

Class Rule Changes

International RS Feva Association

Effective date: 2025-04-01

Status: Approved



Amendment One

C.7 ADDITIONS AND ALTERATIONS TO HULL

Old:

C7.3 The following additions and alterations are permitted.

Parts may be obtained from any supplier:

Non slip material of any kind (maximum thickness 2.5mm) 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.

Amend to read:

C7.3 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.

Reasons:

For the crew it would be nice if their knees can rest on some eva foam patches during light breeze sailing, there is only very expensive 2.5mm non slip material on the market.

To make a single pull mainsheet bridle you must allow to add rings etc to the hull to build a useful system

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Amendment Two

C.9 ADDITIONS AND ALTERATIONS TO RIG

Old:

C.9.7. 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 kicking strap/vang shall have a velocity ratio not exceeding 6:1
- e) 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
- f) The jib halyard may be rigged to produce a 3:1 purchase and may have thimbles or rings introduced into the system
- g) The gennaker sheet blocks may be of free running or ratchet types

Amend to read:

C.9.7 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:

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- a. The mainsail outhaul 8:1
- b. The mainsail downhaul / Cunningham 6:1
- c. The jib halyard 3:1
- d. The kicking strap/vang 6:1

eg) The gennaker sheet blocks may be of free running or ratchet types

fh) An position adjusting system may be introduced into the mainsheet bridle system; for this purpose a rope solutions (splicing) and the existing hull attachment points shall be used.

Reasons:

Houskeeping: all the ratios are described under C9.7 d).

All the ratios may be achieved using any type of block etc.

Any adjustable mainsheet bridle system made with rope (splicing of dyneema) and using the existing hull fittings is allowed.

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Amendment Three

C.10 SAILS

Old:

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 sail number shall be displayed on each side of the mainsail between the two lower batten pockets in compliance with the RRS.
- (c) National letters shall be displayed on each side of the mainsail, a maximum of 45mm above and below the lower batten pocket in accordance with RRS Appendix G. This changes RRS Appendix G.1.3(c).
- (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. Registration and Licensing follows the procedures described in the 'IKA Builder Agreement and Registrations Scheme'

Amend to read:

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 +/-5mm. This changes RRS Appendix G.1.3(c).
- (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. ~~Registration and Licensing follows the procedures described in the 'IKA Builder Agreement and Registrations Scheme'~~

Reasons:

Houskeeping: all the information about the position is in the RS Feva Sail Identification Diagram. clear information for the sailors and coaches how to place the letters and numbers.