

RS *FEVA*

OWNER'S MANUAL

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1. INTRODUCTION

Congratulations on the purchase of your new **RS Feva** and thank you for choosing an RS product. We are confident that you will have many hours of great sailing and racing in this truly excellent design.

The RS Feva is an exciting boat to sail and offers fantastic performance. This manual has been compiled to help you operate your RS Feva with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its systems and information on its safe operation and maintenance. Please read it carefully and be sure that you understand its contents before using your RS Feva.

This manual is not a course on boating safety or seamanship. If this is your first boat, or you are changing to a type of craft you are not familiar with, for your own safety and comfort, please ensure that you have adequate experience before assuming command of the craft. If you are unsure, your dealer or national sailing federation (the Royal Yachting Association) will be able to advise you of a local sailing school, or competent instructor. For beginners, a sailing handbook, which contains a glossary of boat parts and terms, may be useful. These are available from your local dealer.

Please keep this manual in a secure place and hand it over to the new owner if you sell the boat.

For further information, spares and accessories, please contact your local dealer or:

LDC Racing Sailboats

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2. SPECIFICATIONS AND DRAWINGS

Identification.

Your RS Feva can be identified by two numbers, one is the sail number and the other is the Hull Identification Number.

The sail number is the number by which you register your RS Feva with insurance companies, the class association and also when you sign on for events. Not only is the sail number on the mainsail itself (Feva XL only; it is also printed on the port side of the transom.

The Hull Identification Number, or HIN, is required by European law. Every new boat sold should display a HIN to show that it meets all the guidelines set by the European community and is safe to use up to the conditions mentioned in 3.1 Design Category. Your RS Feva complies with European law to category C (explained later) and hence displays a HIN which is imprinted on the starboard side of the transom.

The HIN is purely to show that your RS Feva meets European regulation, and therefore should be referred to by its sail number.

Dimensions.

Length Overall (LOA):	3.64 m	12'0"
Beam:	1.42 m	4' 8"
Hull Weight:	63 kg	136 lb
Reefing Mainsail:	5.5 m ₂	57sq ft
3 Batten Mainsail:	6.5 m ₂	68sq ft
Jib:	2.1 m ₂	22sq ft
Gennaker:	7.0 m ₂	73sq ft

3. SAFETY INFORMATION

Personal preparation and owner's responsibility.

Before attempting to operate the boat, ensure that you have appropriate experience to handle the boat safely in the anticipated sea and wind conditions, and that all the crew have sufficient boating experience and that they are familiar with emergency procedures (man overboard recovery, towing).

Always check the weather forecast before leaving shore, and ensure that the predicted weather and sea conditions are suitable for the boat (see 3.1). clothing should be suitable for the anticipated weather conditions and footwear appropriate for boating.

Before going afloat, all persons should be wearing a suitable buoyancy aid (life jacket or personal floatation device), which should be worn at all time when on the water. Note that in some countries it is a legal requirement to wear a buoyancy aid that complies with their national regulations at all times.

It is recommended that you carry a whistle or horn to attract attention in case outside assistance is required.

The owner/operator is responsible for the safe operation of the boat. His/her responsibilities include properly preparing and maintaining the boat and safety equipment, knowledge of the boat operation, safety training of the crew, following the navigation rules (including knowledge of the Collision Regulations and local navigation rules), care of the environment, insurance and where necessary registration.



3.1 Design Category.

The RS Feva is a Design Category C boat. The definition of this category is:

- Design Category: C – ‘inshore’
- Description of Use: Designed for voyages in costal waters, large bays, estuaries, lakes and rivers.
- Wind Force: Up to, and including Beaufort force 6.
- Significant Wave Height: up to, and including 2 m.

The RS Feva complies with this design category, subject to:

- The crew having suitable skill and experience.
- Satisfactory construction and maintenance of the boat and its equipment.

Users of this boat are advised that:

- All crew should receive suitable training.
- The boat should not carry more than the maximum load.
- Any water in the hull should be kept to a minimum.
- Stability is reduced by any weight added high up.

3.2 Loading.

The RS Feva is designed to be sailed by no more than 3 people. However it is recommended that you do not exceed the maximum loading of 225 kg, including any equipment added to the basic rigged boat, e.g. an anchor. To enable the boat to be righted safely the minimum recommended crew weight is 40 kg.

All the crew and equipment should be evenly distributed to ensure that the boat is upright and approximately level. Heavy items, such as an anchor, should be securely fixed to avoid movement when underway.



3.3 Safety Equipment.

It is your responsibility to ensure that all necessary safety equipment is obtained for the type of sailing you are participating in and it is readily accessible on board while the boat is in operation.

HINT

We recommend that you sail in a location where there is adequate rescue cover, should you get into any difficulty, especially whilst learning to sail your new boat.

3.4 Capsize Recovery.

No matter how stable and secure your RS Feva feels on the water, a capsize will be inevitable. Properly handled a capsize can be fun and definitely not something to worry about. Like everything it is best to practice on a quieter day, and preferably with a safety boat to hand.

Recovery technique.

As the boat capsizes, you should endeavour to fall cleanly into the water, trying to avoid catching sheets or toestraps as you fall. You should initially ensure that:

1. If you are using the spinnaker that it is fully recovered in the chute.
2. The main and jib sheets are both uncleated.

WARNING

If the boat has capsized "on top" of you, or "to windward" as it is known, there is more chance of the boat inverting and you should ensure that you and your crew are well clear as the boat fully inverts.



If are sailing with a crew, he or she should swim round to the bow, and hang onto the tackbar or the rope handle, whichever is fitted. Then you should proceed round to the transom where the righting line is stowed. Unclip the “high side” righting line, and keep hold of it as you proceed around the rudder to the centreboard area. If the boat has inverted the righting line is easier to locate.

If the boat has inverted:

The righting line will help you climb onto the hull if it is inverted, it being best to use the line across the hull. Stand on the underneath of the gunwhale (now facing upwards), adjacent to the centreboard, where there is a grippy surface for feet or knees. Pull on the righting line from across the upturned hull and as the boat starts to come back up try to work your way up the hull and onto the centreboard, as it comes horizontal. Do not worry if you are unable to do so.

If the boat is on its side:

Hold the righting line as high up as you can, and brace your feet against the hull, and pull. The boat will start to come upright, and as it does work your hands up the righting line towards the gunwhale.

WARNING

If the mast is lying into the wind as you pull it up the boat will flip up quickly and you should be aware to work your way up the righting line to the gunwhale a bit quicker.

Once the boat is upright and you are in the water holding the righting line, you can either pull the gunwhale down to you, grab the toestrap and haul yourself in or go around to the transom and climb in over there. The rope handle on the gunwhale can help you back on board, not forgetting to go over the transom bridle, which should be loose enough to push down against the deck. To make all this easier, if you have a crew, who would have been holding the



bow during the righting process, should take over holding the righting line next to the gunwhale while you get in the boat. Once in the boat the crew can be assisted to follow suit and climb back aboard.

If you did manage to get onto the centreboard as the boat came up from full inversion, or if you were nimble enough to hop over onto the board as the boat capsized, then it is a simple case of pulling on the line (or just the gunwhale if you are heavy enough), and hopping in as the boat comes upright. "Sprawling in" is often a more accurate term, but the net effect is that you end up in the boat without falling back into the water! Effecting the "dry" capsize, where you manage to hop on the board as you go over and then back into the boat as it comes upright is the ultimate goal that will come with practice!

Getting going again:

Once you are back aboard you will find the water quickly drains out the transom or down the centreboard case. It is worth taking time to sort yourself out, clipping the righting line(s) back on at the transom, and securing them in the notch just below the gunwhale at the transom corner. Congratulations on a successful recovery!

3.5 Air Tank.

The RS Feva is equipped with a sealed buoyancy compartment just in case of capsize or swamping. The buoyancy compartment is formed by the hull and deck mouldings and consequently the following points should be noted:

- ! **Do not puncture the buoyancy compartment.**
- ! **Should the buoyancy compartment become punctured, do not use the boat until the compartment is properly repaired. If in any doubt, contact RS Racing for repair details.**
- ! **It is against class rules to add any fittings; you may have to replace fittings from time to time. Ensure that all fastenings are resealed properly using an appropriate sealant. If in any doubt, contact RS Racing for details.**

3.6 Man Overboard Prevention and Recovery.

Working deck.

The working deck of the RS Feva, which is intended to be occupied when the boat is afloat, is the areas covered with a non-slip coating (as seen in picture 3.1). These areas are:

- The entire cockpit floor, including kick-blocks and daggerboard case, from the aft end up to the mast foot.
- The top surface and outside edge of the side deck from the aft end to the recess for the shroud points.
- The central thwart can also be used as a place to sit. It is not recommended that this is used as somewhere to stand as it does not have a non-slip texture and may be slippery.

Crew overboard recovery.

The RS Feva is designed to be sailed by up to three people. However, it can be sailed single-handed. If sailing alone it is recommended that you ensure adequate safety cover is in attendance before launching.

Should you fall overboard, whilst sailing alone, the boat will soon capsize allowing you to swim to it and follow the righting from capsize procedures previously mentioned in this manual.

To recover a crew member from the water:

- The helm should bring the boat just downwind of the person in the water.
- The helm should balance the boat, using a combination of body weight movement and sail pressure.
- The crew should board the boat via the windward gunwale with the help of another member of the crew. Or it may be easier to board over



the transom using the mainsheet strop or the handles (if fitted) to help yourself back into the boat.

HINT

By completing a recognised sailing instruction course, you will learn how to recover a man over board quickly and effectively. We recommend attending a sailing course if you have not already done so.

3.7 Use of an Outboard Engine.

The RS Feva is not designed or equipped for use with an outboard engine and is not capable of modification to be safely used with an outboard engine.

3.8 Towing, Anchoring, Mooring and Trailing.

Towing.

Should it become necessary to tow your RS Feva, you should follow the procedure below:

Feva S

- Secure the towing line around the mast as low down to the mast gate as possible. If the mast has failed, then the tow line can be tied to the lifting handle in the front of the boat.
- Lower or stow the mainsail.
- Fully raise or remove the daggerboard.
- Stay at the tiller. In the event of rudder loss, sit well aft.

Feva XL

- Secure the towing line around the tack bar.
- Lower and stow all sails
- Fully raise or remove the daggerboard.
- Stay at the tiller. In the event of rudder loss, sit well aft.



Anchoring.

The RS Feva can be anchored for short periods of time. If anchoring is going to be attempted, then we recommend attending a sailing course to learn how to anchor safely.

If you do wish to anchor your RS Feva, the anchor line should be secured round the base of the mast (Feva S) or around the tack bar (Feva XL). The sails should be lowered or securely stowed and the rudder and daggerboard raised completely.

REMEMBER

An anchor is a heavy piece of equipment so you must ensure that you are not overloading your Feva and that it is securely stowed to prevent it damaging the boat or you!

Mooring.

The RS Feva can be moored on a buoy or a pontoon for short periods. When mooring on a buoy, ensure the mooring line is securely fastened to the forward carry handle (Feva S) or round the tack bar (Feva XL) as seen in picture 3.2.

When mooring along side a pontoon, a mooring line can be attached to either the forward carry handle (Feva S) or round the tack bar (Feva XL) and around the aft end of the rear toestraps. Always remember to use some padding between your Feva and the object you are mooring against!

Trailing.



The RS Feva can be trailed behind the majority of cars or can be carried on the roof. When transporting a Feva on the roof of a car we recommend the use of the RS Feva folding launching trolley because the overall weight of the RS Feva and standard launching trolley could be over the limit for the car. So an RS Feva folding trolley can easily be carried in the smallest of cars.

When trailing your RS Feva you should only use an approved trolley and road base. Tying down the boat to its trailer is important because too much or too little tension could result in damage. Follow the instructions below for safe trailing:

- Ensure the boat is located correctly on the trolley, with the gunwale supports up under the gunwales and the bow located in the bow snubber of the trolley.
- Ensure the trolley is properly located on the road base and the retaining pin is fitted.
- Tie the boat down to the trailer at the bow and across the middle. You only need to apply sufficient tension to hold the boat in contact with the trolley supports. Use padding material where any straps touch the deck.

HINT

It is always a good idea to tie the boat down when it is left in the dinghy compound to prevent any damage to you boat, or any other, in the event of strong winds.



4. COMMISSIONING

4.1 Preparation.

Your RS Feva comes complete with all the components necessary to take the boat sailing. In order to commission it, you will need the following tools:

- Pliers or a shackle key.
- PVC (electricians) tape.

You may require other tools later, should you wish to make any settings or tuning adjustments to the boat and rig.

DO NOT use a knife or other sharp object to cut through packaging containing parts – you may damage the contents.

Whilst your RS Feva has been carefully prepared, it is important that new owners should check shackles and knots are tight. This is especially important when the boat is new, as travelling can loosen seemingly tight fittings and knots. It is also important to regularly check such items prior to sailing.

4.2 Unpacking.

Having unpacked your RS Feva you should check that you have all the items listed below and in picture 4.1 and picture 4.2 before throwing away any of the packing as there may be some small items still wrapped.

- 1 x RS Feva hull.
- 1 x top mast section.
- 1 x lower mast section
- 1 x boom.
- 1 x rudder.
- 1 x rudder stock.
- 1 x tiller extension.
- 1 x dagger board.
- 1 x main sail (reefing mainsail or 3 batten mainsail).
- 1 x rope pack – consisting of:

- 1 x mainsheet.
- 1 x outhaul.
- 1 x outhaul shockcord.
- 1 x main halyard and Inglefield clip.
- 1 x kicking strap.
- 1 x rudder downhaul and block.
- 1 x dagger board handle.
- 1 x boom stop.



Picture 4.1 – Feva equipment.



Picture 4.2 – Feva rope pack

Jib pack (optional).

The jib pack is an option on the Feva S but comes as standard on the Feva XL. The pack contains:

- 1 x Feva jib.
- 2 x Feva shroud.
- 1 x shroud shackle.
- 1 x jib halyard block.
- 1 x jib rope pack – containing:
 - 1 x jib halyard.
 - 1 x jib sheet.
 - 1 x jib halyard block tie.



Picture 4.3 – Feva jib pack

Gennaker pack (optional).

The gennaker pack is an option on the Feva S but comes as standard on the Feva XL. The pack contains:

- 1 x Feva gennaker.
- 1 x gennaker halyard block with shackle.
- 1 x gennaker sheet.



Picture 4.4 – Feva gennaker pack

4.3 Rigging the mast.

If you have the jib and gennaker kits, please refer to section 4.9 (rigging the jib) and 4.10 (rigging the gennaker) before stepping the mast in the boat.

To complete this section, you will need:

- The top mast.
- The lower mast.
- The main halyard.

- 1) Place the top mast and lower mast on the ground, in line with each other.
- 2) Slide the inner sleeve of the top mast inside the lower mast (see picture 4.5).
- 3) Push the two mast sections together (see picture 4.6). The angle of the cut should ensure that the mast track of the two sections aligns.



Picture 4.5 – joining the mast



Picture 4.6 – a joined mast

- 4) Uncoil the main halyard.
- 5) Thread one end through the bullseye at the top of the mast (see picture 4.7).

- 6) Run both ends of the main halyard to the bottom of the mast and tie in place (this prevents them from disappearing back up the mast!).



Picture 4.7 – threading the main halyard.

Now the mast is ready to be put up in the boat, or *stepped*.

REMEMBER

If you are rigging the jib and gennaker packs, you will need to read sections 4.9 and 4.10 before going on to 'stepping the mast'.

4.4 Stepping the mast.

The mast gate pin.

The mast gate pin is already fitted to your Feva. The pin has a small locking mechanism on the bottom to prevent it from falling out. To close the mechanism (as seen in picture 4.8):

- 1) Push the small tang round 90° to the pin.
- 2) Push the tang across until it clicks into place.



Pin open

90°

Pin closed

Picture 4.8 – the mast gate pin.

Opening the mast gate is the exact opposite of closing. The mast gate pin must be in the open position to be able to remove it from the hole.

- 1) Remove the mast gate pin from the hole and open the mast gate (see picture 4.9).
- 2) Lay the mast along the boat with the mast foot in the mast well (see picture 4.10).
- 3) Stand the mast up. The mast foot should slide down the mast well and sit comfortably in the mast cup. The lip on the lower mast collar should be under the foredeck/mast gate.
- 4) Close the mast gate, ensuring that you have not trapped any ropes in it (see picture 4.11).
- 5) Push the mast gate pin back into the hole and close the mechanism, as shown above.



Picture 4.9 – the open mast gate.



Picture 4.10 – the mast foot in the mast well.



Picture 4.11 – the mast up with the gate closed.

4.5 Rigging the boom.

To complete this section, you will need:

- The boom.
- The outhaul.
- The outhaul elastic.
- The kicking strap.
- The boom stop.

- 1) Take one end of the outhaul and thread it through the metal eye at the back end of the boom (see picture 4.12).

- 2) Then tie this end onto the hook part of the mainsail clew ring (also see picture 4.12).
- 3) Take the other end of the outhaul and pass it through the cleat mounted on top of the boom.
- 4) Tie the end of the outhaul to an end of the outhaul elastic (see picture 4.13).
- 5) Take the other end of the outhaul elastic and thread it through the plastic bullseye (also see picture 4.13) at the front end of the boom.....
- 6)then run the end of the elastic back along the top of the boom, through the piece of black webbing and tie it off the metal eye at the back end of the boom from part 1.



Picture 4.12 – the back end of the boom.



Picture 4.13 – the front end of the boom and gooseneck.

- 7) Take the boom stop and tie a small knot in one end.

- 8) Thread the other end through the small metal eyelet on the top of the boom, about 50 cm from the front end.
- 9) Then thread the end through the loop of the top block of the kicking strap system.
- 10) Finally, thread the end back through the eyelet on the boom but in the opposite direction to the other end (see picture 4.14).



Picture 4.14 – the kicking strap attached.

4.6 The daggerboard.

To complete this section, you will need:

- The daggerboard.
- The daggerboard handle.

- 1) Tie a 'figure 8' knot in one end of the daggerboard handle.
- 2) Pass the other end through one hole in the top of the daggerboard.
- 3) Then pass the end through the other hole in the top of the daggerboard, making sure to pass it through the same way as the other hole.
- 4) Tie a 'figure 8' knot in the end. There should be a knot on either side of the daggerboard (see picture 4.15).



Picture 4.15 – the daggerboard handle.

4.7 The rudder.

To complete this section, you will require:

- The rudder.
 - The rudder stock.
 - The rudder downhaul and block.
- 1) Undo the plastic wing nut on the rudder stock and remove the bolt.
 - 2) Slide the rudder into the stock making sure to feed the rope over the small roller fitted in the stock, and out under the tiller.
 - 3) Line up the hole in the rudder with the hole in the rudder stock.
 - 4) Push the bolt through the stock and rudder, making sure to line up the head of the bolt with the recess in the plastic washer. Also that the little lugs on the plastic washer line up with the holes in the stock. *It may need a little tap to get it through!*
 - 5) Refit the plastic wing nut and tighten. The nut should be tight enough to stop the rudder slopping about in the stock, but not tight enough as to make it hard to rotate the rudder.
 - 6) Tie the rudder downhaul block onto the rope that you threaded into the stock (see picture 4.16).
 - 7) Take the rudder downhaul rope and tie one end to the cleat at the front end of the tiller.
 - 8) Thread the other end through the rudder downhaul block and then back through the cleat (see picture 4.17).
 - 9) Tie a nice stopper knot in the end.



Picture 4.16 – the rudder fitted in the stock.



Picture 4.17 the rudder downhaul fitted.

4.8 Hoisting the mainsail.

To complete this section, you will need:

- The mainsail (either the reefing mainsail or the 3 batten mainsail).
- The Inglefield clip.
- The mainsheet.

- 1) Take the mainsheet and thread one end through the cleat and block in the centre of the boat.
- 2) Then thread it through the block in the middle of the boom, so that it runs backwards along the boom.

- 3) Thread it through the webbing loop on the bottom of the boom and through the block at the back end.
- 4) Tie the mainsheet to the loop in the middle of the mainsheet bridle at the back of the boat (see picture 4.18).



Picture 4.18 – the mainsheet bridle.

- 5) Unroll the mainsail.
- 6) Tie the end of the main halyard that comes down the mast from the bullseye (not from the cleat) to the top of the mainsail (see picture 4.19).



Picture 4.19 – tying the main halyard.

- 7) Put the top of the sail into the opening in the mast track, just above the gooseneck mast collar.
- 8) Holding the sail in line with the mast, pull on the other end of the main halyard.

- 9) Pull the sail up to the top of the mast. You will need to keep the sail in line with the to make pulling it up easier, especially where the batten pockets are.
- 10) With the sail almost to the top, pull the halyard down the side of the mast so that the rope goes into the cleat at the top. Pull the halyard tight.
- 11) Take the Inglefield clip and thread the end of the halyard through the hole.
- 12) Clip the Inglefield clip to the one already by the mast gate.
- 13) Pull the halyard through the Inglefield clip until all the slack has been taken up. Tie a knot here to keep the clip in place.

The Inglefield clips stop the halyard flopping around when the sail is hoisted. To lower the sail all you have to do is unclip the two clips and pull the sail down.

- 14) Finally, coil up the halyard and stow it under the elastic under the foredeck.
- 15) Push the gooseneck onto the mast collar.
- 16) Hook the clew of the sail onto the hook at the end of the boom (see picture 4.20).



Picture 4.20 – the mainsail clew hook.

- 17) The downhaul is already tied to the mast, so all you need to do is pass the end of the rope through the bottom eyelet in the mainsail and then down through the cleat on the side of the mast (see picture 4.21).



Picture 4.21 – the downhaul.

- 18) Now connect the kicking strap bottom block to the hook on the mast (see picture 4.22).



Picture 4.22 – the kicking strap.

If you are not fitting the jib or gennaker move straight on to section 4.11 'Completion'.

4.9 Rigging the jib.

To complete this section, you will need:

- 1 x Feva jib.
- 2 x Feva shroud.
- 1 x shroud shackle.
- 1 x jib halyard block.
- 1 x jib rope pack – containing:
 - 1 x jib halyard.
 - 1 x jib sheet.
 - 1 x jib halyard block tie.

Before stepping the mast you will need to:

- 1) Take the shroud shackle and shackle the two shrouds to the lower of the two metal rings on the front face of the top mast (see picture 4.23).
- 2) Tie one end of the jib halyard block tie to the shackle, in between the two shrouds.
- 3) Tie the other end to the top of the jib halyard block (see picture 4.24).
- 4) Thread the jib halyard through the block and make sure both ends are secure at the bottom of the mast.

Now you can step the mast – follow the stages in **section 4.4 ‘stepping the mast’**.



Picture 4.23 – fixing the shrouds.



Picture 4.24 – fixing the jib halyard block.

Now with the mast stepped in the boat you can attach the shrouds to the adjuster plates. A good setting to start with is with the pins in the third hole down.

HINT

The mast on a Feva is supported at deck level by the mast gate and foredeck. The shrouds are fitted to stop the mast bending when tension is applied to the jib halyard, hence making the jib work better. Therefore, changing the shroud hole positions will affect the amount the mast bends when the halyard tension is applied.

- 1) Unroll the jib.
- 2) Tie the tack of the jib to the loop on the tack bar using the tail of rope sewn into the sail (see picture 4.25).
- 3) Tie one end of the jib halyard to the loop of rope sewn into the head of the sail.
- 4) Pull the sail up and tie the halyard off around the horn cleat on the side of the mast (see picture 4.26). Only apply enough halyard tension to stop the front of the jib sagging off whilst sailing.

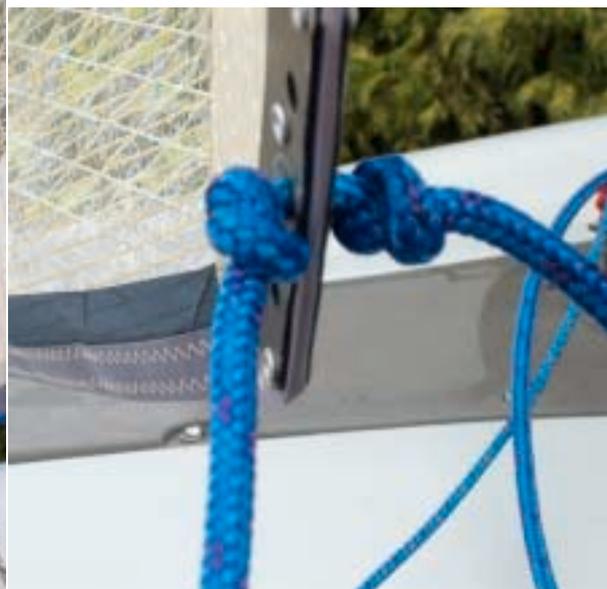
- 5) Thread the jib sheet through the middle of the three holes at the clew. Pull the sheet through until there is an equal amount either side of the sail and tie a 'figure 8' knot either side (see picture 4.27).
- 6) Take one of the jib sheet ends and pass it through the bullseye and cleat mounted just inboard of the shrouds (see picture 4.28). Do the same with the other side and then tie the two ends together.



Picture 4.25 – the jib tied to the tack bar.



Picture 4.26 – the jib halyard cleat.



Picture 4.27 – the jib clew.



Picture 4.28 – the jib bullseye and cleat.

4.10 Rigging the gennaker.

To complete this section, you will need:

- 1 x Feva gennaker.
- 1 x gennaker halyard block with shackle.
- 1 x gennaker sheet.

HINT

The gennaker halyard and bowsprit come already rigged on your Feva. To rig the gennaker there is no need to unthread the halyard from under the foredeck. Should the halyard be accidentally pulled through, then contact LDC Racing Sailboats and ask for the 'rigging the gennaker kit' information sheet.

Before stepping the mast, you will need to:

- 1) Shackle the gennaker halyard block to the upper most metal ring on the front face of the top mast (see picture 4.29).
- 2) Uncoil the gennaker halyard (that is emerging through a hole in the foredeck).
- 3) Take the end of the gennaker halyard and, with the mast lying beside the boat, thread it through the halyard block. Secure the end at the base of the mast.



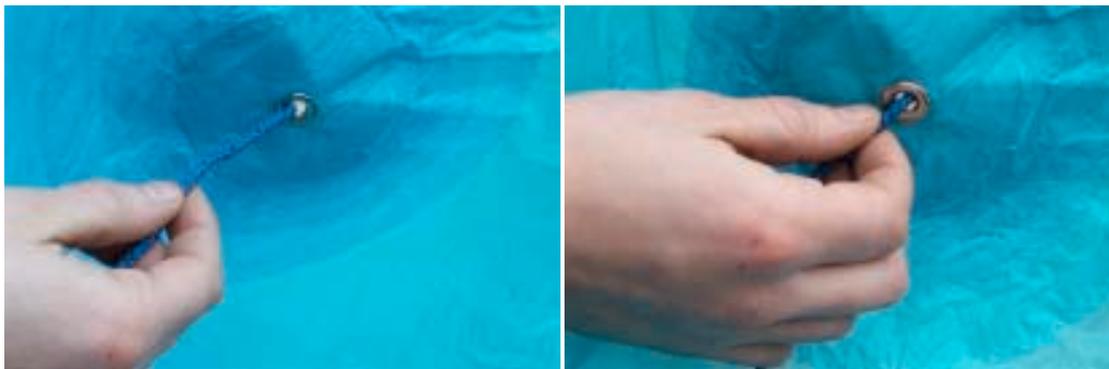
Picture 4.29 – the Gennaker halyard block.

Now you can step the mast – follow the stages in **section 4.4 ‘stepping the mast’**, ensuring that the gennaker halyard and downhaul line are separate sides of the mast (see picture 4.10).

- 1) Unroll the gennaker.
- 2) Tie the tack of the gennaker to the ‘tack line’ that emerges from the end of the bowsprit (see picture 4.30). The knot that is already in the tack line needs to be left in place as it determines how far the bowsprit comes out.
- 3) Tie the end of the halyard to the head of the sail.
- 4) Take the gennaker downhaul line (the other end of the halyard), which is rigged up the chute and tied to the tack bar, and with the gennaker on the port (left) side of the boat pass the end through the hole in the sail from inside to outside (see picture 4.31).
- 5) Run the downhaul line up the outside of the sail and tie it off on the upper patch (onto the cross of webbing) (see picture 4.32).



Picture 4.30 – the tack of the gennaker.



Picture 4.31 – threading the downhaul line.



Picture 4.32 – the downhaul line.

- 6) Find the middle of the gennaker sheet and double it over to form a loop.
- 7) Pass this loop through the eyelet at the clew of the sail.
- 8) Pass the rest of the sheet through the loop and pull it tight (see picture 4.33).
- 9) Still with the gennaker on the port side, thread one end of the gennaker sheet through the block by the shroud point on the port side (see picture 4.34).

10) Take the other end of the gennaker sheet and pass it around the forestay and into the block on the other side. Tie the two ends together.



Picture 4.33 – tying the gennaker sheets.



Picture 4.34 – the gennaker sheet block.

11) Pull the gennaker from one side to the other, as if you were gybing, to see if anything is twisted.

12) Finally, pull the gennaker down into the chute.

4.11 Completion.

Now you are almost ready to go Feva sailing. All that is left to do is:

- Fit the rudder to the back of the boat.
- Fit the tiller extension.
- Tidy the halyards away.

1) To fit the rudder, simply line up the pins with the fitting on the back of the boat and push down until the retaining clip 'clicks' into place. The rudder may be difficult to get on at first but all it will need is a simple waggle from side to side whilst pushing down.

2) To remove the rudder, simply push the retaining clip in and pull up on the stock.

3) Push the orange joint of the tiller extension into attachment point on the end of the tiller. Slide the black plastic collar down over the fitting and turn it clockwise to lock it in place.

4) Coil the main and jib halyards neatly and stow them under the foredeck where there are two pieces of elastic to tuck them under.

Now you are ready to go sailing in your RS Feva!



5. SAILING HINTS

5.1 Introduction.

The RS Feva is a very rewarding boat to sail, and to fully appreciate its handling you should be comfortable with the basic techniques of sailing small boats. If you lack confidence or feel a refresher is in order, then there are many fully recognised sailing schools which use the RS Feva.

A list of these is available from your local dealer or direct from LDC Racing Sailboats.

The following are simply hints to aid your enjoyment of your new boat and should in no way be considered a replacement for a recognised course in dinghy sailing. Choose a fairly quiet day with a steady wind for your first outing to build your confidence and familiarise yourself with your new boat.

5.2 Launching.

With the sails fully hoisted and the rudder attached to the transom, the boat should be wheeled into the water, keeping it head to wind as far as possible. If you have a crew, he or she can hold the boat head to wind whilst the trolley is stowed ashore. Singlehanders will soon get used to resting the hull gently on the shore, again ensuring the bow is to the wind.

The daggerboard.

Singlehanders will want to put the daggerboard in the boat prior to leaving the beach, whereas crews can hop aboard and put the daggerboard in its slot whilst the helm holds the boat into the wind. The straight, thin edge is the trailing or back edge, and the shockcord with the plastic tubing cover is pulled forward as the board is placed in the casing. This shockcord acts as a friction device and a retainer when the board is fully down. Thus as soon as the water



is deep enough the board should be fully lowered, and the shockcord pulled back over the top of the board, so that it is secure in the event of a full inverted capsize.

5.3 Leaving the beach.

Ensure the rudder is lowered enough for some of the blade to be in the water, and then the bow is now pushed off the wind, and helm should hop aboard, either over the gunwhale or the transom. As soon as you are deep enough, make sure you lower the rudder blade fully by pulling the downhaul hard. You know it is fully down if you feel a gentle "thud" as the front face of the blade hits the front face of the stock. Cleat the downhaul and tidy it by winding it around the tiller. Pull the sails in and you are away!

HINT

If you are using the jib, then pulling this sail in first will ensure the bow continues to swing away from the wind.

For best effect you should ensure that you and your crew position yourselves to effect the best trim (fore and aft), and heel (sideways). The crew should always be on or in front of the raised seat section, and the helm up close to it, especially if sailing singlehanded. The boat should always be sailed as upright as possible.

HINT

As a general rule sit further forward in lighter winds and further aft in stronger breezes.

5.4 Sailing close-hauled and tacking.

When sailing as close as possible to the wind, it is important to get the boom close to the centreline, especially when sailing with the XL main and Jib. The bridle across the transom should be adjusted to facilitate this. The kicking



strap should also be firmly tensioned for upwind work. This is best achieved by pulling the mainsheet tight and taking up the slack on the kicker. Either do this before leaving the shore or by quickly luffing head to wind.

The jib should be sheeted fairly firmly upwind – tighter in the breeze and less so in the light. Sail to the jib tell-tails, keeping the leeward one streaming and the windward (nearest) one either streaming or lifting upwards.

You should hold the tiller extension across your body – with a knuckle upwards grip, and you can then use one or two fingers as a temporary cleat when adjusting the mainsheet.

As you tack, let the boat start to roll towards you before you cross the boat, and push the extension across in front of you, turning round forwards, and sitting down again with the extension round behind your back. Swap hands when you are settled, making use of the mainsheet cleat.

HINT

When sailing singlehanded either close hauled or reaching, to react to a lull in the wind sit with a leg either side of the thwart area and simply slide your backside down off the gunwhale and onto the thwart area!

If the boat slows right down and feels lifeless when close-hauled, as a general rule it pays to ease both sheets and bear off away from the wind for a while to get the boat going again.

5.5 Downwind and gybing.

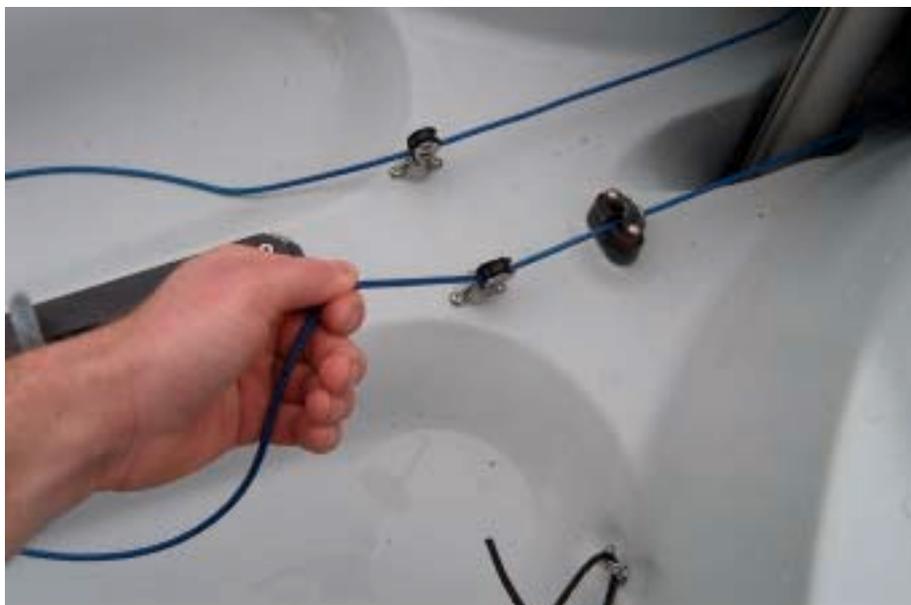
When sailing downwind both sails should be eased as far as possible, with the same rules applying to the tell-tails. Singlehanders should adopt the relaxing reclined pose astride the thwart area, leaning back against the sidedeck area.

When gybing you pull the tiller towards you, and again as you cross the boat you push the extension across in front of you. The boom will often not want to come across until you are well through the gybe so it often pays to give the mainsheet a tweak to encourage the boom over at the moment you want it to come! Swap hands after you are settled on the new gybe.

5.6 Using the gennaker.

If you are inexperienced in using gennaker then chose a fairly quiet day for you first excursion with it. It will nearly double your sail area, and should be treated with a healthy degree of respect!

For your first hoist you should be sailing downwind on a broad reach, with the wind on your quarter. Your crew should sit in the centre astride the daggerboard case, and hoist the spinnaker from the right hand halyard block (see picture 5.1).



Picture 5.1 – hoisting the gennaker.

The halyard pulls the pole out at the same time, and so as the halyard comes to a stop when hoisted all is ready to go. The crew, or the helm if sailing

singlehanded, should now pull gently on the sheet, whilst the boat is luffed up gently and the gennaker will soon fill.

Gennakers may be effectively used from a close reach to a broad reach, and thus to get downwind one should become adept at gybing. Tacking is not possible with the kite set. For best effect the sheet should always be eased as far as possible, so that the luff is just on the point of curling.

Gybing with the gennaker is fairly straightforward: Think of it exactly as a big jib, and it should be pulled across as the main comes across. As soon as it has been pulled in and filled with wind it should again be immediately eased for maximum efficiency and speed. If sailing singlehanded, the mainsail should be cleated, and the helm should hold the gennaker at all times.

Dropping the gennaker is the reverse of the hoist: The boat should be borne off to a broad reach, and the slack in the downhaul, pulled in from the left hand halyard block, taken up (see picture 5.2). As it goes tight the halyard should be popped out of the cleat and the gennaker then pulled sharply into the chute. Dropping the gennaker on tighter reaches is harder, requiring more effort on the downhaul (the end of the halyard that pulls the gennaker down), and should if at all possible be avoided when sailing singlehanded.



Picture 5.2 – dropping the gennaker.

HINT

The gennaker can “bunch up” when entering the chute, and this can be minimised by keeping some restriction on the sheet and thus stopping the clew getting sucked in with the main body of the spinnaker.

When the gennaker is fully lowered it is always worth tidying the sheets and halyard to keep the cockpit area sorted.

5.7 Reefing.

Reefing is an effective and essential way to continue sailing in winds that would otherwise keep the less experienced or younger sailors ashore. The Feva S mainsail can be reefed in 2 separate ways:

1. **Round mast furling:** This is applicable to the Feva S with mainsail only.

Detach the clew of the sail from the clew hook. Detach the kicking strap from the mast: Rotate the mast in its mast pot with a firm 2-handed grip. 3 complete turns is normally enough to effect a significant reduction in sail area. Re-attach the clew to the clew outhaul hook, and re-tension the outhaul. Re-attach the kicker and tension to suit. The number of turns will determine the degree to which you reduce the power in the rig.

HINT

The jib is very effective strong wind sail area because it is low down and maintains a balanced helm. So slab reef before you loose the jib – it's more fun for the crew anyway!

2. **Slab reefing:** This applies to those who would like to continue using the Jib when reefed.

Make sure the reefing line is rigged as shown in the photo. Release the tack downhaul line out of the cleat, and replace with the reefing line. Ease the kicking strap. Ease the main halyard about 18ins. Start tensioning the reefing line from the outboard end of the boom first, and keep going until the reefing cringles in the sail are both down tight on the boom. Cleat the reefing line and stow the tail under the foredeck. Re-tension the halyard if required. Re-apply kicker tension.

Strong wind sailing can be the best fun of all, so get familiar with the reefing systems and get back out there!



6. MAINTENANCE

6.1 Boat Care.

The RS Feva is made using Comptec PE3, a three layer polyethelene construction. This is stiff and light, but will dent if subjected to point loading. The boat should be supported ashore on a recognised RS trolley, as the hull may distort if not supported properly.

Obviously in dealing with a marine environment, equipment gets wet, which in itself is not a problem. The problem starts when moisture is trapped for any length of time. The key, therefore, is to store the boat properly ashore.

Keep your dinghy drained and well ventilated.

- Ensure the boat is stored with bow raised to allow water to drain away.
- If leaving the under cover on the boat, ensure that the transom is open for drainage and that there is a hole below the daggerboard slot to allow water to drain.

Wash with fresh water.

Fresh water evaporates far more quickly than salt water; so if your dinghy has been sailed in salt water wash it off thoroughly. The fittings will also work better if regularly washed.

Hull damage falls into three categories:

- **SERIOUS** – large hole, split, crack or worse. Don't be too distressed! Get the remnants back to RS Racing – most problems can be repaired.
- **MEDIUM** – small hole or split. If this occurs during an event, sailing can often be continued as long as leaking can be prevented by drying the area and applying strong adhesive tape. **CAUTION** – if the damage is close to a heavily loaded point then a close examination should be



made to ensure the surrounding area will accept the loads. Get the damage professionally repaired as soon as possible.

- **SMALL** – dents, scratching. This type of damage is not boat threatening.

Comptec PE3 cannot be repaired in the same way as fibre glass. Some scratching can be removed by RS Racing staff, but dents cannot. Therefore we suggest you treat your boat with as much care as you would a fibre-glass one. More serious repairs can also be carried out by RS Racing staff.

The joy of owning a Feva is that it is very hard wearing and any dents and scratches it receives will not do the structure of the boat any harm and you will still be able to sail it, unlike fibre-glass boats.

6.2 Foil Care.

The foils too are moulded plastic, this time injection moulded. They are very strong and hard wearing, but they will get damaged if run aground hard. A damaged foil can still be used, however, due to the nature of its construction.

If you are going to trail your boat lots, you may wish to invest in some RS Racing padded rudder and daggerboard bags. These will protect your Feva from any damage caused by the foils.

6.3 Spar Care.

The mast, boom and bowsprit are aluminium. Wash with fresh water as often as possible, both inside and out. Check all the riveted fittings on a regular basis for any signs of corrosion or wear.



6.4 Sail Care.

The main should be rolled and stored dry, out of direct sunlight. Dry the spinnaker, fold it and store it in its bag.

When using a new sail for the first time, try to avoid extreme conditions because high loads on new sailcloth can diminish the racing life of the sail.

If your sail is stained in any way, try to remove it using normal detergent and warm water. **DO NOT** attempt to launder the sail yourself.

Repairs should be temporarily made using self-adhesive Dacron, Mylar or spinnaker repair tape (depending on sail type). The sail should be returned to a sail maker for a professional repair. Check for wear and tear, especially around the batten pockets and boltrope, on a regular basis.



7. WARRANTY

1. This warranty is given in addition to all rights given by statute or otherwise.
2. LDC Racing Sailboats warrants all boats and component parts manufactured by it to be free from defects in materials and workmanship under normal use and circumstances, and the exercise of prudent seamanship, for a period of twelve (12) months from the date of commissioning by the original owner. The owner must exercise routine maintenance and care.
3. This warranty does not apply to defects in surface coatings caused by weathering or normal use and wear.
4. This warranty does not apply if the boat has been altered, modified, or repaired without prior written approval of LDC Racing Sailboats. Any changes to the hull structure, deck structure, rig or foils without the written approval of LDC Racing Sailboats will void this warranty.
5. The use of the boat for commercial purposes shall void this warranty.
6. Warranty claims for materials or equipment not manufactured by LDC Racing Sailboats can be made directly to the relevant manufacturer. LDC Racing Sailboats warrants that these parts were installed correctly and according to the instructions provided by the manufacturer.
7. Warranty claims shall be made to LDC Racing Sailboats as soon as practicable and, in any event, within 28 days upon discovery of a defect. No repairs under warranty are to be undertaken without written approval of LDC Racing Sailboats.
8. Upon approval of a warranty claim, LDC Racing Sailboats may, at its expense, repair or replace the component. In all cases, the replacement will be equal in value to the original component.
9. Due to the continuing evolution of the marine market, LDC Racing Sailboats reserves the right to change the design, material, or construction of its products without incurring any obligation to incorporate such changes in products already built or in use.