

INTERNATIONAL FAREAST 28R 2015-01

EFFECTIVE DATE: 1ST OF APRIL

The FAREAST 28R was designed in 2014 by Simonis & Voogd.
The FAREAST 28R are built by Shanghai Far East Boats CO. LTD.



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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.

FAREAST 28R hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

FAREAST 28R hulls, hull appendages and rigs shall be manufacturer controlled and shall only be produced by a manufacturer licensed by Shanghai Far East Boat CO. LTD. Equipment is required to comply with the International FAREAST 28R Building Specification.

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 ISAF 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 Boats CO. LTD.

PART I – ADMINISTRATION

Section A – General

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.

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 ISAF International Sailing Federation
- MNA ISAF 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 Boats CO. LTD.

A.3 AUTHORITIES

(Note: Before the class is an ISAF recognized class the ICA shall take the place of ISAF)

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

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions excluding sails of the class to ICA.
- A.4.2 ISAF has delegated its administrative functions of the class in regard to sails to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.
- A.4.3 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 ISAF in accordance with the ISAF Regulations.
- A.5.2 Configuration manual

A.6 RULES CHANGES AT EVENTS

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

A.7 RULES INTERPRETATION

- A.7.1 Interpretation of ERS shall be made in accordance with the ISAF Regulations.
- A.7.2 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.
- A.7.3. Interpretation of the configuration manual shall be made by the Class Executive Committee and Fareast Boats in consultation with ISAF.
- A.7.4. Interpretation of the construction manual shall be made by Fareast Boats in consultation with ISAF.

A.8 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

- A.8.1 The licensed hull builder shall pay the International Class Fee.
- A.8.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form 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 APPENDAGE – MANUFACTURER DECLARATION

- A.10.1 A **Manufacturer Declaration** shall record the following information:
 - (a) Class
 - (b) Hull Identification Number (HIN)
 - (d) Builder/Manufacturers details
 - (e) Date of issue of initial **manufacture's declaration**

- (f) **Hull** weight
- (g) Keel weight
- (h) Section D & E - Modification, Maintenance and Repair details

A.11 INITIAL HULL CERTIFICATION

A.11.1 For a **certificate** to be issued to hull not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.12 VALIDITY OF MANUFACTURER DECLARATION

A.12.1 A **manufacturer declaration** becomes invalid upon:

- (a) the change to any items recorded on the declaration as required.
- (b) withdrawal by the ISAF, LM **certification authority**,
- (c) the issue of a new **declaration**.

A.13 RE-ISSUE OF MANUFACTURER DECLARATION

A.13.1 The **certification authority** may re-issue a **certificate** to a previously certified hull:

- (a) when it is invalidated under A.12.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.11.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The **ICA** shall retain the currently issued **manufacturer declaration**.

A.14.2 A copy of the **manufacturer declaration** shall be retained by the LM. retain the original documentation upon which the current **certificate** is based.

- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

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.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) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of boats or items of equipment (control group).
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

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) 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 ISAF Advertising Code. (See ISAF 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 or Jury.

C.3.2 WEIGHTS

	minimum	maximum
The total weight of the crew dressed in underwear	kg	425 kg

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 GENERAL

- (a) Mandatory equipment should be functional for its intended use.

C.5.2 FOR USE

(A) MANDATORY

- (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 liter capacity, with a lanyard (min 2m 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) 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.5.3 NOT FOR USE
(A)MANDATORY

- (1) One functioning outboard engine with a minimum weight of 15kg (empty of fuel).

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	1300 kg	kg

The weight shall be taken excluding

- (a) **Sails**
- (b) Engine
- (c) Personal and portable equipment as listed in C.4/C.5

C.6.2 CORRECTOR WEIGHTS

- (a) When the boat weight is less than the minimum requirement, corrector weights of metal with minimum density of 7.0 g/cm³ (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 intended for or with the effect of lightening the **hull**, 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 transducers 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) Polishing is permitted provided the intent and effect is not to change the shape of the **hull**.

(e) No portion(s) of the **hull** gelcoat surface shall be removed except for light abrading prior to painting. (See rule C.7.1 (b) rules A.9.1, B.1.1 and D).

C.7.2 FITTINGS

- (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) 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.
- (j) Cleats may be replaced by clutches.

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.
- (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) Modification of the keel wedges is prohibited.

- (e) The keel bulb is allowed to be faired to templates. Templates shall only be supplied by LM.
- (f) The tiller extension may be replaced with a similar functioning item.

C.8.2 KEEL

- (a) The keel shall be fixed in the down 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 F.8.4.
- (e) Use of elastic chord to take up slack on the backstay bridle.
- (f) An anti-chafe protective sleeve over the boom vang system.
- (g) A batten not to exceed 150mm added to the end of the bowsprit as a preventer for the gennaker sheet.
- (h) Tape or other materials added around the bowsprit to minimize water intrusion.
- (i) A backstay flicker may be mounted on the mast.
- (j) A fixed spanner may be attached between the upper and lower shroud pins above the turnbuckles to facilitate tuning the rig.
- (k) Furling system might be used.

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) Dimension

	minimum	maximum
Limit mark width	20 mm	-
Outer point distance		3750 mm

(b) USE

- (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

	minimum	maximum
Hull to bowsprit outer point	mm	- 1750 mm

(b)USE

- (1) The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is 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 is set.

C.9.5 STANDING RIGGING

(a) USE

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

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) Sails may not be recertified during an event without the permission of the race committee.
- (c) If a sail has been lost or damaged it may be repaired or replaced only with the approval of the race committee or jury.
- (d) Battens may be used in batten pockets.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 headsail, and 1 gennaker shall be carried aboard.
- (b) Not more than 1 mainsail, 1 headsail, and 1 gennaker shall be presented for **event** measurement and used during an event of 6 or less consecutive days 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 float.
- (5) The **clew** shall be attached to the outhaul and down to the boom.

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 **certification**.

D.2.2 DEFINITIONS

(a) HULL DATUM POINT

The hull datum point is the intersection, on the centerplane of the hull, between the underside of the shell and the transom, each plane extended as necessary.

D.2.3 IDENTIFICATION

- (a) Moulded-in hull identification number assigned by SHFE.

D.2.4 BUILDERS

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

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 **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued.

- (a) If any hull appendage is damaged and requires to be repaired in any other way than described in section C the details shall be recorded on the Manufacturer's declaration.

E.2.3 MANUFACTURES

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

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

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

F.1.2 OPTIONAL

- (a) **Furling system**

F.2 GENERAL

F.2.1 MANUFACTURER

- (a) Spars 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 the **class rules**.

F.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the **manufacturer's declaration** to be re-issued.

- (a) If any **spar** is damaged and requires repair in any other way than described in section C the details shall be recorded on the **Manufacturer's declaration**.

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 can be at least 4mm diameter of low-stretch composite rope (such as Dyneema).

F.4 RUNNING RIGGING

F.4.1 MATERIALS

- (a) Materials are optional.

F.4.2 DIMENSIONS

- (a) Mandatory
 - No sheets, trim lines or running rigging may exceed 10mm.
 - Tapering of sheets, trim lines and running riggings is allowed.

	MINIMUM
Mainsheet Diameter	8mm
Headsail sheet Diameter	8mm
Gennaker Sheet Diameter	6mm
Main Halyard Diameter	8mm
Headsail Halyard Diameter	8mm
Gennaker Halyard Diameter	8mm
Gennaker Tack Line Diameter.....	8mm
Bowsprit Control Line Diameter	8mm
Main sail outhaul.....	8mm
Main sail reefing lines.....	8mm
Main sail Cunningham.....	5mm
Headsail Cunningham line.....	5mm
Headsail Barber haulers.....	5mm
Gennaker Barber haulers.....	5mm

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (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 ISAF 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/m^2 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 IDENTIFICATION

- (a) The class insignia available from SHFE shall conform with the dimensions in Appendix H-1.

G.3.2 MATERIALS

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

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** fibres shall consist of any material except PBO.
- (b) **Stiffening** shall consist of cornerboards and battens. Titanium is prohibited in the construction of cornerboards, battens or other fittings.
- (c) **Sail reinforcement** shall consist of any material except PBO.
- (d) Battens of any material.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail**.
- (b) The headsail shall have maximum 4 **batten pockets** in the **leech**.
Battens do not have to be removed for sail measurement purposes.
- (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, each not wider than 40 mm and not closer together than 550 mm, except within 150 mm from the centerline of a fullbatten pocket whereas the distance is free.
- (f) For Furling head sails, luff rope is allowed.

G.4.3 DIMENSIONS

	Minimum	maximum
Luff length		10400 mm
Leech length		9650 mm
Luff Perpendicular		3570 mm
Quarter width		2670 mm
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
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Material – nylon	40g/m2	
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

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.

FAREAST 28R

H.2 CORRECTOR WEIGHT LOCATION



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

H.3 RIG DESCRIPTION

Effective Date:

Published Date:

Previous issues:

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