

**Proposal for
Olympic Keel Boat
FAREAST 28R**





Demolar Du
Chairman

My passion for Sailing has been lasted for almost 30 years since I was introduced to the OPTIMIST in 1987, when I was just a child. Due to an injury problem, I could not continue my sailor career, however, I choose another way to fullfill my sailing dream, which was to build fantastic Fareast Boats.

As the biggest boat builder and supplier in China, Fareast is dedicated to building high performance sailing boats and promoting sailing among the general public. We spare no effort to increase sailing's popularity with the hope that more people can get to know sailing and enjoy this fantastic sport.

On a run you may stop. When mountain-climbing, you may retreat. But in a journey of sailing, you can never stop before you get to the end. That is why sailing is so attractive!

In 2018, we started the SW14 projet; a pro-bono project to support Para-sailing and to help its return to the Olympic program. We are now delighted to support World Sailing with the Olympic Keelboat Project, to deliver an exciting Olympic offshore sailing challenge, by providing a boat that can be used by all countries and teams wanting to compete in this demanding event!

Demolar
杜明



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Brand Story

Shanghai Far East FRP Boat Co., Ltd was founded by Mr. Weifeng Lu in 2002. Fareast is headquartered in Shanghai, with its production facility located nearby Jiangsu Province. Our products include international One Design dinghies, recreational dinghies and multihulls, performance cruising boats and full line of high performance sport boats, as well as RIB's for coaching and regatta support. Fareast uses the most advanced construction processes available to deliver high quality, modern, innovative dinghies and yachts for the Chinese and World market.

Led by Mrs. Demolar Du, Fareast employees more than 200 staff in production, research and development, engineering, sales and sailing schools. Fareast is the leader in development fo sailing in China, from basic sailing programs to the Olympics, we are committed to developing new products and technologies for sailors around the world. We are represented by over 60 dealers in 50 countries and offer products for every level of sailing from Optimist dinghies to grand prix racing boats.

In 2010, Fareast opened its first commercial sailing club, offering members a wide range of benefits, from youth sailing camps, to cruising and racing. Thousands of members now enjoy sailing at our clubs around China, with plans for many more.

History

Fareast Boats was founded to build International Optimist Dinghies. With the Optimist's tight manufacturing tolerances, many exposed finished surfaces and notoriously demanding consumers, it turned out to be the ideal boat for showcasing Fareast's engineering ability, quality control and attention to details.

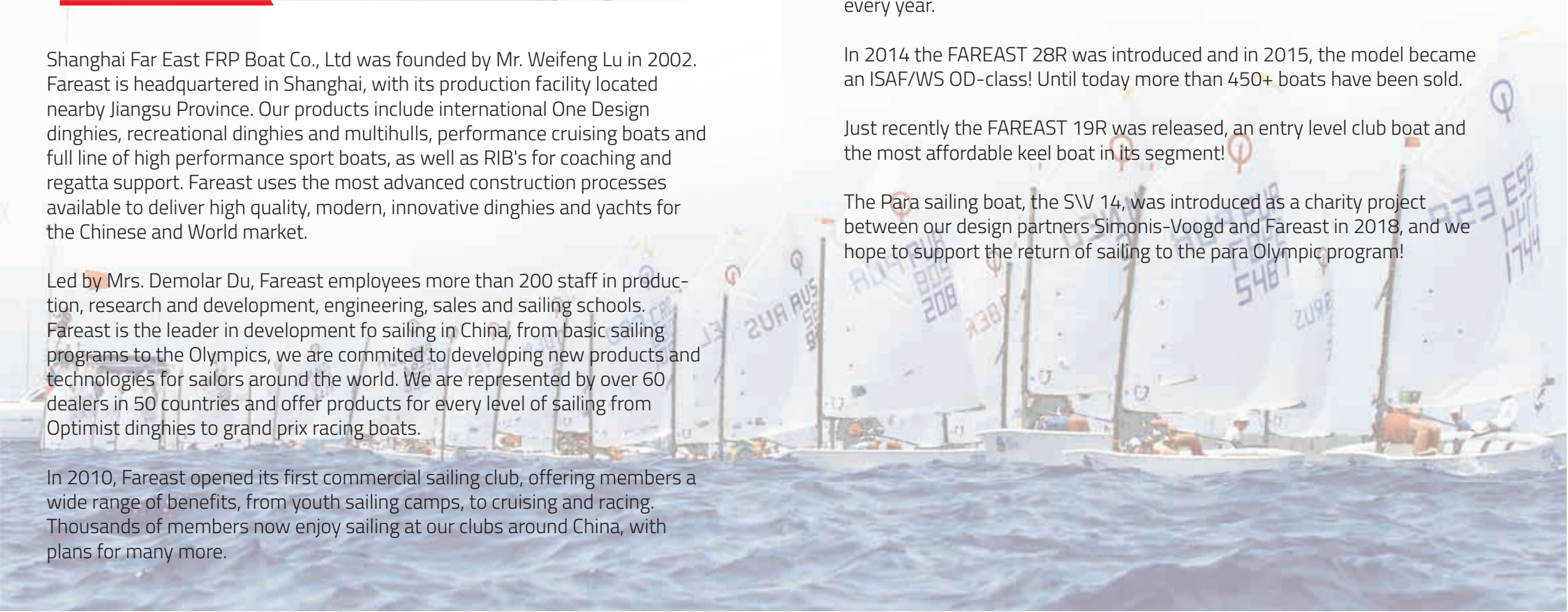
Very quickly Fareast became well known for quality and consistent construction, becoming the largest Optimist builder in the world and producing 1/3 of all Optimist worldwide. With a solid reputation for quality and longevity, Fareast has been chosen as the official supplier to many World and Continental Championships.

In 2010 Fareast Boats launched the first keelboat, the FAREAST 26. A decade later, we summarize that we successfully launched a new model every year.

In 2014 the FAREAST 28R was introduced and in 2015, the model became an ISAF/WS OD-class! Until today more than 450+ boats have been sold.

Just recently the FAREAST 19R was released, an entry level club boat and the most affordable keel boat in its segment!

The Para sailing boat, the SW 14, was introduced as a charity project between our design partners Simonis-Voogd and Fareast in 2018, and we hope to support the return of sailing to the para Olympic program!



QUALITY

During 2018/2019, Fareast Boats made a significant investment into our production facility. State of the art laser cutters, CNC milling machines and other equipment to increase production, efficiency and quality even further.

Since earlier, Fareast Boats are an ISO 9001 certified company. But our investment and devotion to perfection doesn't stop here. Every day our pursuit to product and technology improvement is explicit.

Since the start, with the millimeter precision of producing Optimist, our goal has always been to produce the high end boats with the highest quality to the performance/price ratio.

ENVIRONMENT

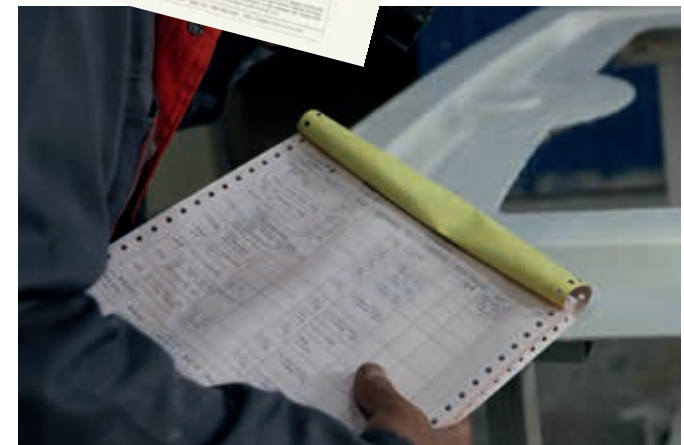
Fareast Boats are constantly working to minimize waste and use of material in production. For the FAREAST 28R, we are now down to less than 5% of waste per boat!

As the boats are fully vacuum infused, and parts are made mainly in closed molds, the environment for the workers are among the best in the business.

ONE DESIGN

Fareast Boats has a long track record of building OD boats. Since the start in 2002 with the Optimist, and later the International 420 and FAREAST 28R, we have a good knowledge and understanding of the equipment required.

As per today, over 18.000+ boats has been produced, a number we are proud of. Our constant process of development and innovation is key for us, that is why we like to say - Unlimited Innovation.



Designer write-up FAREAST 28R

The FAREAST 28R is the evolution of 20 years of sportboat design. The aim was to combine grand prix sailboat experience with affordability and more important so accessibility for a wide range of sailors. We are strong believers that the sailing capabilities of the crew are more important than the technical complexity of the boat, hence the back to basic approach of the Fareast 28R.

The design has been optimized on power to weight ratio and minimal wetted surface to sailarea.

The hull shape is in line with the latest thinking in modern yacht design but allround sailing characteristics have been paramount and therefore the hull is of moderate beam to length ratio with shallow rocker and flat aft run to allow for fast downwind sailing.

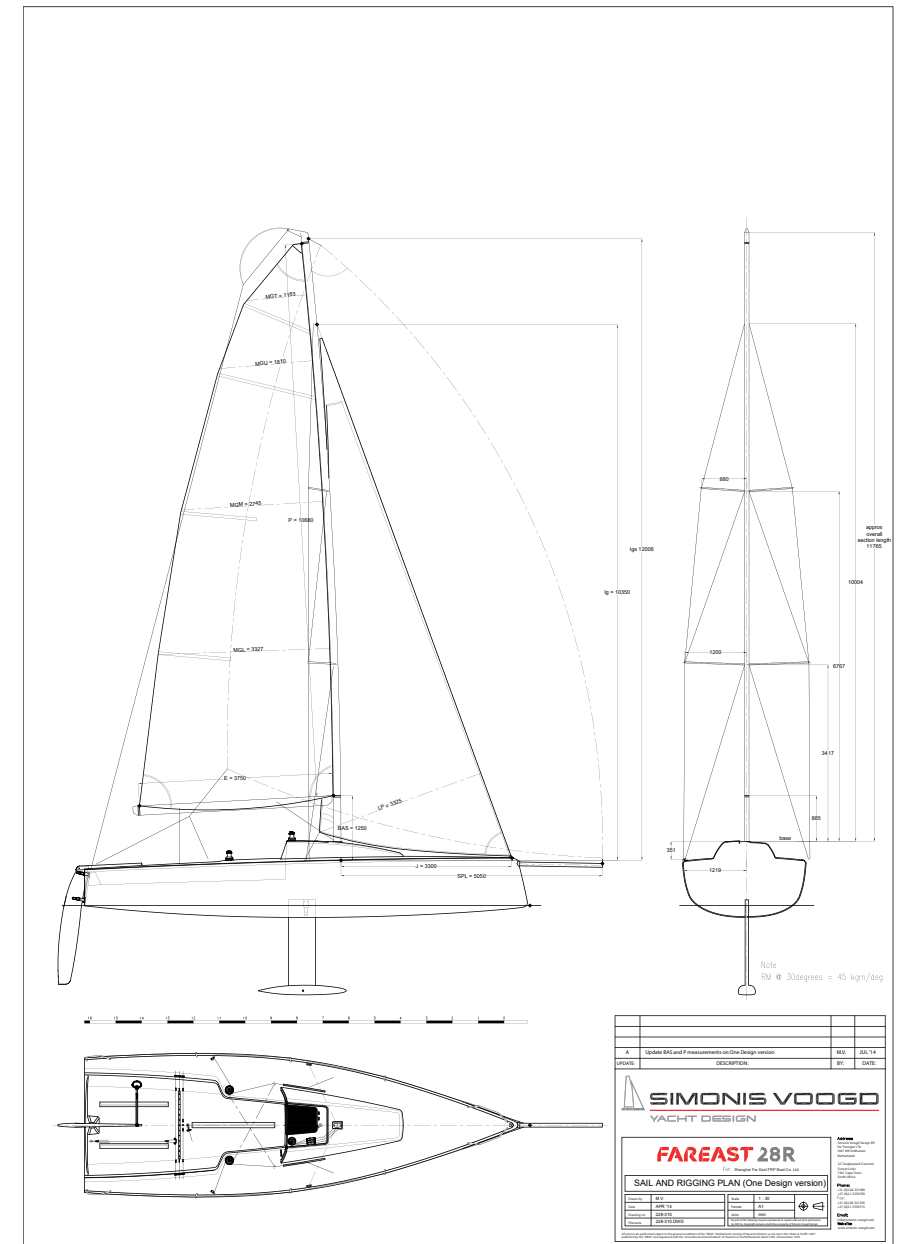
The structure is made out of vacuum infused vinylester resin with E-glass and a pvc foam core. Six ringframes and a central spar dissipate all loads into the structure. The keelfin and rudder are foam cored with carbon laminate all made by means of resin transfer moulding method.

Stability is generated by a hull shape with a high form stability and next to that a high ballast to weight ratio. Due to the minimal wetted surface the upwind sail area is relatively small. This makes the boat easy to sail upwind. Downwind speed is generated by a 80 m² gennaker and boatspeeds in excess of 20 knots are not uncommon in moderate conditions.

The standard rig is an aluminium deckstepped mast and boom with dyform standing rigging. We opted for aluminium because on this size boat the weight difference between carbon fibre and aluminium option is too little to justify the more expensive carbon option.

Propulsion is possible by means of an inboard electrical saildrive with 2x160Ah Li-ion batteries. Space is allocated for the complete system under the forward part of the cockpit.

Simonis Voogd Design
Enkhuizen January 2020



FAREAST 28R



HIGH PERFORMANCE ONE DESIGN

The FAREAST 28R is our breakout keelboat model. Designed by Simonis Voogd, the 28R brings high performance sport boat sailing to the masses. Fast, simple and affordable, the 28R delivers speeds over 20 knots on a safe, easy to sail platform. Resin infused hull and deck, with a carbon rudder and keel fin, in combination with high performance deck gear makes the boat ready to race. The combination of performance and affordability, lifting keel and deck stepped mast, has made the 28R an instant success around the world.

Awards

- ★ 2018 FAREAST 28R World Championship in China
- ★ 2017 FAREAST 28R World Championship in Sweden
- ★ First World Sailing One Design Class from China
- ★ Nominated 2016 European Yacht of the Year
- ★ 2016 "Årets Segelbat", Sweden
- ★ Best New Sailboat Under 30' at the 2015 Newport International Boat Show, US
- ★ 2016 Best Boats Winner, SAIL Magazine, US
- ★ 2016 Boat of the Year Overall Winner, Sailing World, US
- ★ Nominated 2015 BOAT OF THE SHOW in Helsinki Boat Show , FIN
- ★ Nominated for "Best Boat in Asia" and "The World Best MP Boat Under 15m" in 2015 Asia Marine & Boating Awards Ceremony

 facebook.com/fareast28R



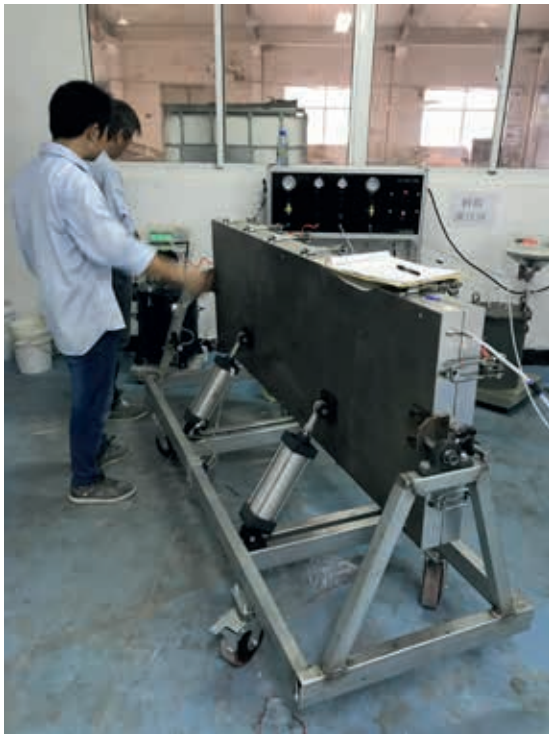
BUILDING / CONSTRUCTION

The FAREAST 28R hull and deck is built using vacuum infusion with Vinylester resin and SX gelcoat. All glass and core are laser cut, which minimize waste in production and give the exact positions during infusion.

Due to this accuracy all frames and innerliner are glued into position with absolute minimal gaps, which in return generates a very stiff and lightweight construction.

Weight variation between the boats is also reduced to an absolute minimum because of this building accuracy, allowing for fair and fast racing.

The T-shaped keel and rudder fin, are made in carbon out of aluminum molds, which again gives exact tolerances and high quality finish. The bulb is made of lead and bolted onto the carbon fibre fin. After installation the bulb is encapsulated in GRP fairing to guarantee exact One Design standards.



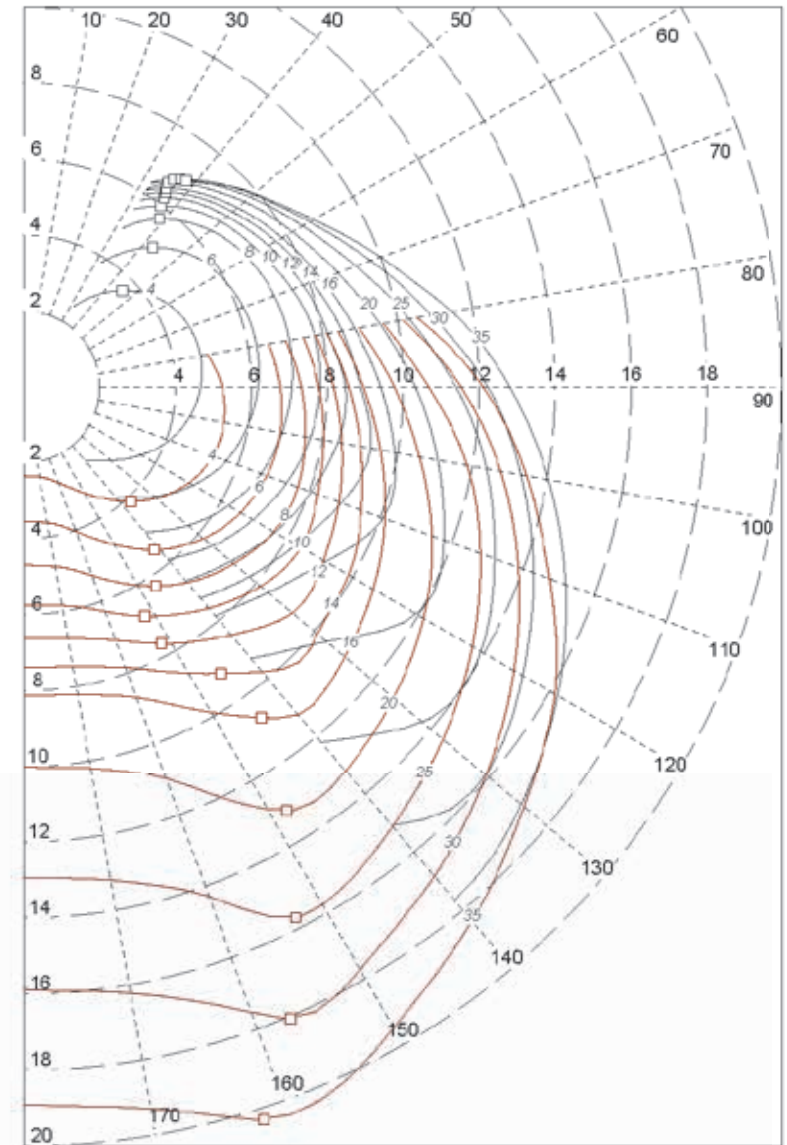
PERFORMANCE

Design that stands out! There is no lack of performance and speed capability in the modern hull shape of the FAREAST 28R from Simonis & Voogd Yachts design. Already in conditions around 10-12 knots the boat starts planing.

The designed crew weight is 425kg. In a double handed setup this is compensated by the electrical engine, batteries and water ballast, if needed.

As the sail design and manufacturer are open in the class rule, more than 30+ sailmakers worldwide has made sails for the FAREAST 28R over the last five years. This has brought the sail setup to the highest level for full crew, as well as short handed.

All deck hardware are supplied by Seldén, Harken, Spinlock, FSE Robline.

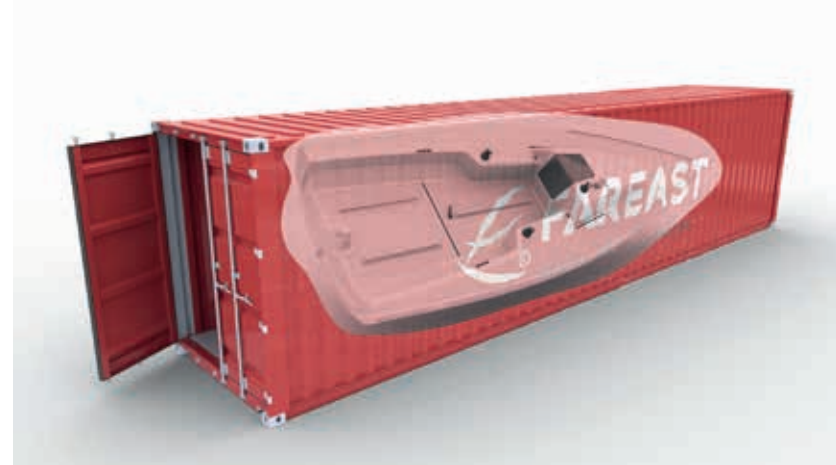


Transportation

The FAREAST 28R ships into a 40HQ container, which keeps the cost for shipping and transportation to a minimum. The boat is loaded on a trolley and is easily rolled out from the container, and in less than 2 hours the boat can be race ready!

Towing

Fully loaded, and with a trailer the total weight is under 2tons, which makes the equipage towable with a mid-size SUV.



Apart from OD fleet racing, the FAREAST 28R is raced globally under several international rating system such as IRC and ORC, as well as under local system like SRS, PHRF and many others. In the UK the boat forms the backbone of the HP30 Class.

The FAREAST 28R has the following approx. ratings:

- ORCI 594.5 GPH
- IRC 1.064
- PHRF ~70
- SRS 1.045

2017 VALID CERTIFICATE - PHRF of the Chesapeake, Inc.
 Sail # : USA 293 CR Course RATING (GPH/MS) : 49 / 84 Valid Date: 3/31/19
 Boat Name: **MOKEY BUSINESS** Equipment Category: CB Certificate Invald After: 3/31/19
 Type/Model: FAREAST 28R UCAC Club: BCYA
 Owner/Skipper: Jonathan Pollak 316 Taplow Road
 Max Crew: 8
 Home Phone: 443-614-0833
 Work Phone: 443-614-0833
 Cell Phone: 443-614-6118
 Email: jpollak2@bcya.edu

IRC GBR RORC Rating Office
 Boat Name: **MAKO**
 Sail Number: **GB0411-FE28R**
 TCC: **1.064 2019**
 Crew No.: **6 (510 kg)**
 Stability SSS number: 12
 AVS: N/A
 IRC/RC Design Category: N/A
 WSP/Pass: Review

Results

The FAREAST 28R has been raced double handed offshore mostly in the Nordics in Sepilot2Star, 300nm (over 100 boats), and the Around Gotland Race, 350nm (over 200 boats).

In 2018 the FAREAST 28R team won the best mix team price in Seapilot2Star!

During the last two around Gotland Races, the wind conditions peaked with over 40 knots of wind. In 2018 the best boat finished 6th(35) and in 2019 where 99 boats scored DNF due to heavy weather, the FAREAST 28R was the smallest boat overall to finish.

24h Race (NL)
 2016 the FAREAST 28R won the ORC1 class, and in 2017 the team finished 2nd racing the 180nm.



ORC 2018 (Test) Certificate
 Name: **FAREAST 28R**
 Sail No: **MNA 1234**
 GPH: **594.5**
 Length Overall: 8.52m
 Maximum Beam: 2.72m
 Displacement: 1227kg
 Overlap: 1.12m
 Dynamic Allowance: Sportsboat
 The Minimum Motion No.: 0.00%
 Hull Construction: Core
 Carbon Ratio: Free
 Core: Non-Composite
 R: 4.2m VCCD 4.8m W8 112mm
 RL: 4.2m VCCD 4.8m W8 112mm
 L80: 4.2m VCCD 4.8m W8 112mm

SCORING OPTIONS

Time on Distance	COASTAL / LONG DISTANCE	WINDWARD / LEeward
Time on Time	677.8	654.4
Triple Number	1.0385	1.0316
Time on Distance	Low Medium High	Low Medium High
Time on Time	676.0 530.6 458.7	669.4 662.9 566.0
	0.9985 1.2721 1.4717	0.7764 1.0183 1.1926

TIME ALLOWANCES

Velocity	6 M	8 M	10 M	12 M	14 M	16 M	20 M
Best VMG	606.8	617.2	746.4	727.7	719.7	706.7	707.9
52°	627.8	629.9	623.8	615.8	598.1	588.8	499.8
60°	620.4	626.6	623.8	615.8	598.1	588.8	499.8
70°	592.8	528.3	588.4	491.4	458.8	426.6	415.3
90°	592.8	528.3	588.4	491.4	458.8	426.6	415.3
110°	592.8	528.3	588.4	491.4	458.8	426.6	415.3
120°	592.8	528.3	588.4	491.4	458.8	426.6	415.3
135°	672.9	511.8	455.0	405.1	409.6	399.9	414.2
150°	690.0	630.1	487.5	418.1	375.2	332.2	317.4
Run VMG	523.8	727.6	625.3	568.2	509.9	449.4	336.6

Selected Courses

Course / Long Distance	6 M	8 M	10 M	12 M	14 M	16 M	20 M
Circle	516.2	611.7	577.8	601.1	527.8	494.3	522.2
Circle / Long Distance	562.0	727.8	622.8	566.3	512.2	476.5	404.8
Circle / Long Distance	562.0	727.8	622.8	566.3	512.2	476.5	404.8

Velocity Prediction in Knots for the Wind Speeds

Wind Velocity	6 M	8 M	10 M	12 M	14 M	16 M	20 M
Best VMG	43.8°	41.8°	38.8°	38.7°	37.0°	36.8°	36.8°
52°	3.57	4.41	4.81	4.96	5.00	5.10	5.09
60°	3.47	4.31	4.81	4.96	5.00	5.10	5.09
70°	3.06	3.71	4.07	4.19	4.26	4.34	4.33
90°	2.06	2.58	2.82	2.89	2.92	2.94	2.94
110°	1.16	1.69	1.84	1.87	1.87	1.87	1.87
120°	0.60	0.74	0.79	0.79	0.79	0.79	0.79
135°	0.38	0.42	0.43	0.43	0.43	0.43	0.43
150°	0.28	0.28	0.28	0.28	0.28	0.28	0.28
Run VMG	4.50	6.02	7.39	8.35	9.60	10.96	11.34
Circle	3.90	4.95	6.65	7.82	9.06	10.36	10.76
Gybe Angle	143.1°	145.7°	150.5°	145.9°	145.0°	144.9°	142.6°

FAREAST 28R



RETAIL PRICELIST 2020

STANDARD EQUIPMENT

Design	Simonis - Voogd				
Length overall	9,07 m	Displacement	1360 kg	J	3.3m
Length waterline	8,53 m	Sail area total downwind	115m ²	P	10.65m
Beam	2,75 m	Sail area total upwind	44m ²	I	10,35 m
Draft max	1,75 m	CE certified	Class C	E	3,75 m

CONSTRUCTION

HULL
Vacuum infused sandwich hull with isopolyester resin
White hull
Powerful inner structure distributes all loads from keel and rigging

KEEL
1.75M lifting T- shaped keel with carbon fin, lead bulb

RUDDER
Carbon rudder and tiller, tiller extension

DECK
Sandwich build deck with antislip surface
Reinforced laminate plates at mounting positions of deck fittings

INTERIOR
1 PCS Quick-Access utility pockets

WATER SYSTEM
Manual bilge pump in cockpit

MAST AND RIGGING

MAST
Selden aluminum mast, mast foot,
2 aft swept spreaders
Selden boom with outhaul, cunningham,
1 reefing line
Bowsprit 1.75m
Selden rodkicker

STANDING RIGGING
Selden S/S standing rigging
Selden forestay

RUNNING RIGGING
1 Main halyard
1 Jib halyard
1 Gennaker halyard
2 Jib sheets
1 Main sheet controls 4:1+16:1
1 Cunningham line
1 Outhaul line
Backstay 6:1

DECK

DECK EQUIPMENT
1 deck organizers
1 set of cleats
1 roof halyard winch Harken 20
2 jib sheet winches Harken 35.2
2 jib sheet tracks with cars
Mainsail track with traveller 3:1 and control lines
600mm Pulpits in S/S and stanchions with lifelines
2 ropes and winch storages
Gennaker drop bag
Companion way cover

MISCELLANEOUS
1 winch handle
Owner's manual
Outboard engine bracket max.25kg

FAREAST 28R



PRICELIST 2020

STANDARD BOAT

\$ 32.800

OPTION EQUIPMENT

SAILS

\$ 5.300

JOINSAILING Sails Main in ZZ Black Technora

JOINSAILING Sails Jib in ZZ Black Technora

JOINSAILING Sails Gennaker Nylon 0.75 OZ

Transport Cradle

\$ 650

Rudder cover

\$ 100

Full boat cover

\$ 400

Keel lifting system

\$ 400

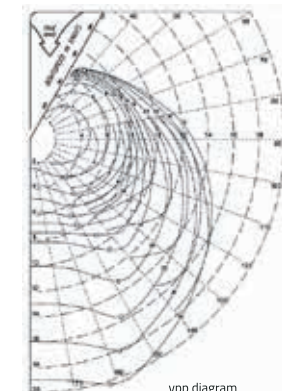
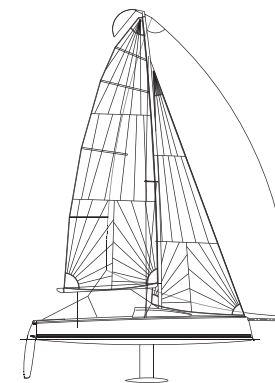
Mooring pack (4x fenders, 4x10m mooring lines)

\$ 110

Electrical engine Torqeedo 1003L

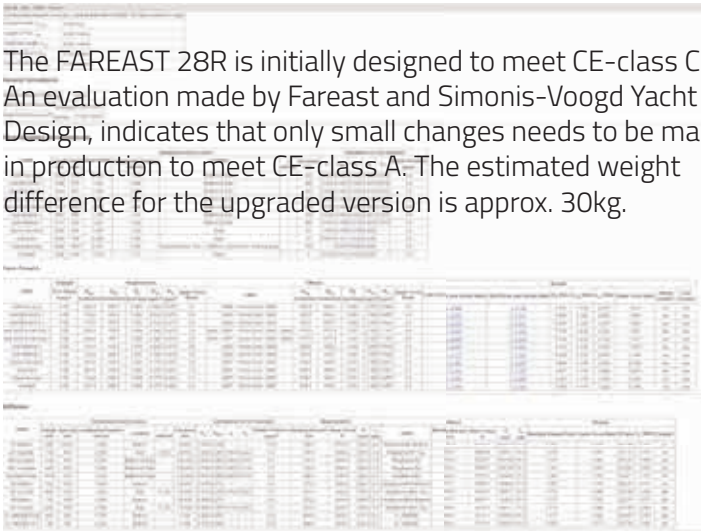
\$ 2.640

All prices are in USD dollars and excl. VAT, ex Shipyard. All weights and measurements are calculate numbers based on the construction data. Fareast reserves the right to modify specifications and pricelists without prior notice. The descriptions, illustrations, etc. given are for information only.



vpp diagram

The FAREAST 28R is initially designed to meet CE-class C. An evaluation made by Fareast and Simonis-Voogd Yacht Design, indicates that only small changes needs to be made in production to meet CE-class A. The estimated weight difference for the upgraded version is approx. 30kg.



As this will be the first Olympic discipline that runs around the clock, the demand for antennas, cameras and other aerial equipment is crucial for broadcast and communications. In order to minimize installations in the mast, we have designed a targa to support this kind of equipment.



Introduced in the latest Offshore Specail Regulations (OSR 2020-2021), the possibility with electical propulsion fits the FAREAST 28R perfect!

The space is already available under the companionway, and with a fitted S-drive and batterypack (that also supply the electrical equipment onboard). The extra weight of the installation doesn't make a big difference in performance, as it compensate for the loss of "full crew".



We have been racing the Fareast 28R hard over the last 4 years. Mainly open water and Ocean events in which it can get pretty rough here in Australia. The Whitsunday Race Weeks for example see high tidal flows with very lumpy seas. The Fareast 28R might be a relatively small Yacht but has proven to withstand these conditions without any problems. Being smaller means more spectacular to sail but also to watch. Our 28R always draws plenty of media attention as it lightens up on spectacular downwind runs, the cameras love it!

Gerrit Veenemans, Australia

I have sailed many Grand Prix yachts and sport boats from the great Melges 24, Farr 30, Farr 31, Farr 40, Farr 45, TP52, VO60s and now I have added the FAREAST 28R to the list. The FAREAST 28R is a TP52 for us sailors with an ordinary salary, simply the best bang for the buck.

The FAREAST 28R is just a great Grand Prix boat, 9 meters long and 1300 kg is a magic relationship, it makes it go fast, high and dry. It's great to sail on short courses, but it works surprisingly well offshore and shorthanded. The boat has a distinct feel when you do things right, letting you use a very small groove, tight sheeting angles and demanding constant tuning to win, which our team has done many times. We use the same techniques as on the TP52, changing gears, polars, jib out planing with the gennaker, just on a different budget!

The FAREAST 28R is easy to get started with, but takes a lot of skill to master, just the demands we put on an Olympic Champion team.

Sailing the boat shorthanded is so rewarding, but levels up need for skills to win. Sailors from other classes are amazed that we can sail faster than much bigger and supposedly faster boats shorthanded. Mixed Keelboat Offshore in the Olympics does place some specific demands on a boat.

Shorthanded Mixed does favor a boat that doesn't use large heavy sails and high loads, a good match for the FAREAST 28R, proven by the high ratio mixed boats in Sweden, the top nation in this WS class. Offshore favors a dry and safe boat, and the light FAREAST 28R with its large rudder rides over waves with its windward side quite high over the waves. All controls are accessible from the cockpit and the main sheet finetuning ratio allows to trim constantly without fatigue

Olympics requires a raceboat, delivering high speeds under control, with champions constantly tuning the controls for max performance right to the finish, delivering exiting pictures and media for all to watch. For an olympic class boat at around 30 feet, cost will be an issue and there will be hard to find a better bang for the buck than the FAREAST 28R, with both top performance and quality builds and parts. This will enable all countries to challenge for gold and organize local fleets

What also makes me warm at heart is the great images and video this class produces, making me relive the great times and smiles we share on the water. Good looking modern boat, speed, spray and boats high in the water.

Andreas Emmoth, SWE-117, A fan of great boats

With five boats now racing, the FAREAST 28R forms the backbone of the HP30 Class (now in its fifth full season), offering the most affordable option for owners seeking to compete in this series of inshore and coastal races. The format for HP30 Class racing is predominantly fully crewed windward/leeward courses, but in addition the boats regularly compete in coastal events up to 70 miles distance.

We campaigned the boat for the first time last year and tested the boat across all conditions; with the toughest day out, delivering winds in excess of 30 knots. From a design perspective, the FarEast28R is dry to sail and the high freeboard ensures that very little water comes over the decks, let alone reaches the cockpit. The absence of through-deck systems or fittings adds to this advantage leaving the boat dry and habitable down below. The relatively high and sturdy guardrails also add to the sense of security, providing excellent security for less agile or less experienced crew members.

At 6.5 knots upwind, the FAREAST 28R is reasonably quick, but really comes into her own off the wind. As one of the lightest boats in the class and with a displacement of only 1,335Kgs the FE28R can start planing in winds as light as 11 knots. As an affordable, allrounder, the FarEast28R is a great little boat, worthy of serious consideration to be selected as the mixed offshore keelboat for 2024 Olympics.

Joe Hall – Founder and manager HP30Class.com

We are very happy with the outcome of using the Fareast 28R as racing equipment for Lysekil Women's Match, a grade one women match racing event that was founded in 2004. We have used the Fareast 28R for the past three editions 2017-2019. As a sailor I appreciate the Fareast 28R for its modern design with gennaker, it is fast, physically demanding but still maneuverable so we get tight racing. As an event organizer we appreciate the Fareast 28R since the boat type appears bigger than its 28 foot and enables exciting racing which is an important factor for the event and its spectators. The total cost of the boat, rigging and sails makes it an affordable choice for the event.

Anna Holmdahl White Initiator/founder/ CEO Lysekil Women's Match

The boats are just like a small dinghy that can be easily maneuvered through the tackings and gybings along the racing course. It can also be managed to sail even on high seas from which we tried during the Southwest monsoon in Manila Bay. The gennaker makes the boat easy to sail even in short handed and heavy weather. Once gust hits the boat, because of the lightness of the boat it can just accelerate right away. Fareast team packed and delivered the boat to the Philippines in a tidy and safe way from which we didn't find hard way to unload it from the container because of its loading trailer. The system of the mast step that is setting on top of the deck makes the sailor's life easy to rig the mast up. It's just like as simple as hobie 16 when we put up the mast.

Ridgely Balladares, Head Coach, Philippines Sailing Association

In 2018 and 2019, we sailed the Fareast 28R in ÅF Offshore race, a Swedish 350 nm offshore race around the island Gotland in the Baltic sea. We are extremely satisfied with the performance of the boat and how it handles with only two crew members. In both of our years of participating we've had strong winds both upwind and downwind. In 2018 a long downwind at 25-26 knots of wind with waves up to 2-3 m. When the winds were at their strongest we decided to go without a gennaker, a decision mainly based on our own capabilities. In winds up to 22-24 knots we've had no trouble handling the masthead gennaker, it is physically challenging on two people but it is definitely manageable and a challenge we enjoy. In 2019 we sailed with less sail area as we had designed a jib and main more suitable for shorthanded sailing. In winds above 10-12 knots we found this to be more favorable as the boat can become overpowered, especially since we are a very light crew. During the race we met some really strong winds going upwind at 45 knots. With reefs in both the main and jib we thought the boat handled the waves and wind really great. However with the forecast at hand we decided to break the race and turn home, based on our experience and capabilities. The Fareast 28R is easily adapted to be suitable for offshore racing. We have used a large bean bag for sleeping, water in tanks and bottles, and a bucket as toilet. It is a true joy to race and it is easy to manage on only two crew members. In light winds it is a true rocket, and in heavy winds it is sturdy and manageable.

Linn Dismo & Malin Albert, Sweden



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Paris 2024 - Mixed Offshore Event

In CleanSport we organize over 60 events each year, with an impressive diversity in event types. Apart from private chartering and offering instructive sailing, our service includes corporate sailing, club sailing and team buildings for different groups. We think it is worth mentioning that all of our customers are always very pleased and happy with our service and our always ready to sail Fareast 28R fleet.

We believe that the FarEast28R is the keelboat with the most desirable qualities amongst all WS approved keel boats in the moment. We are proud to work with and organizing events on 8 of this high performance racing boats.

First time we have got to experience them, was 3 years ago and the »all roundness« of this boats has been showing excellent results every year since. By calling it an all-round sailing boat, we mean that its high performance is not affected by wind and sea conditions, it is a very fast sailing boat at 5 knots of wind as it is with 20 plus knots. After 3 years all of the boats are in great condition considering constant and continuous usage.

Surprisingly, although this is a technical boat, each one of our customers was blown away by its simplicity in handling and trimming the boat, this was the first impression of both professional and amateur sailors.

We must point out that this boats have approved themselves as excellent boats for organization of sailing events. For example, every year in CleanSport we organize Slovenian National Sailing League with a lot of competitive pro and semi-pro teams. All of them seem to really enjoy sailing on them as they return onshore with a smile and satisfaction on their faces. Secondly, next year we were assigned to organize the Match Race World Championship stage in Portorož and we are sure that this is the class most suitable for his kind of event. Last but not least, this year we are organizing the well-known Romantic regatta with a crew of two partners, as we know that Fareast 28R is suitable for 2 persons handling it.

Last thing we want to point out is the very favorable price to performance ratio that no other class with this kind of high performance properties has. The Olympic equipment for Mixed Offshore Event, should be technical, fast, all round performing, suitable for sailing with only 2 person crew and it should be affordable. If we look at the previous sentence we are basically stating all the qualities that this boat has, that is rare and special about them.

Jure Orel
CleanSport d.o.o.



TRR: S156 0228 7026 2656 864 Osnovni kapital : 7.500,00 Eur	Davčna številka: SI 66289483	Matična št.: 8162239000 Vložna št.: 2018/23800
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The Royal Swedish Yacht Club (KSSS) annually organize the Gotland Runt 2020 Offshore Race (former ÅF Offshore Race). Gotland Runt is one of the world's largest annual offshore race. At the end of June, sailing yachts take over the central parts of the famous Stockholm waterfront for the start of race. The 350 nautical mile course, starting in the city of Stockholm and finishing in Sandhamn, takes the competitors through the breath-taking beauty of the Stockholm archipelago and out to the open sea around the island of Gotland.

The competing boats must comply with Offshore Special Regulation category 3.

Fareast 28R class boats have participated in two ÅF Offshore Races and so far, we have not registered any break down or incidents involving the Fareast 28R.

2019 was perhaps one of history's toughest race when the 83rd vintage ÅF Offshore Race was settled in the beginning of July. Strong, gusty winds and rough sea state challenged all competitors: modern monohulls, classic yachts as well as multihull. 225 boats entered the startline in Stockholm. 99 boats retired from the race due to damages, technical reasons or sickness.

Fortunately, no crew has suffered any serious injuries during the race. The two VO65 boats Ambersail 2 and HiQ4 was the first boats to finish in Sandhamn. In these challenging conditions, the two Fareast 28R competing in the shorthanded class, both finish the race. They had a demanding race and both the boats and crews had to perform at their highest level.

The ÅF Offshore Race 2018 also had some challenging weather during the first 30 hours. Several competitors retired from the race but the competing Fareast 28R shorted boats all finished the race, one of them scored a top result.

Håkan Andersson, Regatta Chairman Gotland Runt

'The Far East 28R has proven itself a very capable all round racing yacht, particularly in the fast paced match racing environment of the World Match Racing Tour events, which demands a very high level of reliability and performance. Far East Yachts delivers a very efficient and affordable solution in the 25-30ft performance range with the Far East 28R.'

James Pleasance, Executive Director, World Match Racing Tour

We have sailed the Fareast28R double handed for the last couple of seasons, having raced her in offshore races up to 350 nm (category 3) both mixed and non-mixed teams. We appreciate her ability to perform both in heavy weather as well as light conditions. She's versatile and gives us great performance and a competitive edge against other competitors. Since all trim, kite hoist and drop as well as manoeuvres when tacking/gybing can be performed from the cockpit, the Fareast28R limits the risks of the crew, hence from a safety point of view we feel the Fareast28R is an ideal choice for double handed sailing. With the Fareast28R being trailable, we have been able to take part in races in other parts of the country, giving us the opportunity to race in different water and conditions, and against competitors otherwise not eligible. We thoroughly enjoy racing the Fareast28R double handed and shall continue to do so.

Katarina Svedjefält, Double hand and Clipper Race sailor, Sweden.





FAREAST 28R

ÅF
OFFSHORE
RACE
223

SAM '76



Summary



By adding the FAREAST 28R to the list of potential boats for Olympic double handed sailing, World Sailing are significantly increasing keel boat possibilities for MNA's with a limited budget. In turn, this puts the focus on the sailing and the sailors, rather than the boat it self, which mean more competitors.

An existing World Sailing OD-class, with a fleet of 450+ boats, the FAREAST 28R are with small, or almost no modification ready for shorthanded training and racing.

Proven production capacity of 200+ FAREAST 28R per year.

Train and race all around the world. Ship in a container, or tow behind a car. The cost is affordable and transportation made as easy as it gets!

We like to say that the FAREAST 28R delivers the best price to performance ratio of any boat in the market, suitable for this Olympic class.

Fareast Boats are committed to support the MNA's by providing training centers on different continents in order to reduce cost, and drive the double handed format forward!

Fareast Boats has long experience of providing boats, services and support for major events, that is not new to us. We are ready for the opportunity and challenge together with World Sailing. That is what we call - Unlimited Innovation!

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Fareast is committed to sailing, and therefore happy to support MNA's and Sailing Federations the best way possible around the Globe. We have a long track record as a partner when it comes to supply products and services globally to World Championships, local clubs or other events. Contact us today for a discussion, or a quote for any of our products!

Yours Sincerely,
The Fareast Team

FAREAST 28R One Design sites:

W: fareast28R.com

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