



## **UK RS FEVA CLASS ASSOCIATION Major Event Instructions 2024.V1**

**These Major Event Instructions (MEIs) are published to give information that is common to all events organised by the UK RS Feva Class Association in conjunction with a host club, including Grand Prix events, Spring Championships, Autumn Championships, Winter Championships, Inland Championships. Supplementary Sailing Instructions (SSIs) published by a host club will detail matters concerning a specific event, and shall be produced and made available to competitors by the host club in accordance with these MEIs prior to an event. These MEIs may be used for other events by referring to them in the Notice of Race for that event.**

### **1 RULES**

- 1.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing, the International RS Feva Class Rules, the UK RS Feva Class Association Major Event Instructions (MEIs), and the local or Supplementary Sailing Instructions (SSIs). This changes RRS 63.7.

### **2 NOTICES TO COMPETITORS**

- 2.1 *The SSI will specify* the location of the official notice board, this may be entirely online.
- 2.2 *The SSI will specify* the location and/or way of contacting the race office.
- 2.3 All notices to competitors will be posted on the official notice board.
- 2.4 In addition to the Official Notice Board, the Organising Authority may send messages to competitors and support persons via the Instant Messaging Application, please see Appendix 2.

### **3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Any change to the MEIs or SSIs will be posted on the official notice board not less than 30 minutes before Flag D is displayed, except that any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

### **4 CODE OF CONDUCT**

- 4.1 Competitors and support persons shall comply with any reasonable request from the event officials and failure to comply may be judged misconduct.
- 4.2 Competitors shall place advertising provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfacing with its functionality.
- 4.3 All attending shall follow the class support person policy.

## **5 SIGNALS MADE ASHORE**

- 5.1 *The SSI will specify* the location where signals ashore will be made.
- 5.2 Flag AP displayed ashore without a numeral pennant means "Racing is postponed indefinitely. Flag D will be displayed to commence launching shortly after AP is removed." This changes race signal AP.
- 5.3 Boats shall not go afloat until flag D is displayed. The first warning signal will be the later of the scheduled time or 30 minutes after flag D is displayed unless at that time the race is *postponed* again or *abandoned*.

## **6 FORMAT OF RACING**

- 6.1 *The SSI will specify* the format of racing, either single fleet or a Qualifying Series & Finals Series)
- 6.2 Where the fleet is divided into groups for qualifying the following shall apply:
  - a) The Race Committee will allocate each boat to one of 4 colour coded groups as posted on the official notice board. These groups shall normally be allocated alternately based upon a team's position in the national ranking, or finishing position at the last event.
  - b) Each boat shall display the coloured flight identification ribbon on its masthead which will be provided by the organisers.

## **7 SCHEDULE OF RACES**

- 7.1 The dates for racing will be published in the Notice of Series and / or Notice of Race.
- 7.2 The standard format for two-day events is that there will be no more than 8 races in total. A short course sprint format may be adopted due to venue, weather or other factors, in which case the maximum number of races will increase to 12. The choice of format will be communicated to the sailors by the Race Committee. Additional races may be sailed on either day if reasons dictate. If this will be indicated by flag F flying on the committee boat and does not constitute a change to the schedule.
- 7.3 A Crew's Race may take place at any event after the days formal racing is completed
  - a. The regular helm and crew shall swap roles within the same boat.
  - b. This race will be scored separately in each of the fleets. If there are a reduced number of entries for the race, fleets may be combined using the same start and course.
  - c. The Crew's Race will not be counted as part of the series results.
- 7.4 *The SSI will specify* the scheduled first warning time for each day's racing.
- 7.5 On the last day of a two-day event no warning signal shall be made after 1500hrs. If the fleet has been split, the second start can be started after this deadline. If no races are completed on day 1 this time deadline will be amended to 15.30.
- 7.6 An orange flag will be displayed (with one sound) for at least 2 minutes before a warning signal is displayed.
- 7.7 When more than one race will be held on the same day, the warning signal for the second and each succeeding race will be made as soon as practicable.

## **8 CLASS FLAGS**

- 8.1 If the entry is sailed as one fleet, then the class flag will be white with the RS Feva class insignia on it.
- 8.2 If the entry is divided into flights, the class flags will be the 2 colours of the colour groups involved in that race. For example, yellow and blue.
- 8.3 When the fleet is divided into Gold and Silver.:
  - a) Gold Fleet = Yellow flag

- b) Silver Fleet = Blue flag

## **9 RACE AREA**

- 9.1 *The SSI will specify the race area(s).*

## **10 COURSES**

- 10.1 The diagram in Appendix 1 shows the courses, including the course signals, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2 No later than the warning signal, the race committee signal boat will identify the course to be sailed and the number of laps to complete.
- 10.3 When one of two gate marks is missing then the remaining mark shall be passed to port.

## **11 MARKS**

- 11.1 *The SSI will specify the type and colour of all marks to be used.*

## **12 THE START**

- 12.1 Races will be started in accordance with RRS 26.
- 12.2 The starting line will be between the mast displaying an orange flag on the committee boat at the starboard end and the mast displaying an orange flag on the port end boat or a buoy with an orange flag.
- 12.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 12.4 Boats whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made. This includes the extensions of the start line.
- 12.5 When a race is started under RRS 30.4, the Black Flag Rule, is recalled, the sail numbers of disqualified boats will be displayed on the race committee boat with a long sound signal, for at least three minutes. When the race is restarted, a disqualified boat shall not sail within 100 metres of the starting line before the starting signal, nor after the starting signal within an imaginary line drawn 100 metres outside any area where a boat might sail whilst racing. The penalty for breaking this Major Event Sailing Instruction or Supplementary Sailing Instruction is that the disqualification is not excludable (DNE).

## **13 CHANGE OF THE NEXT LEG**

- 13.1 The race committee may move a mark (or the finishing line) up to 100m without signalling the change and will use the same colour mark as the original. This changes RRS 33.
- 13.2 To change the next leg of the course the race committee will lay a new mark as described in the SSI's and signal the change in accordance with RRS33.

## **14 THE FINISH**

- 14.1 The finishing line will be between a mast displaying a blue flag on the committee boat and the mast displaying a blue flag on another boat or a buoy with a blue flag.
- 14.2 After finishing and clearing the finishing line boats shall keep clear of the finishing area and of all boats not yet finished.
- 14.3 Boats re-crossing the finish line in the direction from the last mark may be scored for their final crossing.
- 14.4 **Alternative Finishing Line / W Flag**  
The Race Committee may give a finishing place to any boat that is still racing by displaying flag W to her from an official vessel (which may be in motion) with two sounds. A boat's finishing place in these circumstances will be the place she would have received had she sailed the course and

finished within any time limit, without gaining or losing any place.

## 15 TIME LIMIT

Time limits- Standard course	Minutes
Mark 1 time limit	30
Target race duration for the first finisher	45
Race time limit – RRS 35	70
Finishing Window	15

Time limits- Sprint course	Minutes
Mark 1 time limit	15
Target race duration for the first finisher	25
Race time limit – RRS 35	40
Finishing Window	10

If no boat has passed mark 1 within the Mark 1 time limit the race may be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a). The target time limit is for guidance and if factors such as weather and fleet size dictate, the RO may reduce the target time in order to achieve racing within the constraints presented.

## 16 PENALTY SYSTEM

- 16.1 RRS Appendix P will apply. RRS P2 is changed by deleting RRS P2.2 and P2.3. RRS P2.1 will apply to all Appendix P penalties.
- 16.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 16.3 The penalty for breaches of rules, including class rules, other than RRS Parts 1 and 2 may, at the discretion of the protest committee, be less than disqualification. This does not change RRS 69

## 17 HEARING REQUESTS

- 17.1 *The SSI will specify* where to obtain and submit hearing request forms.
- 17.2 If online forms are used, submission of these forms will be considered to be delivered to the race office.
- 17.3 The protest time is 60 minutes after the last boat has finished the last race of the day or the race committees signals no more racing today, whichever is later.
- 17.4 Notices will be posted as soon as possible after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and the location of the hearings.

## 18 ARBITRATION

- 16.1 RRS Appendix T [Arbitration] applies.

## 19 SCORING SYSTEM

- 19.1 The Low Points scoring systems of RRS Appendix A will apply, except as amended in the following clauses.
- 19.2 When the entry is divided into flights.
  - a) Each flight group in a race will be scored by Appendix A, low point system (as here amended).

The scores from each flight group will be combined to produce the results of the race (so that there will be two firsts, two seconds, etc). These are not ties and will not be broken by RRS A7.

- b) When one start is postponed, recalled or abandoned, the race will not be completed and scored until boats in each start sail the course and finish.
- c) The first sentence of RRS A4.2 is deleted and replaced with: "All other boats, including a boat that did not start, a boat that finishes and thereafter retires or is disqualified, shall be scored points equal to one more than the number of boats entered in the largest flight racing together."
- d) Ties on total points will be broken by RRS A8 only for the purposes of fleet qualifications, and for awarding trophies and prizes, in which case RRS A8.2 will apply to tied scores only when the tied boats have sailed against each other.

19.3 When an event is sailed as one fleet, one race shall be required to constitute an event series.

19.4 For events where the fleet is divided into flights, three races are required to constitute an event series.

19.5 For events sailed as one fleet:

- a) When 4 or less races have been completed a boats series score shall be the total of her race scores.
- b) When from 5 to 8 races have been completed a boats series score shall be the total of her race scores excluding her worst score.
- c) When from 9 to 12 races have been completed a boats series score shall be the total of her race scores excluding her worst two scores.

19.6 For large 2 day events the Qualifying Series of 4 races will be held on the first day. The entry will be split into 4 coloured groups and each race in the Qualifying Series will include 2 of these colour groups. The colour combinations will change for each race. For events longer than 2 days the Qualifying Series may be increased to 8 races over 2 days. The Qualifying Series will split the fleet into Gold and Silver Fleets which will then race a Finals Series.

19.7 The Qualifying Series may continue into subsequent days if required.

19.8 A boat's position in the Qualifying Series will be carried forward to the Final Series as a number of points and this result may not then be discarded from the Final Series.

19.9 If 4 or more races have been sailed in a Qualifying Series a boat may discard their worst result.

19.10 In a Final Series if between 5 to 8 races have been sailed then the worst score shall be discarded. When 9 to 12 races have been sailed then her worst 2 scores shall be discarded.

19.11 Each Final Series fleet will be scored separately. Different Final Series fleets need not complete the same number of final races.

19.12 The overall event results will be all the fleets combined with the last boat in the Gold fleet series ranked above the first boat in the Silver fleet etc. irrespective of accumulated points

## **20 SAFETY**

20.1 RRS 40.1 (Personal Flotation Devices) applies at all times when boats are afloat.

20.2 The Race Committee may stop a boat launching, or require it to return ashore, if it is considered the boat is not adequately equipped or prepared, or for any other reason. The decision is final and will not be grounds for redress. This changes RRS 60.1(b).

20.3 Competitors in difficulty or wishing to sail ashore before the end of the day's racing should obtain permission to do so from an Official vessel who will explain the procedure for them to follow. If this is not achievable the competitors must inform a race official as soon as practicable .

20.4 Boats shall follow the instructions of the Official vessels. Failure to comply with safety crew instructions may result in disqualification or other penalty

20.5 An official boat in close attendance to a craft or competitor in difficulty is an obstruction.

## **21 REPLACEMENT OF CREW OR EQUIPMENT**

- 21.1 Substitution of competitors will not be allowed without prior written approval of the race committee.
- a) Where substitution has been approved by the race committee the boat will be counted as a new entry and all races already sailed scored as DNC.
- 21.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity and approval shall not be confirmed until such request is signed by the race committee and posted on the official notice board. Where a boat is found in breach of this rule the race committee will impose any penalty it sees fit which may include the boat being scored DNF for all previous races.

## **22 EQUIPMENT AND MEASUREMENT CHECKS**

- 22.1 A boat or equipment may be inspected at any time for compliance with the class rules. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

## **23 TALLIES**

- 23.1 *If the SSI specify tallies will be used, MEI 21.2 applies.*
- 23.2 The location of the tally board will be specified in the SSI's or at the official briefing or on the official notice board.
- a) All competitors shall "tally out" before launching, and "tally in" on returning to shore. The penalty for failing to "tally out" is five points, added to the boats score in the first race of that day, or in the nearest, without a hearing. This changes RRS 63.1.
  - b) The time to "tally in" finishes fifteen minutes after the last boat is ashore. The penalty for failing to "tally in" is five points, added to the boats score in her last race of the day, without a hearing. This changes RRS 63.1.
  - c) A competitor who does not tally out must request AND RECEIVE permission to compete from the race committee. The five-point penalty identified in MEI Rule 21.2.a will still apply.
- 23.3 A boat that retires from a race shall notify the Race Committee or the Race Office as soon as possible.

## **24 ADVERTISING**

- 24.1 When any event sponsor's promotional material is provided by the organising authority, competitors shall make every reasonable effort to display it on their boats and / or sails throughout the event, as directed at Registration.
- 24.2 Any individual caught stealing sponsor promotional items, e.g.: flags, banners, prizes, shall be deemed to have committed a gross breach of good manners and may be subject to a hearing under RRS 69.

## **25 OFFICIAL & SUPPORT VESSELS**

- 25.1 All support persons shall wear personal flotation devices at all times while afloat, except briefly while adjusting clothing. Failure to do so will result in the support boat and her crew being banned from the racing area for the remainder of the event.
- 25.2 An operational kill cord shall be used at all times while afloat and the engine is running. Failure to do so will result in the support boat and her crew being banned from the racing area for the remainder of the event.
- 25.3 Support persons shall not operate drones in the venue or on the race course while boats are present, unless authorised in writing by the Organising Authority.

- 25.4 Competitors may place clearly labelled (name and sail number) food & drink on the food vessels, or safety vessels designated as such by the race committee.
- 25.5 Safety vessels shall stay outside areas where boats are racing, and shall not communicate with competitors unless attending a boat in distress requiring assistance, or as directed by the race committee. Food vessels or safety vessels designated as such by the race committee are allowed to pass food and drinks to competitors while they are not racing.
- 25.6 Support Vessels include vessels carrying team leads, coaches, relatives of competitors not crewing official vessels or other support roles.
- 25.7 All Support Vessels must be approved and registered with the host club and the RS Feva Class Secretary or Safety Officer for each event.
- 25.8 Support boats may be marked with an appropriate coloured flag, National Flag or Country Code and shall comply with instructions from the event safety officer.
- 25.9 Support vessels shall not be in the racing area whilst any racing is taking place. They shall not communicate with any competitors, from the time of that competitors preparatory signal for a race until the boat has finished that race. If a Support Vessel is found to have communicated with a competitor during a race, that boat will be disqualified from that race.
- a) The race area shall be determined as any part of the course bound by racing marks, start, and finish lines and relevant lay lines between race marks extending to 100m from all these points.
  - b) For events that are held in restricted waters where the requirements in 23.9 a are unable to be met, the Race Officer may designate a specific area for Support Vessels.
- 25.10 If requested any Support vessels shall be expected to act as part of the safety fleet and whilst in this role it will act solely as a safety boat. Upon completion of racing it may request permission to also fulfil its support roles.

## **26 WASTE / RUBBISH**

- 26.1 Boats shall not put waste / rubbish into the water. Waste / rubbish may be placed aboard Official and Support boats.

## **27 RADIO COMMUNICATION**

- 27.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction includes mobile telephones.

## **28 PRIZES**

- 28.1 Prizes will be awarded as advised in the Notice of Race, additional prizes may be awarded at the discretion of the UK RS Feva Class as appropriate.

## **29 RISK STATEMENT**

- 29.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.

- d) Their boat is in good order, equipped to sail in the event and they are fit to participate.
- e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held at the venue.

29.2 As part of the Event Registration Form, sailors aged Under 18 on the dates of an event will also need to have a parental consent completed by a parent or guardian, which will also confirm that they are entirely responsible throughout the event for themselves and their boats on land, and on the water.

### **30 INSURANCE**

30.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £ 3,000,000 per event or equivalent.

### **31 MAST FLOATATION DEVICES**

31.1 *The SSI will specify* if masthead floatation is allowed.

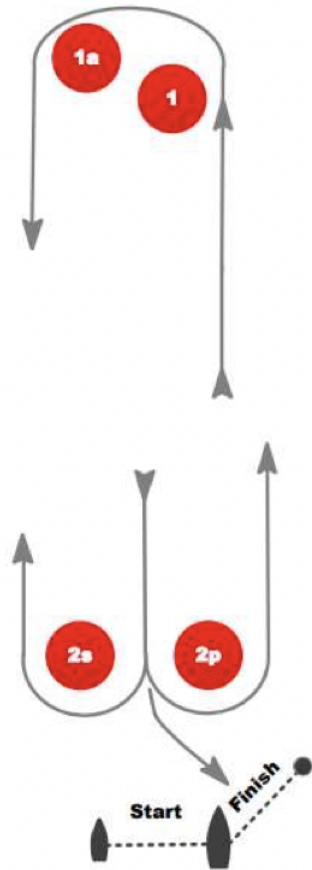
### **32 AREAS THAT ARE OBSTRUCTIONS**

32.1 *The SSI will specify* areas that are obstructions.

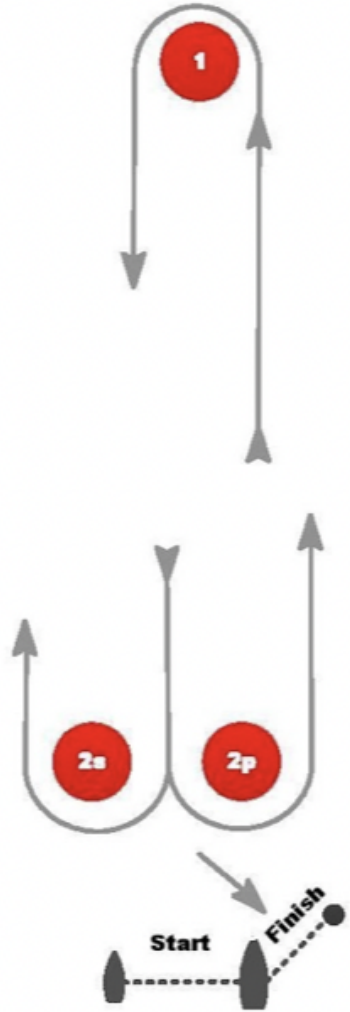


**Appendix 1 – Course Diagrams**

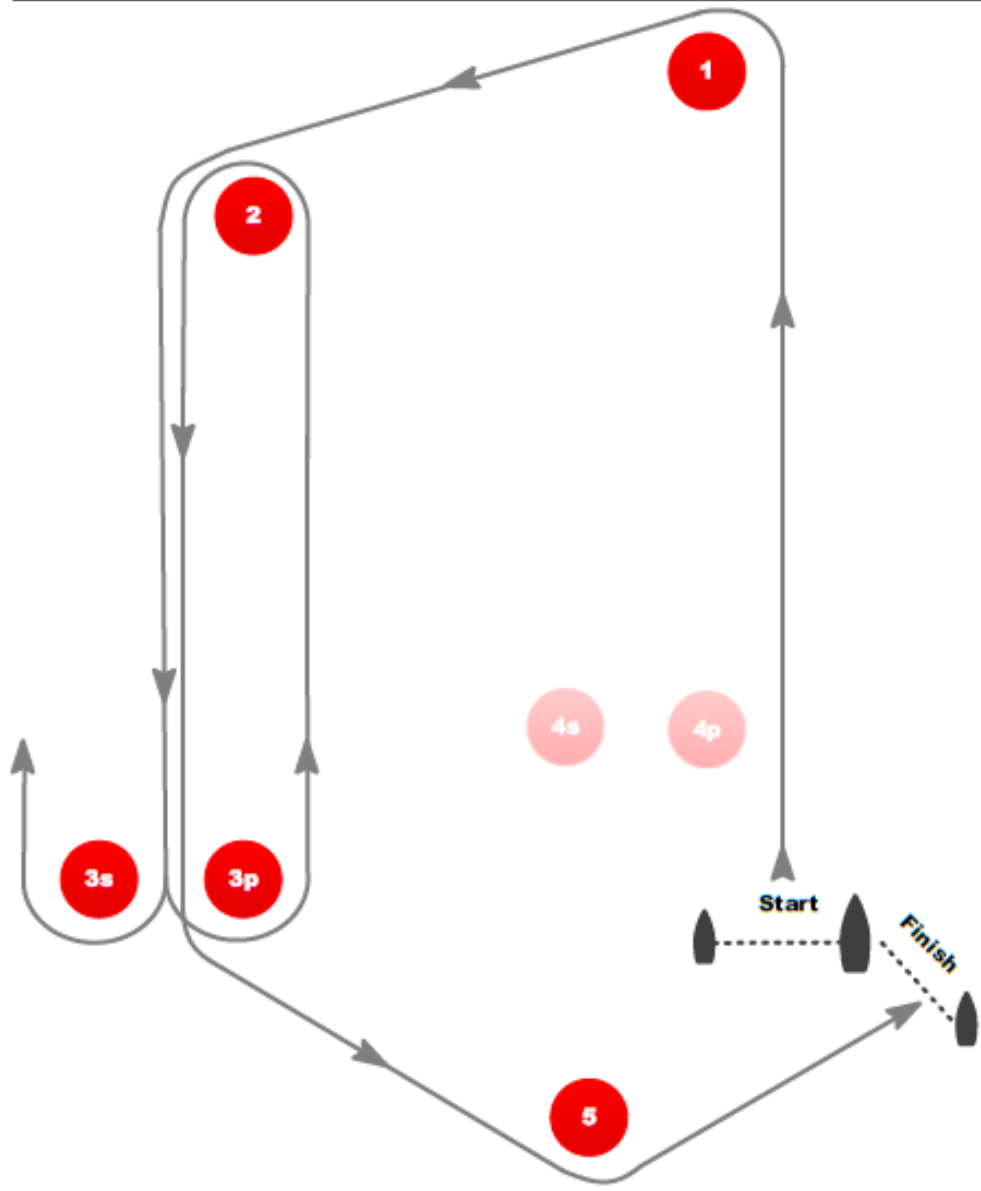
<b>L</b>	<b>COURSE: WINDWARD / LEEWARD with spreader mark and reaching finish</b>
<b>Signal</b>	<b>Mark Rounding Order</b>
<b>L2</b>	<b>Start - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish</b>
<b>L3</b>	<b>Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish</b>



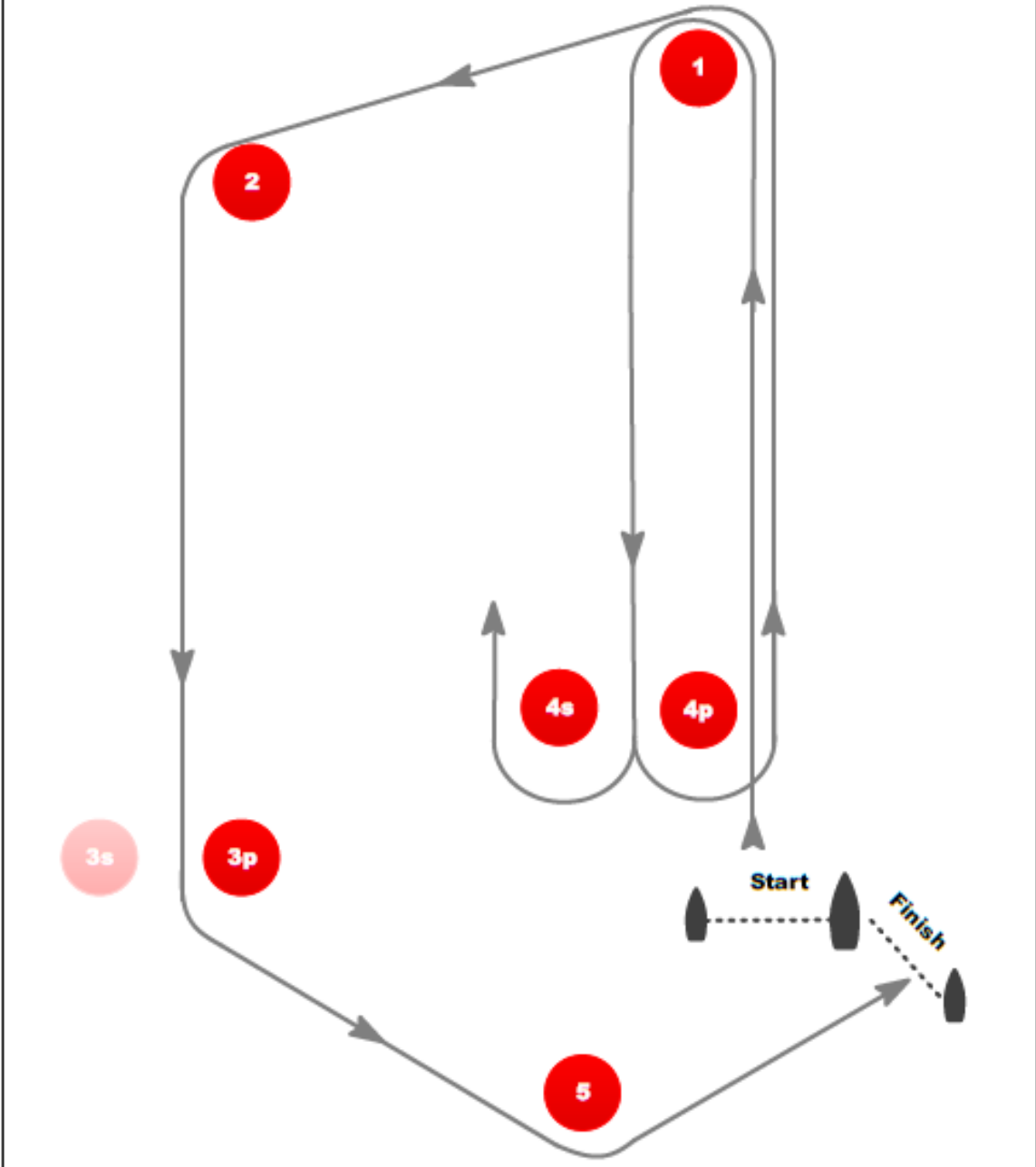
<b>LR</b>	<b>COURSE: WINDWARD / LEEWARD with reaching finish</b>
<b>Signal</b>	<b>Mark Rounding Order</b>
<b>LR2</b>	<b>Start - 1 - 2s/2p - 1 - 2p - Finish</b>
<b>LR3</b>	<b>Start - 1 - 2s/2p - 1 - 2s/2p - 1 - 2p - Finish</b>
<b>LR4</b>	<b>Start - 1 - 2s/2p - 1 - 2s/2p - 1 - 2p - Finish</b>



<b>OX</b>	<b>COURSE: OUTER with reaching finish</b>
<b>Signal</b>	<b>Mark Rounding Order</b>
<b>OX2</b>	<b>Start - 1 - 2 - 3s/3p - 2 - 3p - 5 - Finish</b>
<b>OX3</b>	<b>Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - 5 - Finish</b>
<b>OX4</b>	<b>Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - 5 - Finish</b>



<b>IX</b>	<b>COURSE: INNER with reaching finish</b>
<b>Signal</b>	<b>Mark Rounding Order</b>
<b>IX2</b>	<b>Start - 1 - 4s/4p - 1 - 2 - 3p - 5 - Finish</b>
<b>IX3</b>	<b>Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - 5 - Finish</b>
<b>IX4</b>	<b>Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - 5 - Finish</b>



End of Major Event Instructions