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Class Rules

International RS FEVA Class Association



The RS FEVA was designed in 2002 by Paul Handley and was adopted as a World Sailing class in 2006

sport / nature / technology



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INTRODUCTION

The RS Feva Class has been created as one-design performance racing boat. It has been designed against the fundamental principle that the racing results should depend solely on the attributes and skills of the crew. The fundamental objective of these class rules is to ensure that this concept is maintained.

RS Feva hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the International RS Feva Building Specification and is subject to an ISAF approved manufacturing control system.

RS Feva hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the International RS Feva Class Rules proper begin on the next page.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA International RS Feva Class Association
- NCA National RS Feva Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- LIC Licensors - RS Racing and Copyright Holder

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA and LIC in all matters concerning these **class rules**.
- A.3.2 The ICA, an NCA, an MNA or LIC are under no legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the ICA which shall co-operate with the LIC. The ICA may delegate part or all of its administrative functions to an NCA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the ICA in co-operation with the NMA, or by the NMA in co-operation with the ICA.

A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events – see RRS 87.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall only be made subject to approval of the ICA, LIC and ISAF in accordance with the ISAF Regulations. ICA approval shall require a majority vote of the relevant members of the Class Association who return written replies within one month of the circulation of the proposed rule change.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretations of **class rules** shall be made by the ICA and LIC subject to ratification by ISAF in accordance with the ISAF Regulations.
- A.8.2 Interpretations of **class rules** that are required during an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ICA, LIC and ISAF of the event ruling.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

- A.9.1 The licensed hull builder shall pay the International Class Fee.
- A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the LIC.
- A.10.2 Sail numbers shall be issued in consecutive order starting at “1”.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

- B.1.1 The boat shall be in compliance with the **class rules**.
- B.1.2 In the event of a dispute alleging non-compliance with the **class rules**, the following procedure shall be adopted:
 - a) A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
 - b) The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
 - c) If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10% of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to ICA

B.2 CLASS ASSOCIATION

- B.2.1 A valid Class Association Sticker, when required by the NCA, shall be affixed to the hull in a conspicuous position.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

- C.1.1 The RS Feva will be raced in XL mode with battened mainsail, jib and asymmetric spinnaker and 2 persons on board.

C.2 CREW ELIGIBILITY

- C.2.1 To be eligible to compete in events run under the auspices of an NCA the boat owner, joint owner or a nominated representative of an organisation owning the boat must be a full member of the NCA.

C.3 PERSONAL EQUIPMENT

- C.3.1 The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.
- C.3.2 No clothing or equipment of the **crew** shall be worn with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

C.4 ADVERTISING

- C.4.1 Advertising for ICA events shall be displayed in accordance with the ISAF Advertising Code. There shall be no restriction on the number or coverage of advertiser's logos or slogans except for the front 25% of the hull and bottom 10% of the mainsail are reserved for event and circuit sponsors.

C.5 PORTABLE EQUIPMENT

- C.5.1 The following optional equipment may be used onboard:
- (a) Any compass, timing device or a combination of both may be fitted provided that it/they can only provide information relating to a) the boat's heading and b) current or elapsed time.
 - (b) Charts and means for recording compass headings may be carried or fixed to the hull.
 - (c) Clips, ties or bags to secure safety or other equipment are permitted.
 - (d) Any number of items may be fitted to the hull or spars provided there sole function is to stow food and/or drinks.
 - (e) A mooring/towing line.
 - (f) Any additional equipment required for safety purposes may be fitted.

C.6 BOAT ALTERATIONS

- C.6.1 No significant performance advantage shall be obtained from any replacement, addition or repair permitted by these **class rules**.
- C.6.2 Replacements for any boat equipment, including spars, sails, foils, rudder stock, tiller, spinnaker chute moulding or fittings, whether original or replacements, shall be only those produced by a manufacturer licensed by LIC except where otherwise authorised by this section.
- C.6.3 Repairs and maintenance may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position.

C.7 HULL

C.7.1 HULL MAINTENANCE AND REPAIR

Polishing or burnishing of the hull is permitted.

C.7.2 REPLACEMENT OF HULL FITTINGS

The following parts or equipment may be replaced providing that the replacement is of a similar type, performs the same function and does not modify the effective sheeting position of any sail. The replacement parts or equipment may be obtained from any supplier:

- Blocks
- Cam cleats
- Bung
- Shroud adjusters
- Capsize righting lines
- Toe straps, lashings and tensioning elastics
- Shackles, swivels, pins
- Inspection hatches

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

The following additions and alterations are permitted. Parts may be obtained from any supplier:

Non slip or soft padding material of any kind (maximum thickness 5mm) may be added to the deck and cockpit.

The use of flexible adhesive tape, plastic or stainless rings, thin line or shock cord, plastic or rubber tubes/hoses, as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment

Packers may be fitted under cleats

Calibration marks of any kind are permitted

The gennaker halyard may be led through a ring or block attached to a thin line or shockcord which is in turn attached to an existing hull fitting.

On the mainsheet bridle existing hull fittings, any number and type of rings, thimbles and balls may be added.

C.8 DAGGERBOARD AND RUDDER

C.8.1 SECURING DAGGERBOARD

The daggerboard shall be secured with a restraining line of elastic or rope of sufficient length to permit the daggerboard to be inserted into and removed from the daggerboard trunk when rigged.

C.8.2 MAINTENANCE AND REPAIR OF FOILS

Polishing, burnishing or repainting of the daggerboard or rudder blade is permitted. The head of the daggerboard or rudder may be packed or sanded to maintain a good fit.

C.8.3 TILLER EXTENSION

Tiller extension may be replaced providing that the replacement performs the same function.

C.9 RIG

C.9.1 MAINTENANCE OF RIG

The following **rigging** may be replaced providing that the replacement performs a similar function and does not modify the effective sheeting position of any sail. The replacement parts or equipment may be obtained from any supplier:

- (a) **Running rigging**, ropes and lashings
- (b) **Shrouds**
- (c) Main and jib **halyards**, which may be tapered and main halyard securing device.
- (d) **Sheets**, which may be tapered
- (e) Control lines, which may be tapered
- (f) Kicking strap

C.9.2 ADDITIONS AND ALTERATIONS TO RIG

The following additions and alterations to the **rig** are permitted. Parts may be obtained from any supplier:

- a) Any number and design of mechanical wind indication devices may be fitted
- b) An additional purchase may be incorporated in the mainsheet system at the outboard end of the boom (maximum velocity ratio 2:1) using the existing attachment points; for this purpose an additional block may be introduced. A ratchet or free running block may be used in the system including in lieu of the mainsheet swivel jammer base.
- c) A rope stop may be attached to the forward mainsheet boom block or boom block eye. Such stop shall consist of no more than a length of rope (with or without knots in it) of maximum 10mm diameter with a ring attached to the lower end. The length of such a stop shall, measured from the underside of the boom to the end of the rope, including any ring if attached, be no more than 1 metre
- d) The following control lines may have any number and type of block, thimble or ring in the purchase systems but shall not exceed the following velocity ratios:
 - a. The mainsail outhaul 8:1
 - b. The mainsail downhaul / Cunningham 6:1
 - c. jib halyard 3:1
 - d. kicking strap/vang 6:1
- e) The gennaker sheet blocks may be of free running or ratchet types
- f) A position adjusting system may be introduced into the mainsheet bridle system; for this purpose a rope solution (splicing) and the existing hull attachment points shall be used.

- C.9.3 **RETRACTING BOWSPRIT**
The bowsprit shall be retracted at all times other than when the spinnaker is set or in the act of being set or recovered.
- C.9.4 **MAINSAIL CLEW**
The mainsail clew shall be attached to the boom by any means which may include the use of the manufacturer supplied ring and metal hook, rope, bobbles and a Velcro type strap system
- C.10 SAILS**
- C.10.1 **SAIL MAINTENANCE AND REPAIR**
(a) Routine maintenance and repairs are permitted
(b) Sail battens and batten tensioning devices may be replaced with parts obtained from any supplier.
- C.10.2 **MAINSAIL IDENTIFICATION**
(a) National letters and sail numbers shall comply with the specifications in RRS Appendix G1.2 for boats under 3.5 metres.
(b) The position of the sail number, National letters and the Class Insignia is indicated in FIGURE 1 of the RS Feva Sail Identification Diagram, tolerance on given dimensions is $\pm 5\text{mm}$. This changes RRS Appendix G.1.3.
(c) The LIC supplied sail numbers shall be assembled as indicated in the RS Feva Sail Identification Diagram.
(d) The Class Insignia shall be the RS Feva class logo as prescribed by the LIC, and shall be displayed on the top half of the mainsail, in compliance with the RRS.
- C.10.3 **GENNAKER**
(a) There is no requirement to carry sail numbers and national letters on the gennaker.
(b) The gennaker shall be sheeted to *leeward*.

Section D – Hull

D.1 HULL SPECIFICATION

- D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER

- D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls.
D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

D.3 HULL IDENTIFICATION

- D.3.1 Each hull shall carry a moulded-in hull number
- D.3.2 Each hull manufactured after sail number 1303 shall have an individually numbered ISAF Plaque fixed to the rudder post.

D.4 HULL ALTERATIONS

- D.4.1 The hull shall not be altered in any way except as permitted by Section C of these **class rules**.

D.5 HULL FITTINGS

- D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

Section E – Daggerboard and rudder

E.1 FOILS SPECIFICATIONS

- E.1.1 The daggerboard, rudder blade and rudder stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

E.2 FOILS MANUFACTURER

- E.2.1 The daggerboard, rudder blade and rudder stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.

E.3 FOILS ALTERATIONS

- E.3.1 The daggerboard, rudder blade and rudder stock/tiller shall not be altered in any way except as permitted by Section C of these **class rules**.

Section F – Rig

F.1 SPARS

- F.1.1 **Spars** and their fittings shall comply with the Building Specification in force at the time of manufacture of the **spar**.

F.2 RIG MANUFACTURER

- F.2.1 **SPARS AND THEIR FITTINGS SHALL BE MADE ONLY BY A MANUFACTURER LICENSED BY THE LIC TO PRODUCE SPARS.**

F.3 RIG ALTERATIONS

- F.3.1 **Spars**, their fittings and rigging shall not be altered in any way except as permitted by Section C of these **class rules**.

Section G – Sails

G.1 SAIL SPECIFICATIONS

- G.1.1 The **sails** shall comply with the Building Specification in force at the time of manufacture of the **sail**.

G.2 SAIL MANUFACTURER

- G.2.1 The **sails** shall be made only by a manufacturer licensed by the LIC to produce sails.

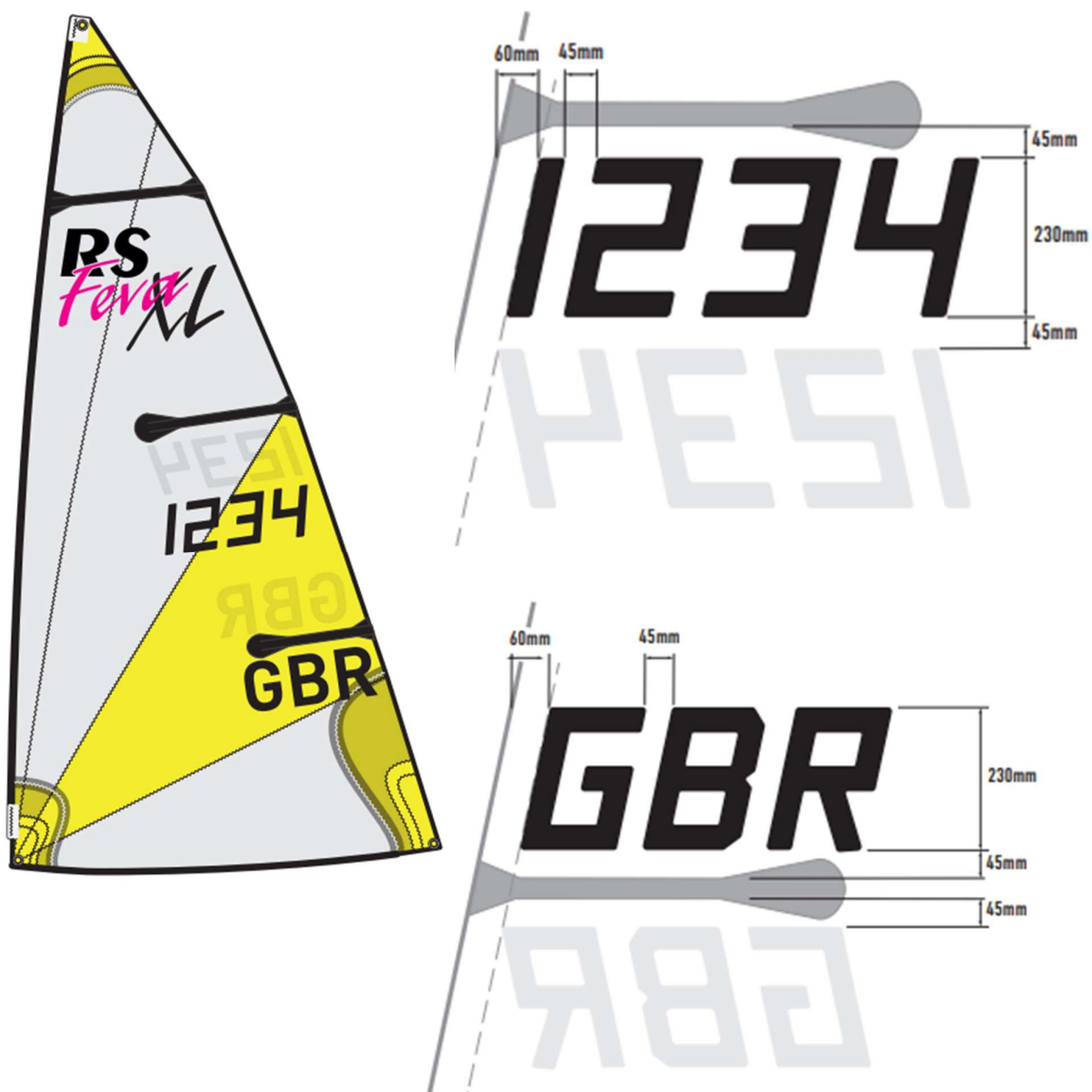
G.3 SAIL ALTERATIONS

- G.3.1 The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**.

FIGURE 1 RS FEVA SAIL IDENTIFICATION DIAGRAM

Sail numbers/letters shall be placed in accordance with RRS Appendix G.1.2.

Tolerance on dimensions +/-5mm



1234567890
⌘⌘⌘⌘⌘⌘⌘⌘⌘⌘

⌘A ⌘B ⌘C ⌘D ⌘E
⌘F ⌘G ⌘H ⌘I ⌘J J
⌘K K ⌘L ⌘M M
⌘N N ⌘O O ⌘P P ⌘Q Q
⌘R R ⌘S S ⌘T T ⌘U U
⌘V V ⌘W W ⌘X X
⌘Y Y ⌘Z Z