

Proposal Template: OSR

Header will be edited by the Executive Office

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Title of Proposal:	Battens in OSR Storm Jibs
Subtitle:	OSR 4.27.4
Related proposals:	N/A

Proposal:

4.27.4 A Storm Jib with:

- MoMu0,1,2 a) area of 5% (height of the foretriangle) squared,
MoMu0,1,2 b) maximum luff length 65% of height of the foretriangle, and
MoMu0,1,2 c) permanently attached method, independent of a luff groove, to attach to the stay.

MoMu0,1,2 d) no battens

MoMu0,1,2 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:

4.27.4 A Storm Jib with:

- MoMu0,1,2 a) area of 5% (height of the foretriangle) squared,
MoMu0,1,2 b) maximum luff length 65% of height of the foretriangle, and
MoMu0,1,2 c) permanently attached method, independent of a luff groove, to attach to the stay.
MoMu0,1,2 For sails made after 2011: Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$.

Reasons:

Battens are becoming more prevalent in storm jibs in offshore racing. This is resulting in square top storm sails in some instances. This is due to pressure on reducing the number of sails onboard and sailors are using the storm jib as a staysail to increase area. This practice makes the storm jib less effective as its primary purpose is a safety sail. It is therefore necessary to explicitly state that battens are not permitted in the storm jib, similar to the storm trysail.