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FAREAST 28R

Class Rules

International FAREAST 28R Class Association



The FAREAST was designed in 2014 by Simonis & Soogd and was adopted as a World Sailing class in 2015

sport / nature / technology


World Sailing
Class Association

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INTRODUCTION

This introduction only provides an informal background and the International FAREAST 28R Class Rules proper begin on the next page.

The Fareast 28R Class Association has been created as a strict one-design class where the true test when racing is between crews and not boats. The fundamental objective of the **class rules** is to ensure that this concept is maintained, while preserving the Fareast 28R's ease of handling, low cost of ownership, safety and comfort.

FAREAST 28R hulls and hull appendages are manufacturer controlled. Sails and rigs are measurement controlled.

FAREAST 28R hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

*FAREAST 28R sails are measurement controlled to control all the primary dimensions but may be made by any manufacturer. In order to confirm compliance with the class rules sails are required to be **certified** by an **official measurer** or by a manufacturer licensed under the World Sailing In House Certification. These parts may only be altered to the extent permitted in Section C of the class rules after **certification control** has been performed.*

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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Shanghai Far East FRP Boat Co., Ltd.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 WS World Sailing
- MNA WS Member National Authority
- ICA International FAREAST 28R Class Association
- NCA FAREAST 28R National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations
- LM Licensed Manufacturer
- SHFE Shanghai Far East FRP Boat CO., LTD

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the WS which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the certification authority has the authority to withdraw a **certificate** and shall do so on the request of the WS.
- A.3.3 When used as a national class, the MNA shall take over WS’s role and the NCA shall take over ICA’s role.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 WS has delegated its administrative functions of the class to ICA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

A.5 CLASS RULES CHANGES

- A.5.1 Changes and amendments to these **class rules** shall be proposed in line with the ICA constitution and are subject to approval of WS in accordance with the WS Regulations.

A.6 RULES CHANGES AT EVENTS

- A.6.1 At all events WS Regulation 10.5(f) applies.

A.7 RULES INTERPRETATION

- A.7.1 Interpretation of **class rules** shall be made in accordance with the WS Regulations in consultation with ICA.

- A.7.2. Interpretation of the configuration manual shall be made by the Class Executive Committee and SHFE in consultation with WS.
- A.7.3. Interpretation of the construction manual shall be made by SHFE in consultation with WS.
- A.8 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE**
- A.8.1 The licensed hull builder shall pay the International Class Fee.
- A.8.2 WS shall, after having received the International Class Fee for the **hull**, send the WS Building Plaque to the licensed hull builder.
- A.9 SAIL NUMBERS**
- A.9.1 Sail numbers shall correspond to the hull number (HIN) moulded into the transom of each boat.
- A.10 HULL AND HULL APPENDAGES – MANUFACTURER DECLARATION**
- A.10.1 A **Manufacturer Declaration** shall record the following information:
- (a) Class
 - (b) Hull Identification Number (HIN)
 - (c) Builder/Manufacturers details
 - (d) Date of issue of initial **manufacture’s declaration**
 - (e) **Hull** weight
 - (f) Keel weight
 - (g) Section D & E - Modification, Maintenance and Repair details
- A.11 VALIDITY OF MANUFACTURER DECLARATIONS**
- A.11.1 A **manufacturer declaration** becomes invalid upon:
- (a) The change to any items recorded on the declaration as required.
 - (b) Withdrawal by the WS, LM or ICA
 - (c) The issue of a new manufacturer **declaration**.
- A.12 RE-ISSUE OF MANUFACTURER DECLARATIONS**
- A.12.1 The LM may re-issue a **manufacturer declaration** to a previously certified **hull**:
- (a) When it is invalidated under A.11.1(a) or (b), after receipt of the old and invalid manufacturer declaration, and the declaration fee if required.
 - (b) When it is invalidated under A.11.1 (c), at its discretion.
 - (c) At the request of ICA.
- A.13 RETENTION OF DECLARATION DOCUMENTATION**
- A.13.1 The ICA shall retain the currently issued **manufacturer declaration**.
- A.13.2 A copy of the **manufacturer declaration** shall be retained by the LM.
- A.13.3 A Copy of the manufacturer declaration shall be kept by the Boat owner.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) Be in compliance with the **class rules**.
- (b) Have a valid **manufacturer's declaration**.
- (c) Have valid **certification marks** on sails.

B.1.2 The **sails** may not be recertified during an event without the permission of the race committee.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the ICA, shall be affixed to the hull in a conspicuous position.

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the **Event Equipment** Inspector shall adopt the following procedure:

A role of Equipment Inspectors at an event is to verify that equipment has been produced by a LM and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the matter shall be reported to the race committee. Such occurrences shall be reported to World Sailing and the ICA Technical Committee as soon as practical for investigation and a ruling on the eligibility of the equipment for racing.

B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part 1 – Use of Equipment shall apply.
- (b) RRS 42.3(C) is modified to allow the gennaker sheet to be played without restriction.
- (c) A crew member may pump the main sail repeatedly to revere the top batten.
- (d) For only the purpose of RRS 49, the cockpit safety line shall constitute a **lifeline**.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance with the WS Advertising Code. (See WS Regulation 20)

C.3 CREW

C.3.1 LIMITATIONS

- (a) No **crew** member shall be substituted during any event of 6 or less consecutive days, without the approval of the race committee.

C.3.2 WEIGHTS

Description	Minimum	Maximum
The total weight of the crew dressed in underwear		425 kg

C.3.3 CREW POSITIONING

- (a) **Crew** shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage.
- (b) The **crew** facing outboard may hike. Their waist must remain inside the lower lifeline. This changes RRS 49.2
- (c) C.3.3(b) doesn't apply for the helmsman, whose legs needs to face inboard.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (a) The boat shall be equipped with a **personal floatation device** for each **crew** member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE while racing

- (1) One anchor, not less than 5kg in weight, with at least 40m of rope with minimum diameter of 8mm.
- (2) One bucket of not less than 9 litre capacity, with a lanyard (min 2 meter long)
- (3) One manual bilge pump
- (4) One marine first aid kit
- (5) One operational VHF radio
- (6) One throwable flotation device
- (7) Tow line, at least 10m of rope with minimum diameter of 8mm
- (8) Fire extinguisher that meets local regulations.

(b) NOT FOR USE WHILE RACING

- (1) One functioning outboard engine with a minimum weight of 15kg (at least 1 litre fuel inside).

C.5.2 OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) Navigation lights
- (3) Tactical and navigational charts and instruments, including:
 - a. Masthead electronic wind instruments.
 - b. Thru hull transducers for measuring speed, depth and temp.
- (4) Power source and switch board for optional electronics.
- (5) Mooring lines, fenders, spare lines, spare equipment, tool kit, and other personal items that provide no sailing performance advantage.
- (6) Bunk beds
- (7) Portable toilet

C.6 BOAT

C.6.1 WEIGHT

Description	Minimum	Maximum
The weight of the boat in dry condition	1300 kg	

The weight shall be taken excluding **Sails** and the outboard engine.

C.6.2 CORRECTOR WEIGHTS

- (a) When the boat weight is less than the minimum requirement, corrector weights of metal (i.e. iron, lead) shall be permanently fastened in accordance with Appendix H-2.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work improving the shape or otherwise improving performance beyond the original is not permitted. The following is permitted without the approval of the ICA. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Holes may be added in the hull for the fitting of through-hull electronic sensors. These through-hull electronic sensors may be made flush with the local hull surface.
- (b) Non-skid material of any kind may be added only to the cockpit floor and horizontal surfaces of the hull liner (below deck). Thickness shall not exceed 8mm.
- (c) Gelcoat finish from 60mm above the waterline to include the bottom of the **hull** may be lightly sanded in preparation for the application of paint. The addition of these materials is limited to 2 mm of thickness above the gelcoat surface.
- (d) A reinforcement plate (SHFE supplied) for the rudder blade might be applied according to SHFE's instruction.
- (e) Replacement of the following items is permitted provided that the replacement part is of similar size, weight, and performs the same function.
- (1) Blocks, cleats, mainsheet swivel base.
 - (2) Shackles, pins, open body turnbuckles (3) Inspection hatches.
- (f) Cleats may be replaced by clutches.
- (g) Any backing plate may be added and used to reinforce the fastening of the winches. Maximum size for the backing plate is 300x300mm.
- (h) Jib inhaul system installation as option is allowed. Jib Inhaul system (Starboard and Port side) to be installed on the 45-degree angle surface on the coach roof, see appendices H.6:
- 2pcs of sheet leads with Selden/Harken/Antal or similar
 - Harken 150/468 cleats with fairleads or similar
 - Maximum 4:1 purchase system
 - Max 6mm rope
 - Rings or blocks for sheet lead

Maximum distance from back of coach roof to the most forward sheet lead is 600 mm.

C.7.2 LIMITATIONS

- (a) The upper lifeline shall not deflect more than 50 mm and the lower lifeline 120 mm from a straight line between two points of support when a force of

2 kg is applied at the point of maximum deflection. Pads may be added to the safety lines.

- (b) The rear gate line across the transom shall be closed while racing, and not deflect more than 50 mm when a force of 2 kg is applied at the point of maximum deflection.
- (c) Cleat risers and fairleads may be added, removed or changed on all cleats.
- (d) Placement of line bags and winch handle holders in the cockpit.
- (e) Lashing, tape and other anti-chafe gear on hull, rig or sails.
- (f) Installation of fore deck hatch
- (g) Nonslip material on deck to promote safe movement.
- (h) Installation of a below deck spinnaker bag of optional design through the main companionway or foredeck hatch.
- (i) A solid entry hatch may be fitted to meet CAT 3 regulations.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM.

- (a) The **hull appendages** may be lightly sanded for the purpose of applying paint however the keel bulb may be allowed to be faired to templates which shall only be supplied by LM.
- (b) Routine maintenance of the **hull appendages**, such as polishing, is permitted provided the intent and effect is to polish only.
- (c) Gelcoat scratches and minimal damaged areas may be repaired.
- (d) The tiller extension may be replaced with a similar functioning item.
- (e) If any hull appendage is damaged and requires to be repaired in any other way than described above the details shall be recorded on the manufacturer declaration.
- (f) A nut may be added at the bottom end of the original rudder pin. The original pin may be replaced with two standards stainless M14 bolts with nuts, or CNC pins made from bronze.

C.8.2 LIMITATIONS

- (a) The keel shall be fixed at a longitudinal position.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA. Unless stated otherwise, items mentioned in this section may be obtained by any manufacturer or supplier.

- (a) Routine maintenance such as cleaning, polishing, and repair of minor abrasions.
- (b) A protective pad surrounding the **mast** under the gooseneck.
- (c) Telltales, Windex, Running lights, VHF antenna, and wind indicators.
- (d) Running rigging may be replaced by synthetic fibre line of any type but shall meet the minimum dimensions stated in C.9.6.
- (e) An anti-chafe protective sleeve over the boom vang system.

- (f) A batten not to exceed 150mm added to the end of the bowsprit as a preventer for the gennaker sheet.
- (g) Tape or other materials added around the bowsprit to minimize water intrusion.
- (h) A backstay flicker being mounted on the mast.
- (i) A fixed spanner may be attached between the upper and lower shroud pins above the turnbuckles to facilitate tuning the rig.
- (j) Furling system.
- (k) If any spar is damaged and requires repair in any other way than described above the details shall be recorded on the manufacturer declaration.

C.9.2 MAST

- (a) The **mast** as supplied and assembled shall be stepped in accordance with the rigging instructions.

C.9.3 BOOM

(a) DIMENSIONS

Description	Minimum	Maximum
Limit mark width	20 mm	
Outer point distance		3750 mm

(b) LIMITATIONS

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

C.9.4 BOWSPRIT

(a) DIMENSIONS

Description	Minimum	Maximum
Hull to bowsprit outer point		1640 mm

See drawing H.4.

(b) USE

- (1) The bowsprit shall be fully retracted at all times except when the gennaker is being set, setting, or being retrieved and shall be retracted at the first reasonable opportunity after the retrieval.
- (2) An extended bowsprit shall not be considered part of the boat for the purposes of 1) establishing an overlap, or 2) establishing right of way, unless the gennaker has been set.

C.9.5 STAND RIGGING

(a) LIMITATION

The forestay and shrouds shall not be adjusted whilst racing (adjustment of the backstay control line is permitted).

C.9.6 RUNNING RIGGING

(a) USE

The diameter of sheets, trim lines or running rigging may not exceed 10mm. Tapering of sheets, trim lines and running riggings are allowed.

Description	Minimum	Maximum
Mainsheet	8 mm	
Headsail Sheet	8 mm	
Gennaker Sheet	6 mm	
Main Halyard	8 mm	
Headsail Halyard	8 mm	
Gennaker Halyard	8 mm	
Gennaker Tack Line	8 mm	
Bowsprit Control Line	8 mm	
Main sail Outhaul	6 mm	
Main sail Reefing lines	8 mm	
Main sail Cunningham	5 mm	
Headsail Cunningham line	5 mm	
Headsail Barber haulers	6 mm	

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance, minor repairs and the addition of draft stripes and telltales is permitted.
- (b) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the race committee.
- (c) Battens may be inserted into batten pockets.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 headsail, and 2 gennakers shall be carried aboard.
- (b) Not more than 1 mainsail, 1 headsail, and 2 gennakers shall be presented for Event measurement and used during all events, except when a sail has been lost or damaged beyond repair.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and **sail** numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) USE

- (1) The **sail** shall be hoisted on a **halyard**.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) The **Luff** shall be in the **spar** groove or attached to a mainsail luff slide system.
- (4) The **tack** of the mainsail may flap.
- (5) The **sail** shall only be attached to the boom at the **clew**.

C.10.4 HEADSAIL

(a) USE

- (1) The headsail shall be attached to the forestay with hanks or attached to roller furling system.

C.10.5 GENNAKER

(a) IDENTIFICATION

- (1) **Sail** identification is not required on the gennaker.

(b) USE

- (1) A gennaker retrieval line may be attached to the **sail**.

Section D – Hull

D.1 PARTS

- (a) **Hull** shell
- (b) Deck
- (c) Internal mouldings and bulkheads
- (d) Mast compression post
- (f) **Keel** and companionway cover

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial manufacture.

D.2.2 DEFINITIONS

(a) HULL DATUM POINT

The hull datum point (HDP) is the projection of the AMP on the baseline

(b) AFT MEASURING POINT

The aft measuring point (AMP) is the intersection on the hull centre plane of the transom external surface with the underside of the hull surface, both extend as necessary.

D.2.3 IDENTIFICATION

- (a) Each **hull** shall carry a builder's hull identification number fixed on the transom.

D.2.4 BUILDERS

- (a) The **hull** shall be built by a builder licensed by SHFE.
- (b) All plugs and production moulds shall be approved by SHFE.

D.2.5 KEEL DRAFT

- (a) The vertical distance between any point of a keel bulb to its closest point to the hull shall not exceed 1515mm. See appendices H.5.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of manufacture.
- (b) The rudder rake angle as measured in the illustration of Appendix H.6 shall be of 176° with a tolerance of ± 1°.

E.2.2 MANUFACTURES

- (a) The hull appendages and tiller shall be made by manufacturers licensed by SHFE.

Section F – Rig

F.1 PARTS

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**
- (e) **Bowsprit**

F.2 OPTIONAL

- (a) **Furling system**

F.2 GENERAL

F.2.1 MANUFACTURER

- (a) Spars including mast, boom and bowsprit shall only be supplied by a licensed manufacturer and built in accordance with the manufacturing specification.
- (b) The manufacturer of the standing and running rigging is optional.

F.2.2 RULES

- (a) The spars and their fittings shall comply with the class rules in force at the time of manufacture of the **spar** except those rules in Section C where the current rules take precedence.
- (b) The standing and running rigging shall comply with these class rules.

F.3 STANDING RIGGING

F.3.1 MATERIALS

- (a) The forestay, upper shrouds and lower shrouds shall be with the dimensions according APPENDICES section H3. For the forestay, turnbuckle is optional.
- (b) The backstay shall be at least 5mm diameter of low-stretch composite rope (such as Dyneema or similar).

F.4 RUNNING RIGGING

F.4.1 MATERIALS

- (a) Materials are optional.

Section G – Sails

G.1 PARTS

- (a) Mainsail
- (b) Headsail
- (c) Gennaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) The WS or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3 SAILMAKER

- (a) No licence is required.
- (b) For Gennakers the weight in g/m² of the **body of the sail** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.3 MAINSAIL

G.3.1 MATERIALS

- (a) The **ply** fibers shall consist of any material except PBO.
- (b) Stiffening shall consist of corner boards and battens. Titanium is prohibited in the construction of corner boards, battens or other fittings.
- (c) Sail reinforcement shall consist of any material except PBO.
- (d) Battens of any material, except titanium.

G.3.2 IDENTIFICATION

The **mainsail** shall carry the class insignia according APPENDICES section H.1.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail**; single ply or laminated ply sail.
- (b) The **sail** shall be constructed with at least one serviceable set of reef points, meaning one point adjacent to the luff, one point adjacent to the leech and three corresponding points in the body of the sail. The lowest set of reef points shall be installed no closer than 1300 mm to the foot.
- (c) The mainsail shall have five batten pockets in the leech. The top three batten pockets shall be full length extending from luff to leech.
- (d) The following are permitted: stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, adjustable foot and leech lines, two windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The leech shall not extend aft of straight lines between:

- (1) The aft head point and the intersection of the leech and the upper edge of the nearest batten pocket,
- (2) The intersection of the leech and the lower edge of a batten pocket and the intersection of the leech and the upper edge of an adjacent batten pocket below,
- (3) the clew point and the intersection of the leech and the lower edge of the nearest batten pocket.

G.3.4 DIMENSIONS

Mainsail	Minimum	Maximum
Leech length		11250mm
Top width		300mm
Mainsail upper leech point is defined as the point on the leech equidistant from the head point and the three-quarter leech point.		1210mm
Three-quarter width		1850mm
Half width		2710mm
Quarter width		3320mm
Gaff batten located inside radius from head point		310mm
Center of #1 batten pocket at leech from head point	900mm	980mm
Center of #2 batten pocket at leech from head point	2130mm	2210mm
Center of #3 batten pocket at leech from head point	3930mm	4010mm
Inside batten pocket length - battens #4 and #5		1500mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibers shall consist of any material except PBO.
- (b) **Stiffening** shall consist of corner boards and battens. Titanium is prohibited in the construction of corner boards, battens or other fittings.
- (c) **Sail reinforcement** shall consist of any material except PBO.
- (d) Battens of any material, except titanium.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail**.
- (b) The headsail shall have maximum 4 **batten pockets** in the **leech**.
- (c) The following are permitted: Stitching, glues, tapes corner eyes, clewboard, jib fasteners, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, windows, sailmaker label, tell tales.
- (d) The **sail** may be constructed to allow reefing.
- (e) The jib shall be attached to the headstay with fasteners. The width of each fastener shall not greater than 40 mm and the spacing between each fastener shall not less than 550 mm. There is no spacing limitation between each fastener except within 150 mm from the centerline of a full batten pocket.
- (f) For Furling head sails, luff rope is allowed.

G.4.3 DIMENSIONS

Headsail	Minimum	maximum
Luff length		10400 mm
Leech length		9650 mm
Luff Perpendicular		3570 mm
Quarter width		2740mm
Half width		1920 mm

Three Quarter width		1150 mm
Top width		100 mm
Head point to intersection of leech and Centerline of uppermost batten pocket	1930 mm	
Head point to intersection of leech and Centerline of lowermost batten pocket		7700 mm

G.5 GENNAKER

G.5.1 MATERIALS

- (a) The **ply** fibres shall be manufactured from woven nylon

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales, windows, adjustable leech, luff and foot lines, and items as permitted or prescribed by other applicable *rules*.

G.5.3 DIMENSIONS

Gennaker	Minimum	Maximum
Mass of Ply of the body of the sail	40g/m ²	
Luff length		14200mm
Leech length		12000mm
Foot length		7600mm
Half width		7200mm

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1 SAIL INSIGNIA

H.1.1 Sails certified after 01 January 2020

The FAREAST 28R Class Insignia shall be in Red with overall dimension of 900mm x 550mm and shall be affixed on both sides of the FAREAST 28R Class **mainsail** with the bars perpendicular to a line between the head and center of the boom and above the third batten pocket.

The logo consists of the word "FAREAST" in a bold, red, sans-serif font, positioned above the number "28R" in a larger, bold, red, sans-serif font. The letters are closely spaced and have a slight shadow effect.

H.1.2 Sails certified before 01 January 2020

The FAREAST 28R Class insignia shall be in Red with overall dimensions of 1500mm x 165mm, and shall be affixed on both sides of the FAREAST 28R Class mainsail with the bars nearly perpendicular to a line between the head and center of the boom and above the third batten pocket.

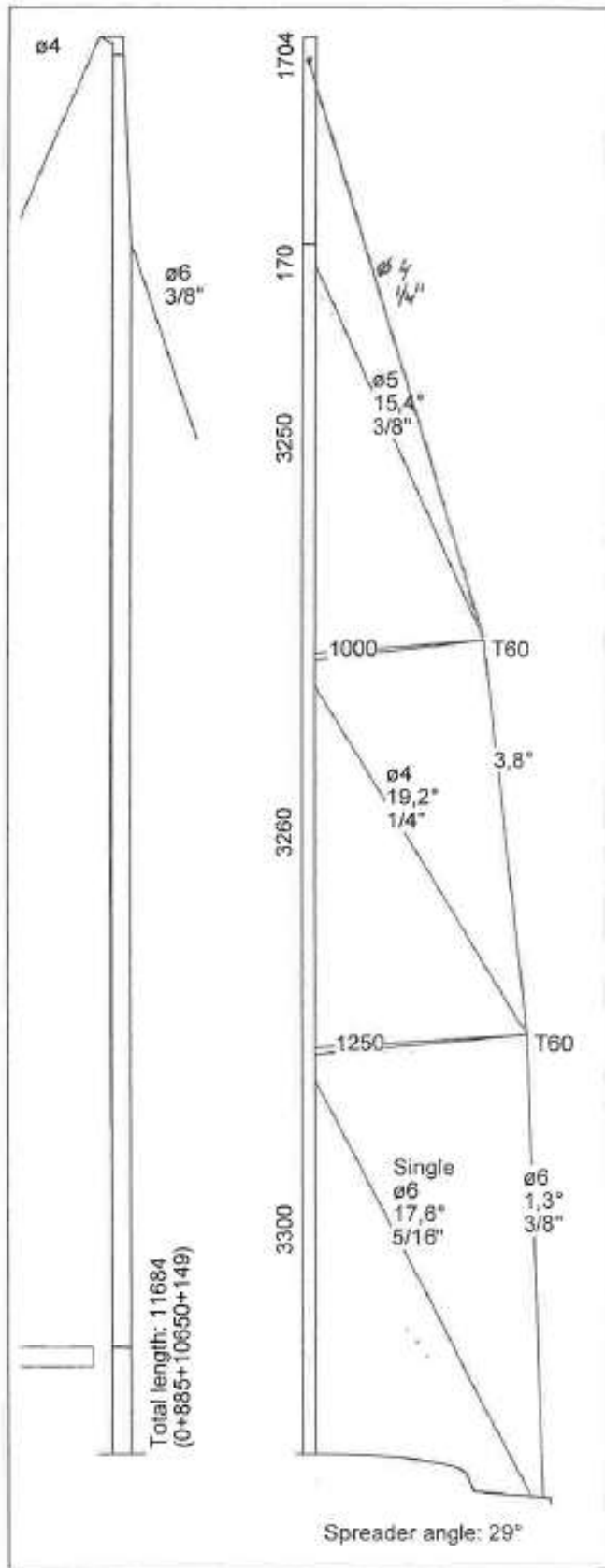
The logo consists of the word "FAREAST" in a bold, red, sans-serif font, followed by the number "28R" in a bold, grey, sans-serif font. The letters are closely spaced.

H.2 CORRECTOR WEIGHT LOCATION

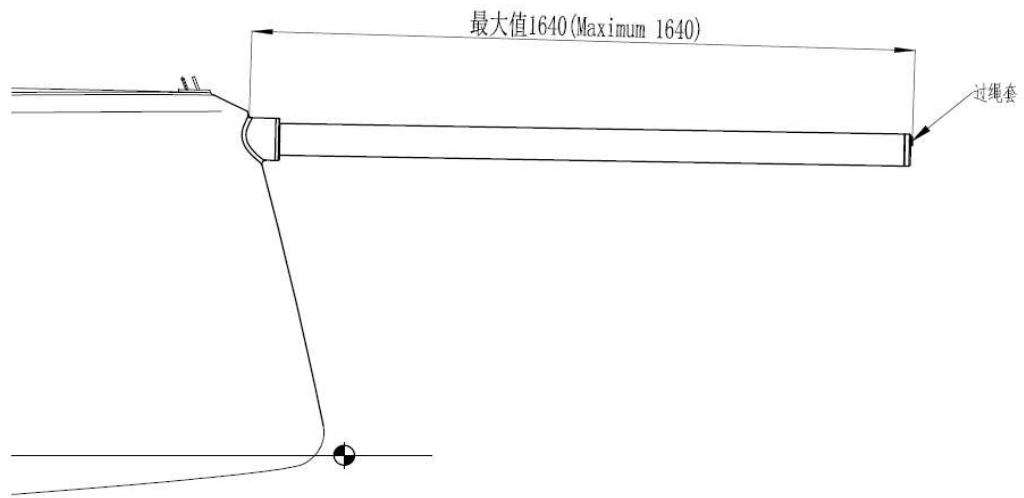


Location: Behind the companion way and in the compartment below and under the cockpit.

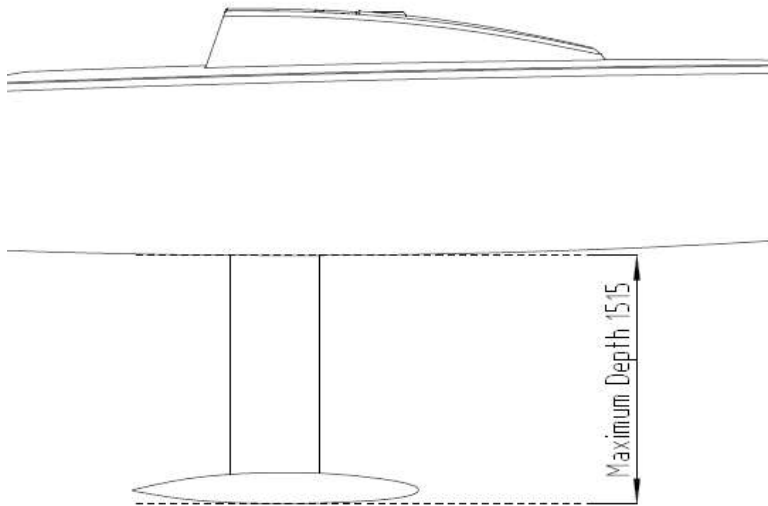
H.3 RIG DESCRIPTION



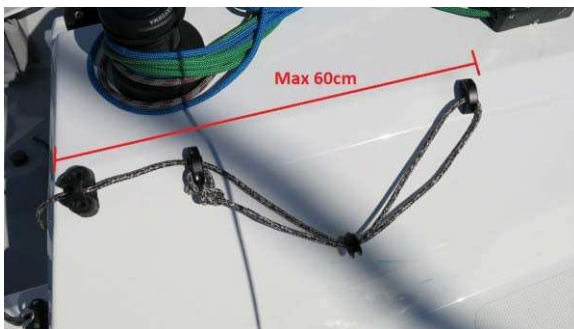
H.4 BOWSPIRIT MEASUREMENT



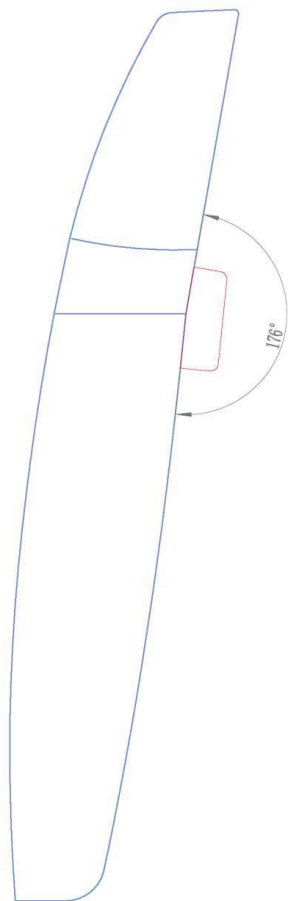
H.5 KEEL DRAFT



H.6 JIB INHAUL SYSTEM



H.7 RUDDER RAKE ANGLE



Class rules records:

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