

## **RS Feva Class Rules Interpretations** May 2009

The following Class Rule Interpretations are issued pending the Ratification by ISAF of changes to the Class Rules to the same effect:

### **Rule C.7.3 Additions & Alterations to the Hull**

Under this rule that permits the addition of shockcord the following is permitted:

- the fitting of a length of shockcord together with a protective plastic tube covering to aid the function of the gennaker halyard cleat for cleating and or uncleating.

### **Rule C.9.1 and/or C.7.3 and/or any other rule on the maintenance and addition of the rig or hull**

These rules permit the replacement of the lashings attaching the gennaker sheet blocks to the hull. These rules should be interpreted to mean that:

- no replacement, maintenance or repair of the lashings attaching the gennaker sheet blocks to the hull shall allow the length of the strop to exceed that of the supplied hull by the manufacturer. Any increase in that length shall be considered to materially modify the effective sheeting angle of the sail.

### **Rule C.9.2c)**

This rule should be interpreted as if it said:

- ‘One 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 strop. The strop length shall, measured from the underside of the boom and including any part attached to it, not exceed 1 metre.’

### **Rule C.9.2.f) Additions & Alterations to Jib Halyard**

This rule should be interpreted as if it said:

- “The jib halyard may be rigged to produce a 3:1 velocity ratio and may have thimbles and rings introduced into the system but not blocks.”
- This means that as long as the system is not more than 3:1 you can use any number of thimble and rings but no blocks. The purpose of this interpretation is to allow smaller sailors to be able to easily adjust the halyard tension but retain sufficient friction in the system so that they can also re-cleat the halyard without it slipping. Larger sailors don’t hold an unfair advantage by allowing them blocks that smaller sailors can’t properly use.

### **Rule C.9.4 Mainsail Clew**

This rule allows the use of a ‘velcro strap system’ for attaching the clew to the boom and/or keeping the clew at a set height from the boom, and should be interpreted as follows:

- The ‘velcro strap system’ should be interpreted as referring to the function of the system and not the precise method.
- This means that any system, the function of which is to attach the clew of the main to the boom or to keep the clew at a set height from the boom is allowed. The following systems are therefore all allowed (an illustrative list – not an exhaustive list): manufacturer supplied ring and hook, rope, Velcro strap, rope and bobbles,...)