

## 1. PERMITTED REPLACEMENTS, ADDITIONS, ALTERATIONS & REPAIRS

- 1.1 The following parts or equipment may be replaced providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier: -
  - 1.1.1 Blocks
  - 1.1.2 Cam cleats
  - 1.1.3 Bung
  - 1.1.4 Shroud adjusters
  - 1.1.5 Sail battens
  - 1.1.6 Batten tensioning devices
  - 1.1.7 Capsize righting lines
  - 1.1.8 Toe straps, lashings and tensioning elastics
  - 1.1.9 Running rigging, ropes and lashings
  - 1.1.10 Shrouds
  - 1.1.11 Main and jib halyards (when fitted) and halyard securing devices, maximum velocity ratio 1:1
  - 1.1.12 Control lines & kicking strap purchase
- 1.2 The following parts or equipment may be replaced providing that the replacement performs a similar function. The replacement parts or equipment may be obtained from any supplier: -
  - 1.2.1 Fastenings
  - 1.2.2 Shackles, swivels and pins
  - 1.2.3 Tiller extension
  - 1.2.4 Inspection hatches.
- 1.3 The following additions and alterations are permitted. Parts may be obtained from any supplier: -
  - 1.3.1 Non slip material of any kind (maximum thickness 2.5mm) may be added to the hull or decks
  - 1.3.2 The use of flexible adhesive tape, thin line or shock cord, as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment
  - 1.3.3 Packers may be fitted under cleats
  - 1.3.4 Any number and design of mechanical wind indication devices may be fitted
  - 1.3.5 Calibration marks of any kind are permitted
  - 1.3.6 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
  - 1.3.7 Any additional equipment required for safety purposes may be fitted
  - 1.3.8 Clips, ties or bags to secure safety or other equipment are permitted
  - 1.3.9 Additional drainage holes and inspection hatches may be fitted to the hull provided they do not compromise the watertight integrity of any hull compartments
  - 1.3.10 The head of the daggerboard or rudder may be packed or sanded to maintain a good fit
  - 1.3.11 Any number of items may be fitted to the hull or spars provided their sole function is to stow food and/or drinks
  - 1.3.12 Maps, charts & means for recording compass headings may be carried or fixed to the hull
  - 1.3.13 An additional purchase may be incorporated in the mainsheet system at the out board end of the boom (maximum velocity ratio 2:1) using the existing attachment points; for this purpose an additional block may be introduced.

- 1.3.14 A ratchet block or a free running block may be used on the mainsheet swivel jammer base.
- 1.3.26 One gybing strop may be added, defined as a length of rope, of maximum 10mm diameter, attached to the forward mainsheet block eye on the boom. A single block or ring may be attached to the lower end of the gybing strop. The length of the gybing strop, measured from the underside of the boom and including any block or ring, shall not exceed 1 metre. The gybing strop shall only be used during the gybing manoeuvre.

## **2. SAILING REQUIREMENTS**

- 2.1 The RS Feva may be raced in one of three modes:
  - 2.1.1 In XL mode with battened mainsail, jib and asymmetric spinnaker, the Feva shall be raced with two persons on board.
  - 2.1.2 With mainsail and asymmetric spinnaker, the Feva shall be raced with one person on board.
  - 2.1.3 In S mode with unbattened mainsail only, the Feva shall be raced with one person on board.
- 2.2 The Sail Number shall be displayed on each side of the mainsail between the two lower battens, with the upper numbers on the starboard side and the sail numbers should also be positioned in accordance with the relevant ISAF rule
- 2.3 There is no requirement to carry sail numbers and national letters on the spinnaker (when fitted)
- 2.4 The sprit (when fitted) shall be retracted so that it's forward end is within 150mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered