



UK RS FEVA CLASS ASSOCIATION

Major Event Instructions 2022/23

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 SIGNALS MADE ASHORE

- 4.1 *The SSI will specify* the location where signals ashore will be made.
- 4.2 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.
- 4.3 Boats shall not go afloat until flag D is displayed. The warning signal will be at 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*.

5 FORMAT OF RACING

- 5.1 *The SSI will specify* the format of racing, (single fleet/series/ flighting etc.)
- 5.2 Where the fleet is divided into groups or qualifying / final format, the following shall apply:
 - a) Allocation: The Race Committee will allocate each boat to one of two flights yellow and blue

as posted on the official notice board. These flights shall normally be allocated alternately based upon a team's current position in the national ranking, or finishing position at the last event, whichever is better followed by boat number order.

- b) Flight Identification: Each boat shall display the coloured flight identification ribbon, provided by the organisers.

6 SCHEDULE OF RACES

- 6.1 The dates for racing will be published in the Notice of Series and / or Notice of Race.
- 6.2 The format for two-day events is that there will be no more than eight races in total, with the intention to run 4 races on the first day, and four races scheduled for the second day. However, additional races may be sailed on either day if weather or other reasons dictate. If this is the case then it will be identified by flag F flying on the committee boat and this does not constitute a change to the schedule.
- 6.3 *The SSI will specify* the scheduled first warning time for first and subsequent days.
- 6.4 On the last day of a two-day event no warning signal shall be made after 1500hrs. If flighted 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 if flighted the second start can be started after this deadline.
- 6.5 To alert boats that a race will begin soon, an orange flag will be displayed (with one sound) for at least 2 minutes before a warning signal is displayed.
- 6.6 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.

7 CLASS FLAGS

- 7.1 If the fleet is sailed as one fleet, then the class flag will be white with the RS Feva class insignia on it.
- 7.2 If the fleet is divided into flights, the class flags will be those whose colour corresponds to the flight. For example, yellow and blue.
- 7.3 When the fleet is divided into Gold, Silver:
 - a) Gold Fleet = YELLOW flag
 - b) Silver Fleet = BLUE flag

8 RACE AREA

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

9 COURSES

- 9.1 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.
- 9.2 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.
- 9.3 When one of two gate marks is missing then the remaining mark shall be passed to port.

10 MARKS

- 10.1 *The SSI will specify* the rounds marks to be used.
- 10.2 The race committee may move a mark (or the finishing line) up to 100m without signalling the change. This changes RRS 33.

11 THE START

- 11.1 Races will be started in accordance with RRS 26.
- 11.2 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.
- 11.3 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.
- 11.4 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.
- 11.5 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).

12 THE FINISH

- 12.1 The finishing line will be between a mast with a blue flag on the committee boat and the mast displaying a blue flag on the port end boat or a buoy with a blue flag.
- 12.2 After finishing and clearing the finishing line boats shall keep clear of the finishing area and of all boats not yet finished.
- 12.3 Boats re-crossing the finish line in the direction from the last mark may be scored for their final crossing.
- 12.4 **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.

13 TIME LIMIT

13.1

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

If no boat has passed mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

14 PENALTY SYSTEM

- 14.1 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.
- 14.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 14.3 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

15 HEARING REQUESTS

- 15.1 *The SSI will specify* where to obtain and submit hearing request forms.
- 15.2 If online forms are used, submission of these forms will be considered to be delivered to the race office.
- 15.3 The protest time is 30 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.
- 15.4 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.

16 ARBITRATION

- 16.1 RRS Appendix T [Arbitration] applies.

17 SCORING SYSTEM

- 17.1 The Low Points scoring systems of RRS Appendix A will apply, except as amended in the following clauses.
- 17.2 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.
- 17.3 When an event is sailed as one fleet, one race shall be required to constitute an event series.
- 17.4 For events where the fleet is divided into flights, three races are required to constitute an event series.
- 17.5 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.
- 17.6 For events with a qualifying series in flights it is the intention to sail 4 races on the first day the fleet is then split into final series fleets for day two with 4 races.
 - a) A boats individual qualifying race scores will be carried forward to the final series.
 - b) Races from either series shall be eligible for exclusion.
 - c) When only 3 races are completed on the first day then the qualifying series will continue into the second day and there will be no final series.
 - d) When 3 or fewer races are completed a boats series score shall be the total of her race scores.
 - e) When from 4 to 8 races have been completed a boats series score shall be the total of her race scores excluding her worst score excluded from either qualifying or final series.
 - f) Each final series fleet will be scored separately. Different final series fleets need not have completed the same number of final races. The boats in gold fleet will be ranked highest.

18 SAFETY

- 18.1 RRS 40.1 (Personal Flotation Devices) applies at all times when boats are afloat.
- 18.2 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).
- 18.3 Competitors in difficulty shall obey any instruction given by an official boat crew. Failure to comply with safety crew instructions may result in disqualification or other penalty
- 18.4 An official boat in close attendance to a craft or competitor in difficulty is an obstruction.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 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.
- 19.2 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.

20 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 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.

21 TALLIES

- 21.1 *If the SSI specify tallies will be used, MEI 21.2 applies.*
- 21.2 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.
- 21.3 A boat that retires from a race shall notify the Race Committee or the Race Office as soon as possible.

22 ADVERTISING

- 22.1 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.
- 22.2 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.

23 OFFICIAL & SUPPORT VESSELS

- 23.1 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.
- 23.2 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.
- 23.3 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.
- 23.4 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.
- 23.5 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.
- 23.6 Support Vessels include vessels carrying teams leads, coaches, relatives of competitors not crewing official vessels or other support roles.
- 23.7 All Support Vessels must be approved and registered with the host club and the RS Feva Class Secretary or Safety Officer for each event.
- 23.8 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.
- 23.9 Support vessels shall not be in the racing area, nor shall they communicate with any competitors, from the time of the preparatory signal for the first race until the last boat finishes the last race of the day. The penalty for failing to comply with this requirement will be the disqualification of all boats associated with the support personnel who do so.
- a) For the purposes of this rule, the racing area shall be defined as not less than 200m from any boat that is racing, and this shall specifically include an area not less than 200m immediately to leeward of the finish line for any race.
- b) For events that are held in restricted waters where the requirements in 22.3 a) are unable to be met, the Race Officer may designate a specific area for Support Vessels.
- 23.10 All Support Vessels shall be expected to act as part of the safety fleet if requested to do so by the Race Committee. The course safety lead or Race officer has authority to ask any safety/support boat to act solely as a safety boat without contact with sailors unless it is in respect of safety, after the finish of each race.

24 WASTE / RUBBISH

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

25 RADIO COMMUNICATION

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

26 PRIZES

- 26.1 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 website as appropriate.

27 RISK STATEMENT

27.1 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.

27.2 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.

28 INSURANCE

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

29 MAST FLOATATION DEVICES

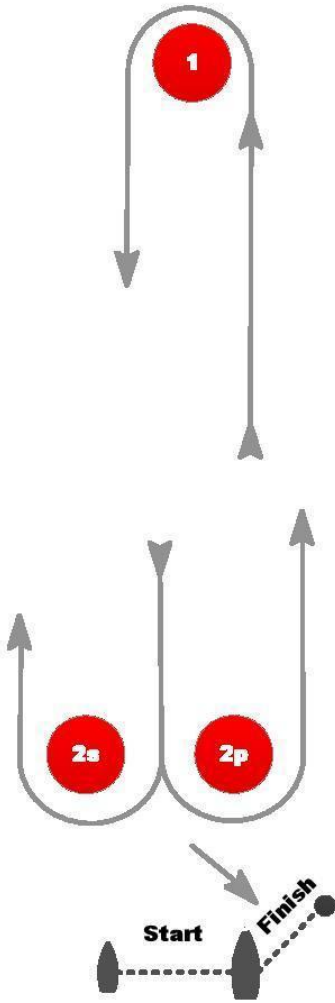
29.1 *The SSI will specify* if mast head floatation is allowed.

30 AREAS THAT ARE OBSTRUCTIONS

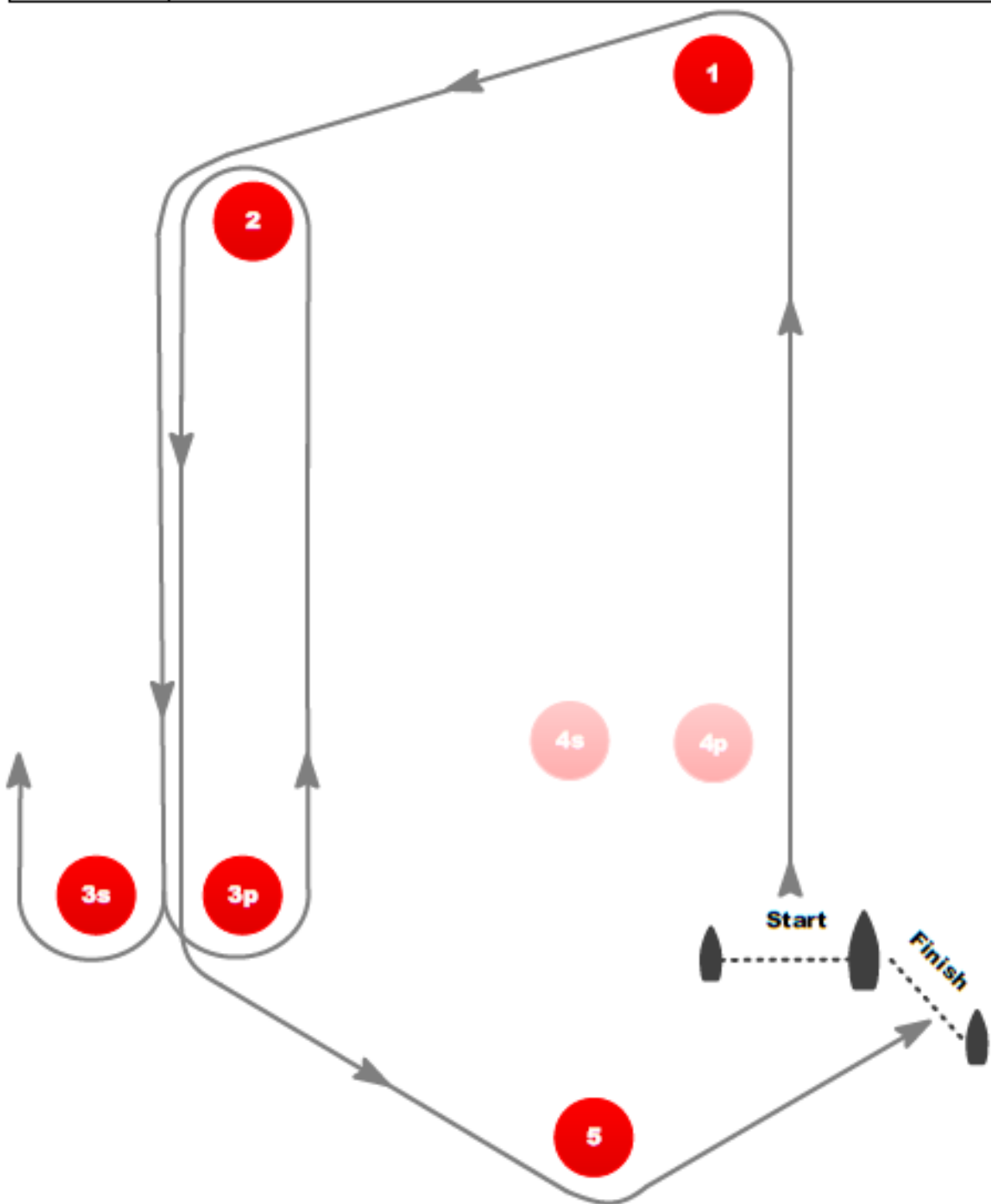
30.1 *The SSI will specify* areas that are obstructions.

Appendix 1 – Course Diagrams

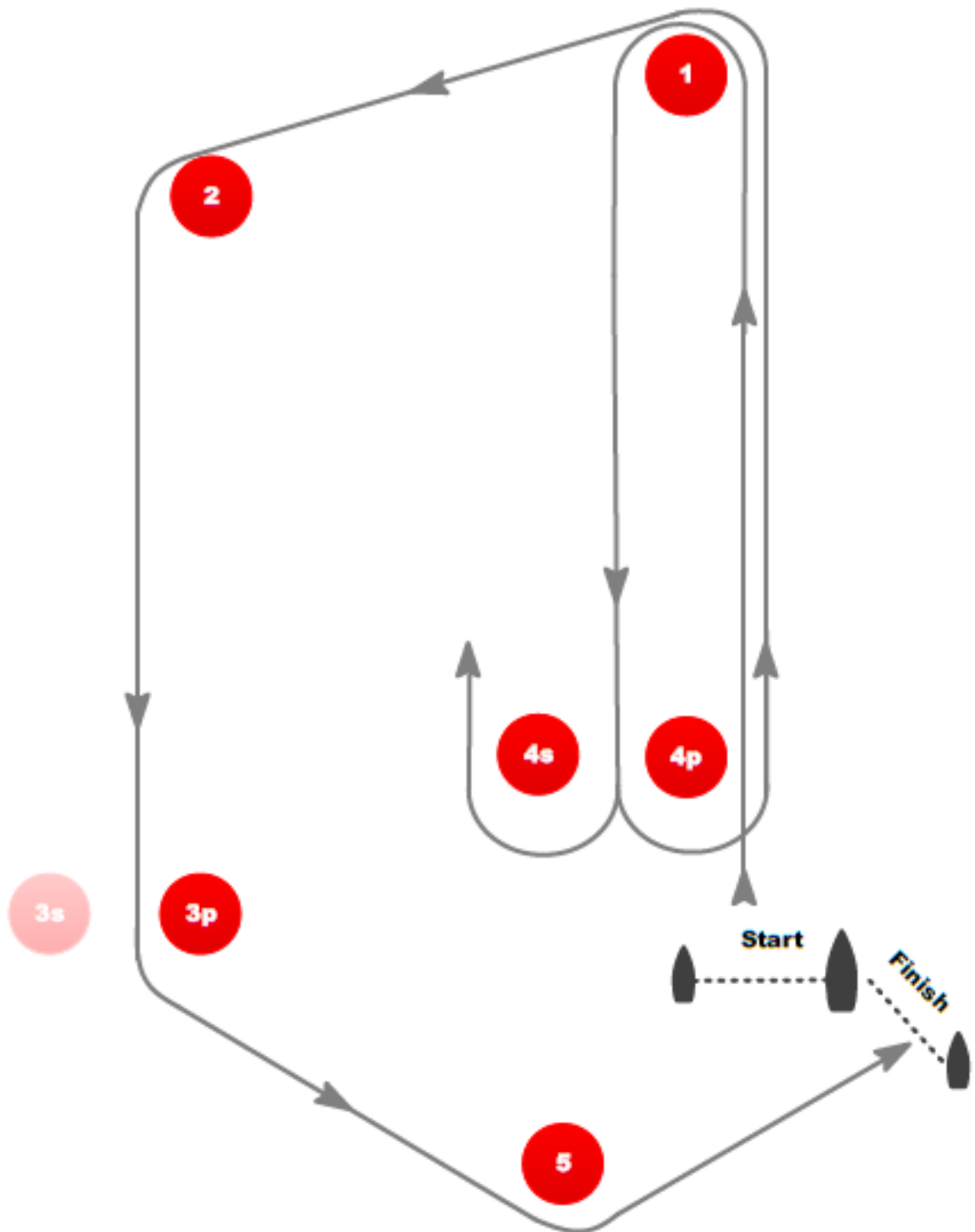
LR	COURSE: WINDWARD / LEEWARD with reaching finish
Signal	Mark Rounding Order
LR2	Start - 1 - 2s/2p - 1 - 2p - Finish
LR3	Start - 1 - 2s/2p - 1 - 2s/2p - 1 - 2p - Finish
LR4	Start - 1 - 2s/2p - 1 - 2s/2p - 1 - 2s/2p - 1 - 2p - Finish



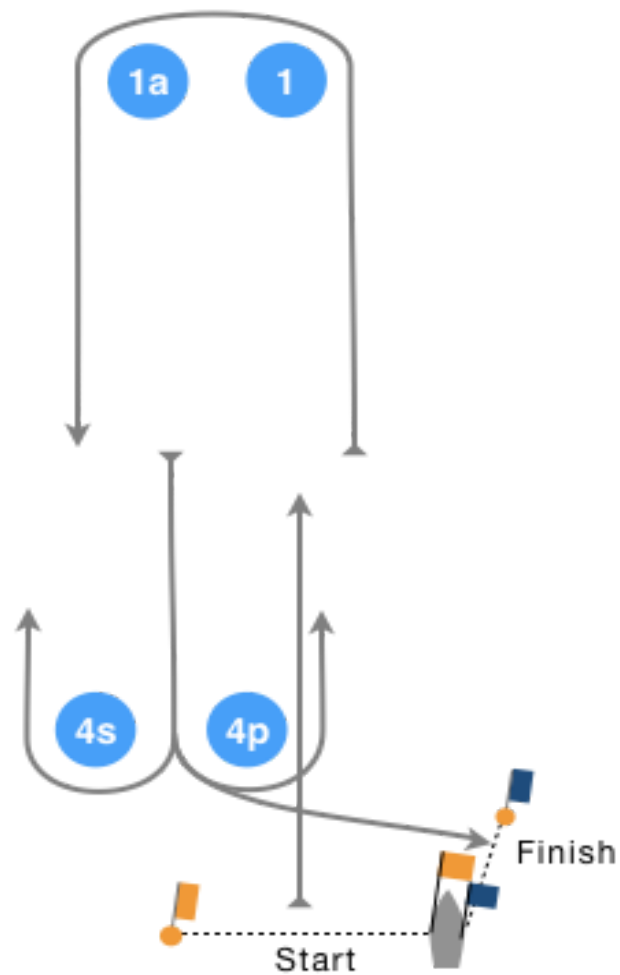
OX	COURSE: OUTER with reaching finish
Signal	Mark Rounding Order
OX2	Start - 1 - 2 - 3s/3p - 2 - 3p - 5 - Finish
OX3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - 5 - Finish
OX4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - 5 - Finish



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



L	COURSE: WINDWARD/LEEWARD with reaching finish
Signal	Mark Rounding Order
L2	Start - 1 - 1a - 4s/4p - 1 - 1a - 4p - Finish
L3	Start - 1 - 1a - 4s/4p - 1 - 1a - 4s/4p - 1 - 1a - 4p - Finish
L4	Start - 1 - 1a - 4s/4p - 1 - 1a - 4s/4p - 1 - 1a - 4s/4p - 1 - 1a - 4p - Finish



End of Major Event Instructions