm trysail (or rotating wing mast if suitable)

MoMu1 a) Mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable)

MoMu1,2,3 b) Mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)

Current Position

None

Reasons

A RORC working party* have undertaken a review of the Offshore Special Regulations.

It has been noted that many boats are sailing in heavy conditions with very limited ability of reducing mainsail area without the need to go directly to a storm trysail. Changing to a storm trysail is a challenging prospect and has dangers of crew members working on the deck, on most boats at a raised position by the boom, for an extended period of time. When changing back, this process needs to be reversed again and raises the risks of MOB incidents. Modifying current mainsails is not an attractive prospect as the original sail has not been designed with the load points of a reef in mind and could reduce the structural integrity of the sail. It is noted there may need to be a change to the Offshore Special Regulations in the future to remove the manufactured date from the OSR to make it mandatory of all boats.

*Members include Richard Palmer (Chair and Double Handed Sailor), Alistair Hackett (Ocean Safety), Martin Banfield (JOG), Dee Caffari – (Offshore Sailor), Ross Hobson (RORC Main Committee and Offshore Sailor), M Broughton, Anna Brooke (co-opted), Jeremy Wilton (RORC CEO), Jason Smithwick (Director of Rating), Janet Grosvenor (Racing Consultant), Chris Jackson (Race Team), Steve Cole (RORC Racing Manager).
