



**ALL  
PURPOSE  
BOATS**

*Sail it. Live it. Love it.*

**RS**  
*Sailing*



## The APB Range Statistics



Specification / Model	S	XL	XL Race
Hull Length	3.64m / 12'		
Beam	1.42m / 4'8"		
Hull Weight	63kg / 139lbs		
Sport Dacron Mainsail	5.5m <sup>2</sup>	o	o
Pro Battened Mylar Mainsail	o	6.5m <sup>2</sup> / 68sqft	
Jib	Club 2.1m <sup>2</sup> /22sqft		Race
Mini Sail (2.7m <sup>2</sup> /28ft <sup>2</sup> )			
Spinnaker	o	7.2m <sup>2</sup> / 73sqft	
Mast	2 Part		
Dagger / Centreboard	Aluminium Dagger board		
Rudder + Tiller + Extension	Pivoting		
Crew capacity (People)	1-3		
Other	o	o	D12 kit, 6:1 Kicker
Options (For full details refer to RS web site)	Top / Under covers, Trolley, Road base, Carbon tiller ext, Masthead float, Padded spar / foil bags, Race ropes.		

o - Optional



## RS All Purpose Boat (APB) Range

Our vision goes beyond producing the best boats – We aim to develop boats and Classes that will inspire a new generation of sailors.

RS All Purpose Boats are not only easy for novices, exceptionally durable and look great – They are also fantastic to sail and capture long term enthusiasm for our sport whether you're cruising, racing or having family fun.

Some of the boats are specifically for recreational sailing - Others such as the RS Tera and RS Feva are also ISAF classes and offer a pathway to local, regional and World Championship racing. Even at the highest level, RS racing is all about having fun as well as competing.

That's why our award winning boats have been selected by RYA centres, families and even National Sailing Federations around the world.

Safer, non-swamping, self-bailing, kid-right-able, faster, more fun, durable, comfortable, and affordable boats are finally available. This realization is quickly gaining acceptance.

**Berkeley Green - USA**

The sailing performance has been excellent and she has proved to be easy to rig, easy to reef and remarkably comfortable to sail. All this with the bonus of excellent back up from the RS team.

**Dave and Matt Hogben**

This was probably the best purchasing experience I have ever had. From start to finish your staff have given excellent service as well as being knowledgeable enthusiasts.

**Professor P A Witting**

## Pioneering Construction

### RS Comptec PE3 System

RS polyethylene boats are constructed using our pioneering three layer system - RS Comptec PE3. This construction uses not only the best quality materials available, but we have also developed unique material thickness control that allows for strength to be added in high load areas without compromising the overall weight of the boat. Maximum strength and the best handling.

RS Comptec PE3 is exceptionally durable and requires virtually no maintenance.

### Better by design

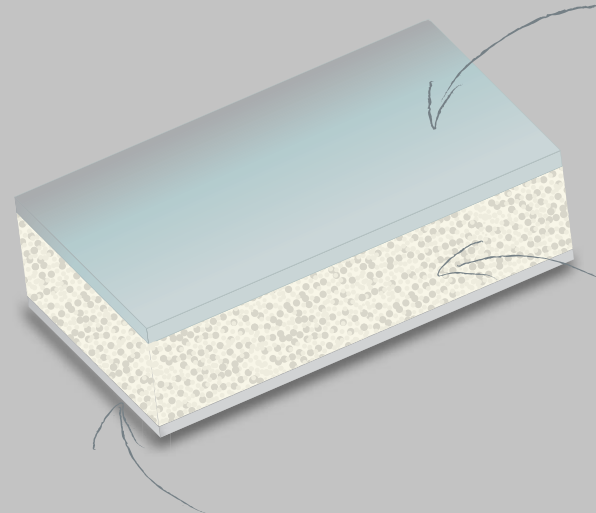
- Maximum use of form shape to distribute loads
- Adds stiffness without excess weight
- Removes the need for the bolt-on reinforcements seen on other boats
- Strongest encapsulated brass fittings attachment inserts
- Highest quality spars, sails and fittings – lasting durability

### RS GRP Composite Construction

GRP composite offers the best construction for sailboats over 15 feet (4.6m) long, when rotomoulding would be heavier, less stiff and compromise the handling.

The RS Venture is constructed using our ultra-strong GRP composite system. Double gel coat, robust laminate spec using Coremat for stiffness, and additional glass fibre layers in high load areas mean the RS Venture will stand up to intense use for many years, whilst sailing beautifully for a dinghy of this size and stability.

### Our Comptec PE3 System...



### Impact Resistant Outer Layer

Highest quality polyethylene skin gives exceptional impact resistance.

### Foam Middle Layer

Light weight polyethylene foam layer adds stiffness without excessive weight. Thicker foam in high load areas for greater overall strength.

### Strong Inner Layer

The inner skin completes the stiff and strong RS 3 layer sandwich construction.

### Rotomoulding Oven: Mid-production cycle



# RS Feva

*The Feva has changed the face of youth sailing globally - And adults love it too! Novice to racer, it's an International award winner & the world's best selling 2-person sailboat.*

## Fun for everyone

The large, uncluttered cockpit means that the Feva can be enjoyed by everyone - From adult single-handers to young race crews, multiple sail options mean the Feva can be a stable trainer or a performance skiff - all using the same spars.

## For learning & recreation to International Racing

The Feva's modern design allows sailors to learn the techniques in a relatively forgiving and safe boat, inspiring confidence yet teaching good habits in boat handling & racing.

There are established fleets that continue to grow around the globe, with training and club racing right up to World Championship competition. The Feva is, however just as popular with training clubs as it is on the race circuit and is the class leader for teaching advanced sailing in the youth scheme. Many Feva sailors have progressed to Olympic Squads and set the pace at the highest levels.

## Easy + Safe = Great experience

With simple rigging and an easy spinnaker system, the Feva is safe and reliable which adds peace of mind. Slow to invert and with an optional mast head float it's easy and quick to right,

with a self draining cockpit and built in righting lines assisting quick and safe recovery. Spinnaker hoists and drops are a breeze - The whole bow area forms a large chute.

These features make learning advanced techniques straightforward and safe, with better results and fulfilled sailors.

The main is hoisted, the rudder pivots and the hull is lightweight allowing easy launching and recovery. The mast is easily stepped by teens, giving great independence.

## Lasting Value

There are three specifications available and all the options can be added to the same hull and spars meaning progression is easy and cost effective.

RS Comptec PE3 construction means the Feva is stiff, very strong and perfect for training or racing - Virtually maintenance free. See page 4 for details.

**For more details on the RS Feva: [www.RSsailing.com](http://www.RSsailing.com)**



The RS Feva provided my kids with a learning platform, taking them from beginners to club racers in one season. Now they're hooked.

**Mike Essex**

It's been designed to make the excitement of modern performance boats attainable quickly and this has to be good for sailing.

**David Ritchie - Former RYA National Coach**

With the Feva even the youngest sailors get all the action & fun of modern asymmetric racing.

**Christian Brandt - Germany**



ISAF Class - **RYA** Junior Supported Class - Multi-award winning design



**FUN** EXCITING SPINNAKER SAILING IS EASY TO ACHIEVE. EVERYONE CAN ENJOY IT - ALL CONDITIONS, ALL LEVELS, ALWAYS FUN.

**4 ALL** SAILED BY CHILDREN, ADULTS OR TEENS. VERSATILE & DURABLE FOR ALL THE FAMILY & ALL USES.

**SAFE** EASY TO RIGHT & COMES UP DRY. RIGHTING LINES FOR SMALL CREWS. REEFABLE, EASY DE-POWER & STABLE.

**LEARN** IDEAL FOR PRACTICING ADVANCED SKILLS. SMALL CREWS CAN MANAGE IT TOO.

**PROVEN** ISAF CLASS. POPULAR WITH TEENS & FAMILIES. LOVED WORLDWIDE.



*RS Feva - selected by National Authorities & teens worldwide as the best 2 person sailboat to learn in, race & have fun.*

# REVIEWS

## RS Feva – NewToSailing.com

The RS Feva is simple to rig and easy to sail yet gives great performance with an asymmetric spinnaker. The Feva has spread rapidly all around the world and has training and racing programs for novices through to world championship level racing. Perfect for two young sailors or adult and child teams, the Feva can also be sailed single-handed. The Comptec PE3 construction is durable and the Feva has been chosen by many schools and clubs globally. An ISAF International Class, winner of Dinghy of the Year in the USA, Coup de Coeurs in France, an RYA Recognized Junior class, selected by the Danish and Norwegian sailing federations for major sailing growth projects.

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### A Personal Review of the RS Feva - Francois Hillier, Sail World

To give you an idea of what we put this little training/racing boat through, my wife and I are both heavy weights, I'm the heaviest sailor in our Laser fleet at Gosford [Central Coast of New South Wales, Australia] of 35 plus boats weighing in at 104kgs [230 lb.] My wife until this trial has little to no sailing experience and until this point had never sailed two up. She had no idea what a jib was.

**Weather:** WNW 15 gusting over 30 knots with the heavy gusts hitting like a Mohammad Ali upper cut, it was rig breaking weather.

The boat in a word is "Simple". I gave my wife a quick run down on the Jib a very simple set up, and explained how it worked and where on the boat she needed to sit, and how to respond as the boat powered up.

Next we launched the boat.

Remember this little boat is designed for kids, so straight away you would think there would be a buoyancy problem. No, no such problem. The Boat took my wife's weight, then mine and still had very positive buoyancy.

After a very short moment getting use to the very light and responsive steering, we powered up the little boat.

**WOW!** This little boat not only took our weight, it was very easy to control, it accelerated very well and at one stage both of us were sitting on the side with my wife hanging right out. It went through waves, over waves and destroyed waves, each time with no concern as the water just went straight out the back, a very safe boat.

**The rap up:** The RS Feva is the best lead in boat, I have seen in its range for years. The hull is very comfortable being soft on the knees even for two adults with plenty of room. The controls are so simple that it takes all the difficulty out of learning to sail multi-sail boats.

I would recommend this boat to anybody with kids, whether they wanted to race or just to have a bit of fun. It would suit two kids or parent and child with more fun than you can poke a stick at.

## RS Feva XL, Enjoy The Experience - Dave Reed, Sailing World

**When I was a kid I loved when our club's junior weeknight racing was called off because there was too much wind.** My crew and I would hop on our BMX bikes and blast across town to his aunt's house where his dad stored his Laser 2. Never bothering to tell any adult what we were up to, we'd rig it, roll it down the street, launch it, and spend an hour or two jib reaching back and forth across the bay. We'd laugh our asses off the entire time, having the time our lives careening across wave tops, occasionally stuffing the bow and capsizing.

I thought about those times this past spring while launching the RS Feva XL into a vacant Newport Harbor for our test sail. The thought was sparked by a comment made minutes earlier by Ned Jones, Vanguard Sailboat's marketing guy: "The boat, we think, will keep kids excited about sailing." Those windy reaches will always be what kept me excited about sailing when I was young, and I wondered whether the Feva would've, too.

First, a little background on the boat: Vanguard Sailboats, which has an extensive line of fiberglass racing dinghies, from the Optimist and Laser right on up to the 49er, is importing the Feva from LDC Sailboats in England. Vanguard is looking to fill the same post-Opti sailing niche that prompted Bruce Kirby to design the Pixel (see, "Meet The Pixel, Bruce Kirby's Latest," Feb. '05). Vanguard will primarily promote it among public and private sailing clubs, camps-whenever kids and water mix. If one-design racing comes as a byproduct, then all the better, says Jones. This approach has been successful in Europe, where LDC first launched the boat as a recreational replacement to the double handed and "outdated" Cadet and Mirror dinghies.

In two years, the boat has caught on far beyond LDC's expectations. "They're going out the door as fast as we can make them," says Jon Partridge, LDC's Feva Development Director. Feeding the Feva's success is the Royal Yachting Association (England's equivalent to US SAILING) selection of it as its official youth trainer. The RYA has even collaborated on a program with LDC (covering 50 percent of the costs) to get Fevas into the hands of public sailing facilities in England to lure non-sailing families off the streets and onto the water. Nearly 1,000 have been built and 50 boats are expected at the Feva European Nationals this summer. Partridge says the class is expecting ISAF recognition in November.

### Our First Impressions

My initial hang-up with the Feva was that it's plastic-technically, rotomolded polyethylene-and I stand with most racing sailors in the belief that when it comes to performance, rotomolded plastic doesn't come close to fiberglass. That's mainly because in order to get any strength and durability, rotomolded boats must be overbuilt. The Feva is no exception. Its hull is 2 feet shorter than a Laser hull, but weighs about 9 pounds more (the Feva's bare hull weighs 139 lbs). But again Jones reminded me that it's strictly a "recreational" boat, so considering the abuse it can withstand, and its \$4,995 price tag, 9 pounds is a small price to pay. "OK, fair enough," I tell myself. "Ignore the fact that it's plastic and see how it goes."

When standing alongside the boat, the Feva looked small, mainly because of its shallow, self-draining cockpit and short (low-aspect) sailplan, but once sailing, it was much more comfortable than I thought it would possibly be. At 5'10", my knees weren't pinned to my chest, and the side decks were wide enough to hike comfortably. There are molded foot chocks on the floor and separate hiking straps for skipper and crew.



Forward, near the flush centerboard trunk, space is tight for an adult, but a young, agile 120-pounder will find it perfectly comfortable.

The boom is set high, so getting under the vang while tacking and jibing was never an issue. For our test sail we had two "fat guys" (myself and Jones, about 170 pounds apiece) and the Feva is a boat for youth sailors (or one adult and flyweight child) so we were definitely holding it back, but once we launched the asymmetric, and set off on a reach in a 10-knot puff, the foils hummed and the hard-chine hull nearly popped up on a plane. With 100 pounds less bodyweight and 15 more knots on the tail, it's easy to imagine how much fun that first plane would have been.

Upwind, the boat responded to puffs with an immediate heel, but a hard hike and a slight bearaway was enough to flatten it quickly and accelerate. We did have an issue with excessive weather helm when sailing through puffs, but in the lulls the helm was light and lively. Without a doubt, the boat must be sailed flat to eliminate the tug of the tiller.

A continuous spinnaker halyard, which simultaneously launches and extends the bow pole, allows the spinnaker to go up and down easily with three or four pulls. At 76 square feet, it's 19 square feet smaller than a 420 spinnaker so any pint-sized sailor should be able to handle it when it's windy. The kite is short footed, so it's forgiving and extremely easy to jibe.

Ease of righting is a concern with any youth boat and this is addressed with righting lines threaded along the underside of the rails, which like a catamaran righting line, gives the operator something to leverage against when standing on the centerboard or the leeward rail. The boat's foam core gives it a lot of buoyancy and the rig is short, so it should be easy for a lightweight junior to right it. The overall concept of the boat is simplicity, and to this end the Feva is simple to rig. A two-part, spreaderless aluminum mast is stepped "Iwo Jima" style by inserting the butt in its shoe, pushing the mast forward and up, and locking a collar behind it. Two shrouds, which Jones says "really only keep the mast from pulling forward when the spinnaker's up," are set with pins and ring dings, and the main and jib go up on external halyards (the main has a mast track).

The asymmetric spinnaker's halyard/belly line (for sucking the spinnaker into the opening in the bow) can be left attached if the boat resides in its dolly. The vang, outhaul, and cunningham controls are much like the now "old-style" Laser controls and are easy to set up. It's worth noting that the boat we sailed is the most basic version of the XL but upgrade options are available. We'd splurge for a mainsheet ratchet block in a heartbeat, and then the 6-to-1 vang.

So, back to my original thought: if the Feva XL had been sitting at my crew's aunt's house 20 years ago would my buddy and I have jumped in it at any opportunity to just go get wet? Absolutely. It has the makings of what we would have wanted—a fast boat that isn't the least bit intimidating. It would've been all the reason to just go have fun and having fun, is the point, is it not?

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## RS Feva, Your Kid's First Hot Dinghy - Meade Gougeon, Sailing World

The RS Feva was originally introduced in England in 2003, and more than 900 boats have been sold to date. Fleets have been established in England and many European countries that sail. This 12-foot performance dinghy features a rotomolded (rotational molding process) hull and is imported and sold in the United States by Vanguard Sailboats, of Rhode Island.

Upon our initial inspection, my first concern was the use of this low-cost manufacturing technique for a high-performance dinghy where stiffness is a basic requirement. The material used for this process is typically a high-density polyethylene, which has very good dent, scratch, and crack resistance, but is low on the stiffness scale. Thus it was a pleasant surprise to find that in gusty 10 to 25 knots of wind, our test sail proved that this 12-foot, rotomolded hull was adequately stiff and strong for serious loads. It's this boat builders opinion that Roto Mold Technology has come a long way in recent years, and with good design the RS Feva hull should have a good lifespan.

The RS Feva was originally designed by Paul Handley as a youth trainer for children in the 11-14 age group. We sailed the Feva first with one adult and then with two adults to see how capable this little package was in the gusty heavy air that prevailed. The result was that this supposed child's dinghy was in reality a little rocketship that easily planed under the weight of two adults-about 320 pounds total-achieving burst of speeds in the mid teens, and handling the 2- to 3- foot waves with ease. The 135-pound Feva hull has the shape of a scaled down 49er, with a flat planing bottom running well aft. There are several runner-type strakes that stiffen this flat area and provide added protection for beaching and haulout.

The deck/cockpit structure is clean and simple with little to bang shins or knees. The cockpit floor slopes aft to an open transom, so that it drains immediately. The most clever and impressive feature is a strong, stiff thwart attachment that supports a freestanding mast that can be sailed without stays with only the 69 sq. ft. main. It's only when the 22 sq. ft. jib and the 73 sq. ft. gennaker are added that side stays and a forestay are added (there's a rope luff in the jib) to take the extra load. This thwart also functions as the enclosure for launching the single-line pole and gennaker. The jib tacks at the top of the snuffer orifice so that the takedown of the gennaker is easily accomplished on either tack by pulling the continuous "hoist/douse" line, as is done on 49ers.

The 15-foot mast is an aluminum two-piece extrusion made by Selden with an integrated sail track. The mast joint is angled and looks to be well designed. The 6-foot boom is fitted with a three-to-one vang that appeared to be adequate for the 68 square foot mainsail. The two-to-one purchase on the main may be a little under-specced for a younger youth sailor. I would judge the daggerboard to be larger than normal for the sail area. Both it and the rudder appeared to be sophisticated foil sections. When sailed flat the Feva tracked well to weather with a nice feel to the helm. The Feva does not have a trapeze, but the 56-inch beam, together with a comfortable hiking platform and hiking straps made it easy and comfortable to hike out.

The dinghy sailor on our judging team, Chuck Allen, was able to single hand the Feva to weather in gusty stuff, but a little more weight seemed better and two adults handled the Feva in these conditions with ease. With the hull pre-rigged with righting lines, our capsize test showed the Feva to be a cinch both to right and re-center.

The best part about the Feva is its price; it has to be one of the better bangs for the buck for a performance trainer. For this price there doesn't seem to be any skimping on this boat. All the sails (Hyde) seem well made and shapely. The hardware is all Holt and Wichard throughout. All the judges felt the RS Feva has the potential to have a significant impact on youth sailing; it's fun, affordable, and practical. It has already become extremely popular in Europe and has the makings of becoming a one-design class with international standing. This 150-pound, reasonably fit senior citizen looks at the RS Feva as a fun boat that one could handle and sail well into old age. Thus, the Feva, originally designed for children, might be just the ticket for us aging seniors who still want a little excitement in the boats we sail. Meade Gougeon and his brother Jan are the [Gougeon Brothers](#), who invented and manufacture West System Epoxy.

# COMENTS: PROS and CONS

- PRO: I am 165lbs, and have sailed the boat with an adult friend who is probably ~130lbs. It works fine for the two of us - it's not planing particularly easily with 200lbs on board, but it is still fun to sail. I like the boat, and think it would be a great first sport-dinghy for a kid. An adult can definitely single-hand it, and you can certainly sail it with your child... but it would be great if she/he had another young friend to sail with, as it really is a two-person boat for kids - especially using the spinnaker.
- PRO: I have RS Feva's for the last 5 years, and competed at the Worlds for the last 3 years. I'm now too big to be competitive, but I chose to stay in for another year because the boat and the class was so much fun! I would whole heartedly recommend them to a young sailor starting double handing, because they are tough boats that can take some punishment, but are quite forgiving when you get it wrong. They are simple to sail for beginners, but have enough controls and fiddly bits to keep you occupied and take you up to quite a high standard. The asymmetric spinnaker is just pure fun when you're reaching on around 20 knots of wind, and with a 600 acres, you'll have tons of room to blast about!
- PRO: Fun boat: I bought it to solo sail as an Adult and to eventually give my kids something to play with when we go camping up at the lake.
- PRO: The Feva has quite well in the US. I imagine there are 300 or so around. A fun boat, durable and works pretty well for a single adult to sail with all three sails up. Good support, easy to get parts, but not much breaks on it to begin with. RS is working with the UK class association to jump-start some serious youth racing on the east coast in the boat this summer or next. I'm not too privy to how that all plays out, but RS has been growing in North America for the last 3 years and you'll be seeing more and more of them around for sure.
- PRO: The Feva is really a great kid's boat - very easy to sail, and the chute is perfectly sized for kids. We have sailed it with two adults - I am 165 lbs, and the other was an average-sized woman, that's as much weight as you would want in the boat... definitely slows it down a bit.
- PRO: The plastic construction seems like a great idea; the RS build of plastic boats is way ahead of anything else I've seen. Still there were a few things I did not care for, the spinnaker rig had a lot of friction and seemed like cramming the sail into the bow tube would be likely to wear it out in very short order, especially in a sandy/salty environment.
- PRO: Heaps of Fevas have been sold regionally to the parent who wants to single-hand and car-top but also take a young kid out and play. As the kids grow up and into the boat, they can easily take a friend and bomb around.
- PRO: The RS boats are *dead nuts* on the target for the type of use and fun factor; it is hard to beat rotomolded plastic around abrasive stuff (kids and sand).
- PRO: Well, I think the Feva is a great idea. It is a fantastic "play" boat! You should have a spinnaker to play with for cripe sake. I want to burn up some crappy old-fashioned Lasers. (Boring!) I can't wait for them to see my transom!
- PRO: Just rigged it up for the first time this afternoon. Super slick set up I can see why the Euro kids love these boats. Simple set up - durable as hell - and they have some tech in the sails and the kite set up is super slick. Makes the old FJ look like a really bad joke. Can't wait to get out on it.

- PRO: I think it's a sweet little boat, but three up including a big one will be too much. I swap out rather than sail 3 up when I'm doing teaching, I'd say it starts protesting above 300lbs or so. Goes surprisingly quickly with the rag up in plenty of breeze.
- CON: Barely enough for one of me, I did a couple of days of my instructors course wedged in one trying not to sink; it turned out it was half full of water, so possibly prone to leaks?
- CON: Heavy. Floppy. Upwind planing.... ha ha ha ha ha ha ha ha ha...Think of it as a symmetrical kite hiking boat that can't run, rather than harboring any grand hopes of apparent wind silliness. The halyard cleat is a clam cleat at the top of the mast as a pseudo halyard lock
- CON: I don't think the fittings are any more prone to breaking than anything else, just the usual failings of rotomoulded plastic boats to hold on to their fittings on occasion.
- PRO: I quite liked it, for what it is - a trainer for young kids who might get into high performance dinghies one day. It is not itself a high performance dinghy. It's very simple, and fun - kids coming from an Opti will like it. It seemed pretty indestructible. I think the performance is respectable. I was on it in light air with one other (small) adult, and I thought it moved along ok. The chute is tiny - easy for kids to handle. I could imagine two young teens having a blast on it if the breeze is up a bit, provided they haven't been sailing asym's etc. for years.
- CON: I didn't really see any... as long as you understand what the boat is designed for - it's not for experienced adult sailors. I don't have much of a sense of the angles. I doubt it will ever plane upwind.
- CON: Three will only work with one small adult, and two small kids - just not enough room.
- PRO: I don't see why you couldn't car top it; the two halves of the mast can be stowed inside the hull together with the boom, which helps car-topping.
- PRO: Heavy and floppy junior boats that lose bow fittings can be a good alternative to lightweight, overly complex, flimsy, difficult to rig junior boats that tear their hull from gunwale to gunwale when you use modern "boat buster" rig tensions on an old hull. The sailing school near us that uses Fevas is very happy with them; they work well and are tough.
- PRO: small enough not to be outrageously heavy. I've not seen any bits pulled off any of the ones at our club yet, but doubtless its possible: with sufficient ham handedness you can break anything. Two younger teens or one light adult and pre teen seem to be good combinations.
- PRO: My daughter (now 13) has been sailing them for a couple of years now at our local club - as someone says above, nice kids' boat. Not a skiff, not going to plane upwind or go apparent wind sailing, but nice simple asymmetric, faster/trendier than a Mirror, fast enough to be fun for younger teenagers, tough. Simple rig (perhaps over simple, not going to teach them much about rig tune) with a bit of the "if only the manufacturers had spent a little bit more it'd be a lot nicer" about it. But good little boat for the intended purpose I'd say.... Do seem to leak a bit judging from our (well used) club boats
- PRO: It's definitely too small for the "instructor + two kids" technique- when I've taught using them (and I would heartily recommend them) I've had to swap out a kid occasionally- or, in an ideal situation with separate rescue cover available, had an odd number of kids in the class and carried out lots of coming along side another sailing boat to swap round. Far from perfect, as others have said, but ideal for what you want.

- CON: I have been teaching for a few years with Fevas, I love the boats but they do have a few shortcomings:

1. Yes they are rotomoulded plastic but its pretty soft, watch out for holes on the keel at the transom
2. The gooseneck is a very tight fit, make sure the downhaul is loose and you slide up the mast then pull backwards. If you lift them up like u would on other boats like Optis or 420's then they are prone to snapping (I broke 3 in a wk!!!)
3. They don't like being on their side so remember *ur spaz bag!* [masthead float] and because they are so light when capsized in a bit of a blow they move faster than most kids can swim after them so remind them not to let go!
4. The inevitable starburst formation is quite a lot more spread out due to the extra speed of the boats!

My experience is mainly with complete novices but I found that putting kids in these boats required for a longer demo and practice session on land. Once on the water the learning curve was much steeper taking a couple of hours to become comfortable with heel of boat and using sail to keep flat and moving weight. That said by the end of a two-day beginner course you could expect the kids to be comfortable on all points of sail with a reasonable standard of tacking and gybing.

- PRO: I would say the Feva is for a younger audience than the 420 - it's a smaller boat, and generally easier to sail. I would say the perfect Feva sailor is about 12 or 13 years old - maybe spent time in Optis, and wants something a bit faster, and with more going on. A skilled 16 yr old sailor will want a different boat.
- CON: They don't (by default) have a leash/lanyard (like a topper or laser) for the daggerboard, but do have an elastic that goes across the slot over the top. Fit a leash.
- CON: you need to make sure the toe strap tightness is right, sailed several where you can't hike hard enough off the leeward toe strap, and my bum was in the water when I hiked off the windward toe strap.
- CON: Always need to pull the retrieval line of the kite really tight before dropping or it quite often seems to get the tack line caught around the end of the pole.
- CON: Make sure the sails flog as little as possible, they're not made out of very strong material and they wear out pretty quickly, we've just had some Dacron ones made up at my club which is way better for training.
- CON: I don't like them as although they would be quick off the wind with their gennaker, up wind they are very slow and lack a trapeze, which if you're training teens, is a big minus in my opinion.
- PRO: Sailed them several times as a junior sailor and I found them good little boats, good fun upwind and downwind, everything works. Easy to right, gybe, tack. As a youth now I find them a bit boring in the light to med breezes, but they're a bit of fun in a strong breeze.

## Feva S, XL or XL Race?

The RS Feva come in three different configurations, the S, XL, and XL Race (see the Specifications page). They are the same hull, mast, boom, daggerboard, and rudder: basically they are interchangeable except for the sails are different sizes and materials, and the Race version has an expensive *lines package*. The XL versions include a spinnaker but it could be purchased separately for the S.

“The XL model is the model that is raced. The Feva XL features the Mylar mainsail with battens and is a bit larger in sail area than the Dacron sail supplied w/ the S model (S model also has no spinnaker kit). NYAC bought XL's with Mylar sails, but also bought extra S sails, which have no roach and are less powerful for use on windy days.

Back in June, I sold 6 Feva S models to Young Mariners Foundation in Stamford. They have novice sailor inner-city kids using their boats and the Feva S model with Dacron main and no spin kit is the right model/best suited for their non-racing recreational program.” – Scott Hardy, Boat Locker

## SPECIFICATIONS

Standard - ✕    Optional - ●	RS <i>Feva</i>	S	XL	XL Race
Designer	Paul Handley			
3 Layer Comptec PE3 Hull		✕	✕	✕
Length	3.64m (12')	✕	✕	✕
Beam	1.42m (4'8")	✕	✕	✕
Weight	63kg (139lbs)	✕	✕	✕
Club Jib	2.1m2 (22sqft)	✕	✕	●
Race Jib	Performance fabric	●	●	✕
Reefing Dacron mainsail	5.5m2 (57sqft)	✕	✕	●
3 batten Mylar mainsail	6.5m2 (68sqft)	●	●	✕
Gennaker	7m2 (73sqft)	●	✕	✕
Mast - aluminum alloy	2 - part	✕	✕	✕
Boom - aluminum alloy		✕	✕	✕
Foils	Buoyant - aluminum alloy - low drag section			
Lifting rudder stock + tiller + extension		✕	✕	✕
Capsize righting lines		✕	✕	✕
Padded toe straps		✕	✕	✕
Standard outhaul		✕	✕	●
Race D12 Outhaul		●	●	✕
Standard Cunningham		✕	✕	●
Race D12 Cunningham		●	●	✕
Top cover	Breathable polycotton	●	●	●
Under cover		●	●	●
Launching trolley	Gunwale hung	●	●	●
Road trailer combi base		●	●	●
4:1 Standard kicker		✕	✕	●
6:1 Performance kicker		●	●	✕
Adjustable mainsheet strops		●	●	✕
Jib tension ring		●	●	✕
Carbon tiller extension		●	●	●
Mast head float		●	●	●
Burgee wind indicator		●	●	●
Padded spar bag		●	●	●
Padded daggerboard bag		●	●	●
Padded rudder bag		●	●	●
TackTick Micro compass	inc bracket	●	●	●
Race rope pack	Spinnaker halyard, jib, main and kite sheets	●	●	●