



FAREAST 31R

One Design Class

FAREAST 31R



ULTIMATE RACING EXPERIENCE

With the launch of the FAREAST 31R, Simonis Voogd Design and Fareast Boats are changing the definition of "Racing" in the yachting world. The highly distinctive hull and deck is full of innovations and built with precision and an exact quality to bring you ultimate racing experience with adrenalin pumping boat speeds.

A new era will start with this "game changer"; racing will never be the same again. The team has put all its innovative powers into creating an ultimate racing machine and setting a new standard with a number of novel features on and below decks of the FAREAST 31R. The dedicated craftsmen of Far East used their highly technological skills to turn these innovative features into reliable

components on the yacht to create the optimal racer for the professional sailing circuit. This new masterpiece highlights Far East's winners' mentality: to be the best in everything they do.

The yard's experience of being a supplier to Olympic and World Championship teams, combined with the expertise of Simonis-Voogd, has proven invaluable in the creation of this yacht.

DESIGN PHILOSOPHY

*" Please design me the fastest 31 footer
you can think of."*

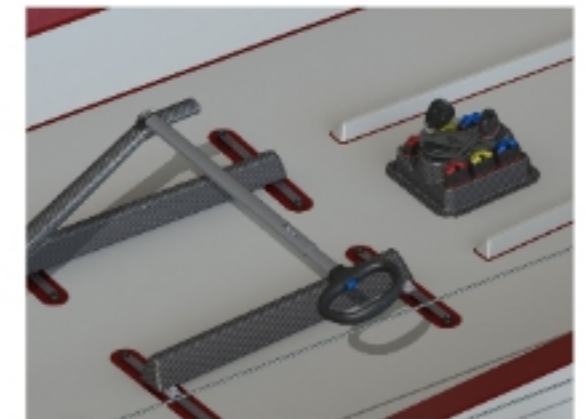
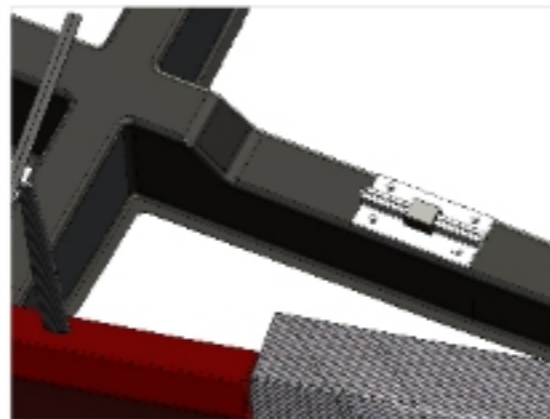
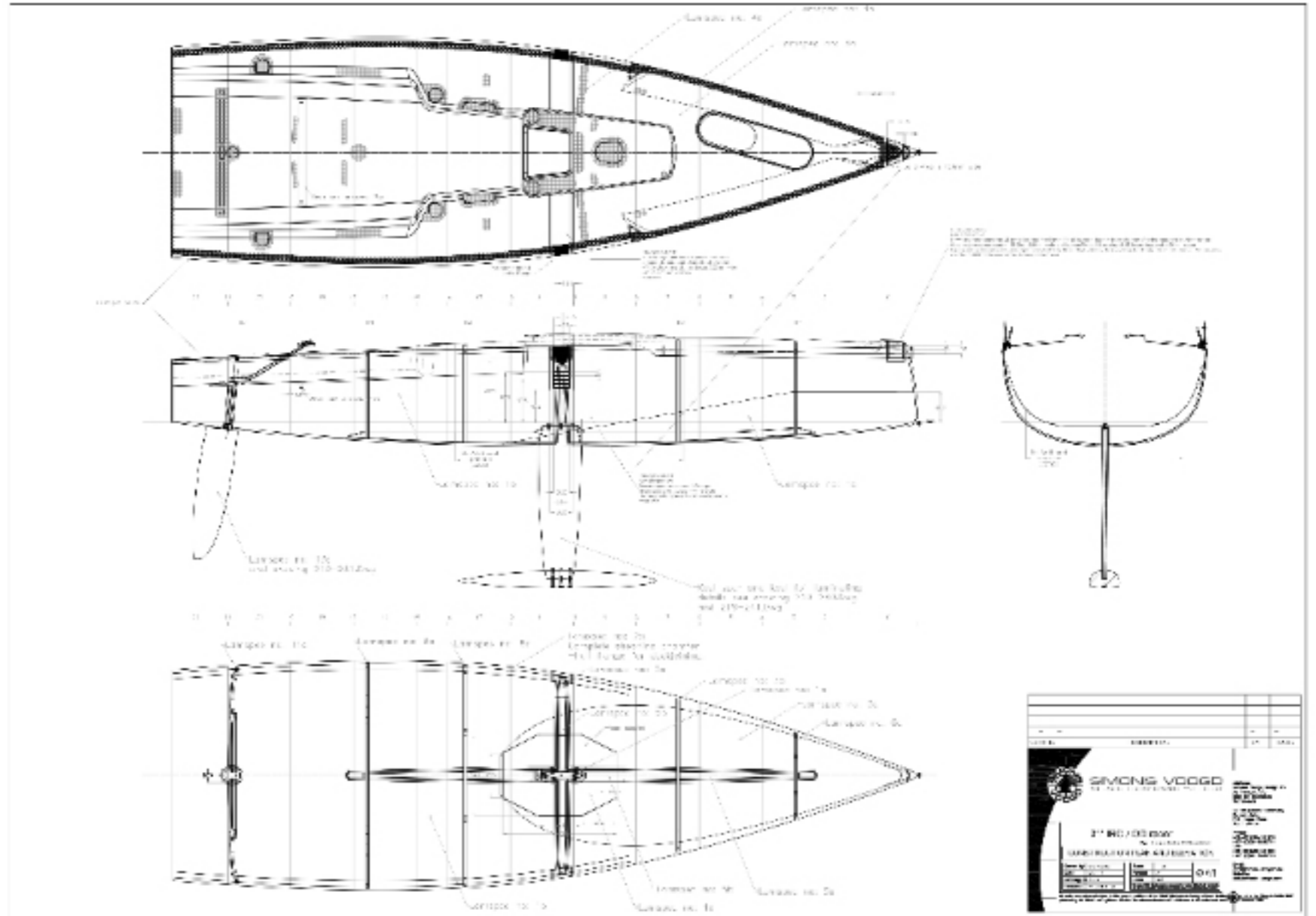
*Mr Lu Weifeng
Managing director Fareast Boats*

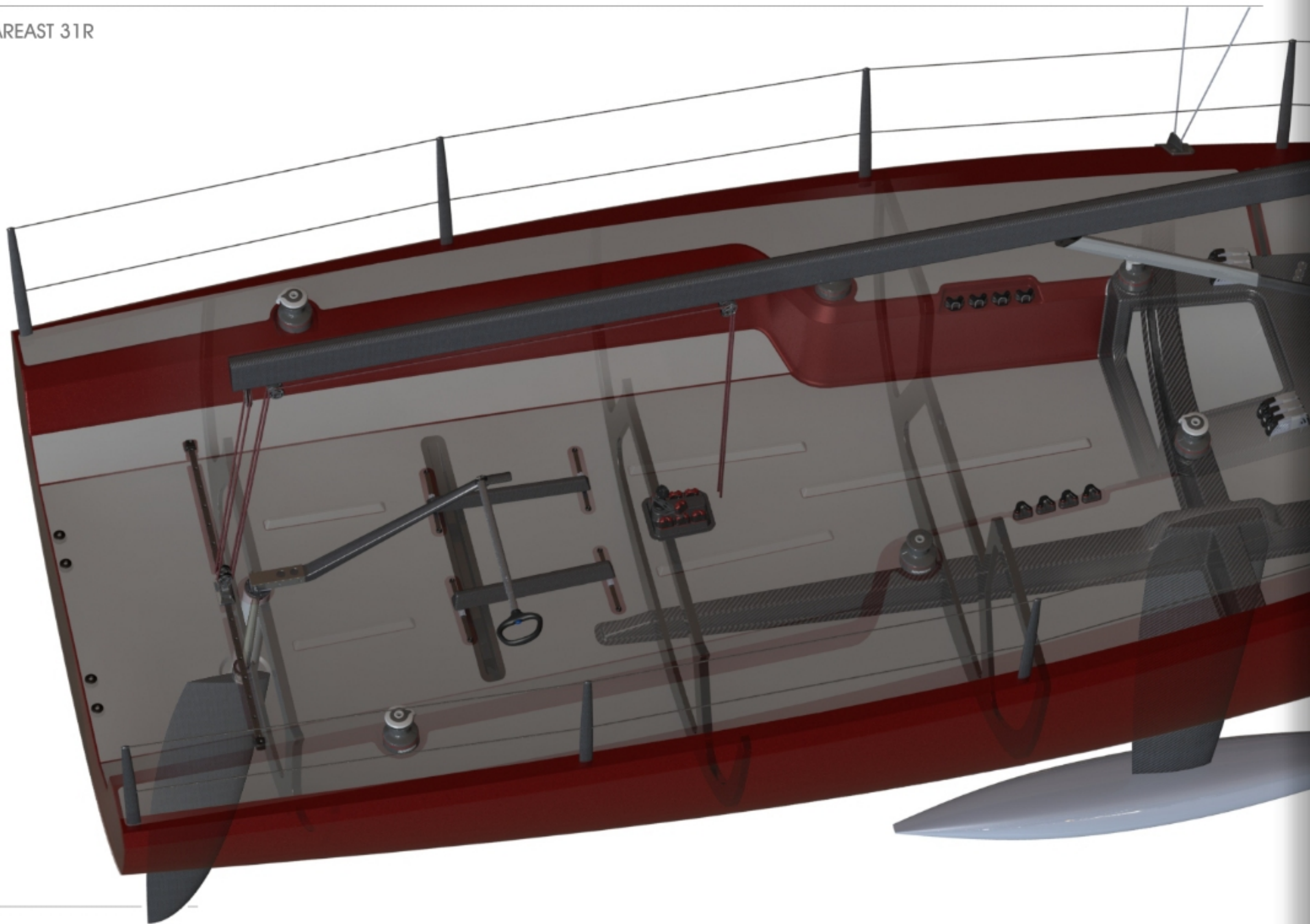
The brief to Simonis Voogd Design was simple: "How would your fastest conventional sports boat look like with the ability to still fit into a container and compete internationally as a One Design Class but being able to be measured under most known rating rules (particularly ORC and IRC)".

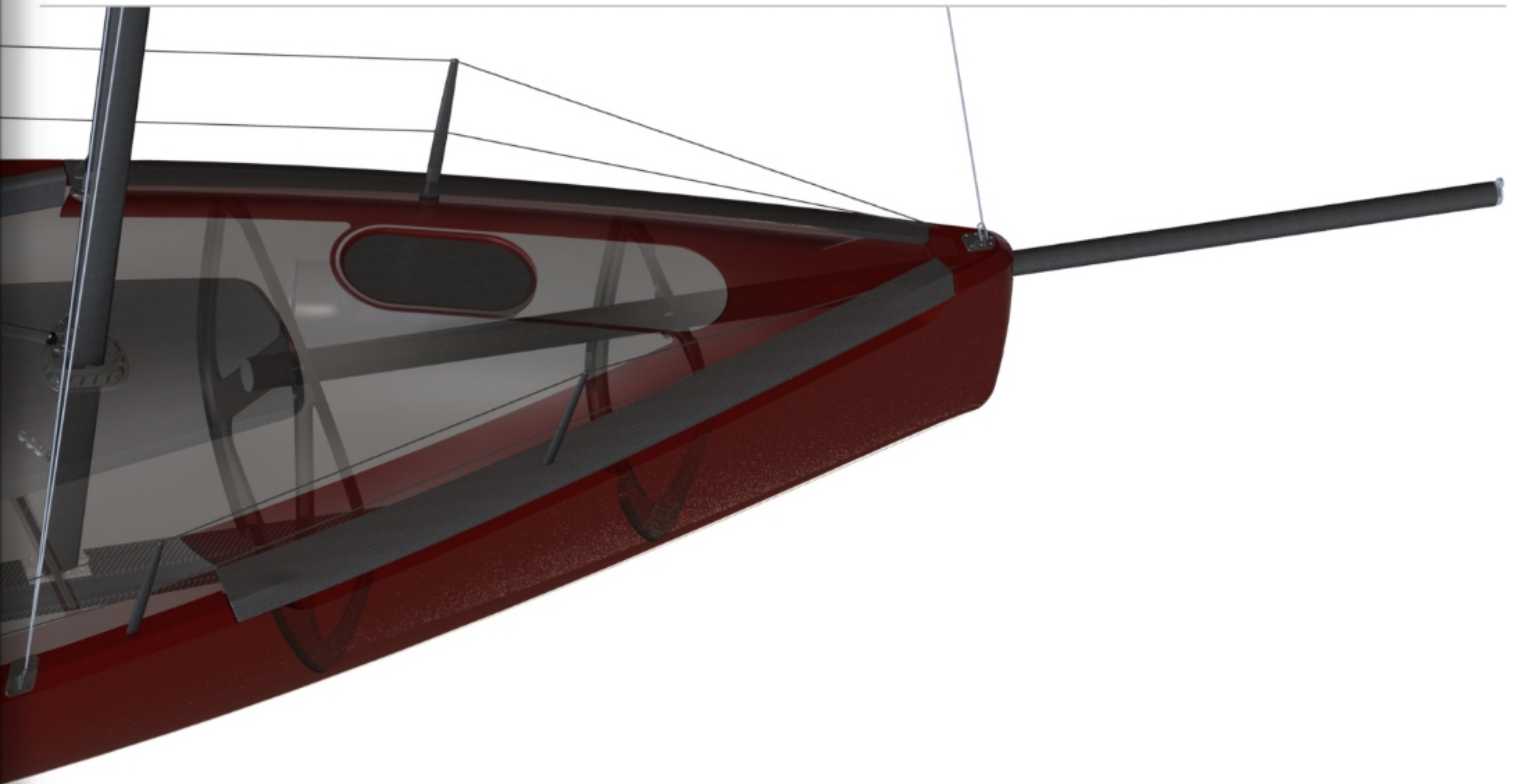
We opted for a design with a well balanced hull shape to do well in almost all conditions without any bias to light or heavy weather performance. The clean lines and beam limit imposed by being able to fit in an extra high (9.6) container resulted in a yacht with low wetted surface and minimal parasitic drag due to transom immersion. Using a slender low drag bulb of 1200 kg (2645 Lbs) on an advanced carbon composite fin results in a ballast ratio of over 60%, literally giving "Tons of stability". There are number of "Nice to have" features on this yacht such as: all control lines running under decks, sliding

hatch for asymmetric which be opened and closed via control lines in the cockpit, carbon low drag stanchions, retractable pole on center line and a modern fat head main just to mention a few.

The experience of sailing a sports boat of this caliber is something that can't really be described in words. You have to experience it, but with figures such as doing 7.5 knots in 5 knots of breeze (1.5 times the wind speed) and topping out at 21 knots in 18 knots of breeze you would be excused if you thought we were talking about a yacht more than twice its size.







Air Deflectors

An eye-catching feature of the FAREAST 31R are the spoilers on the foredeck. In upwind conditions these spoilers provide a better airflow across the bottom part of the jib, thereby increasing the efficiency of the sailplan.

*" This is where design and
build quality fuse to perfection "*

*Maarten Voogd,
Yacht Designer of Simonis Voogd*

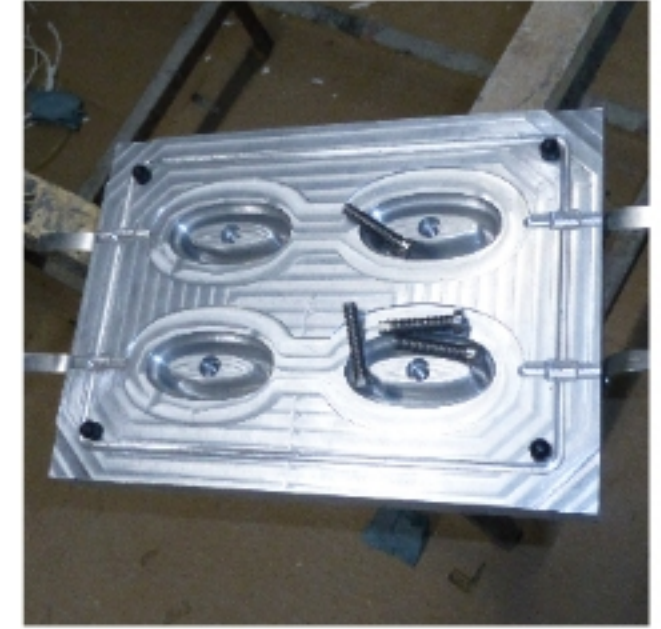
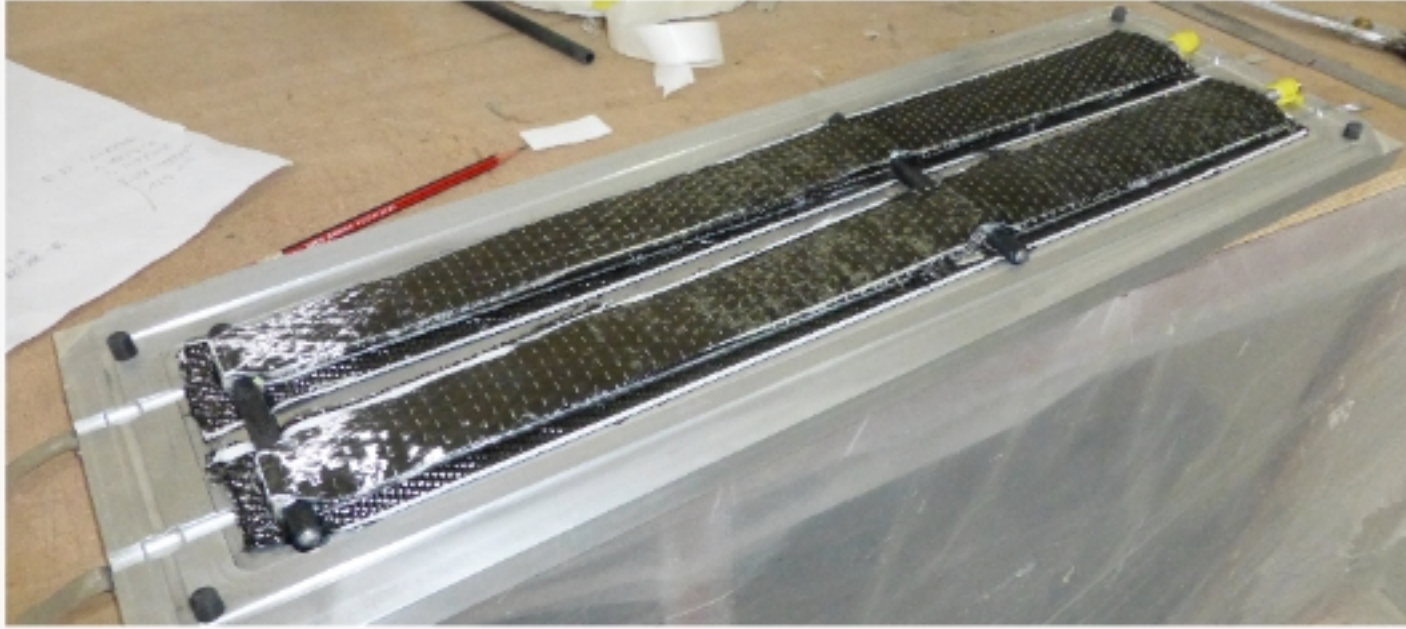
INNOVATION QUALITY & CRAFTSMANSHIP

The new FAREAST 31R was conceived as a showcase boat for the yard to show their advanced composite abilities and desire to grow into being recognized as a builder of quality performance yachts.

Completely built in carbon fibre, using vacuum infused vinyl-ester resin, this ultra-lightweight hull/deck structure is showing the ability of the yard. The modular construction of the bulkheads, keel, and mast support have all been fabricated in female moulds and bonded in place with the highest precision. This construction method ensures a bulletproof yacht able to sustain long and hard racing. Built with great attention to detail as found in the beautifully crafted "bow-foils" and asymmetric spi chute system

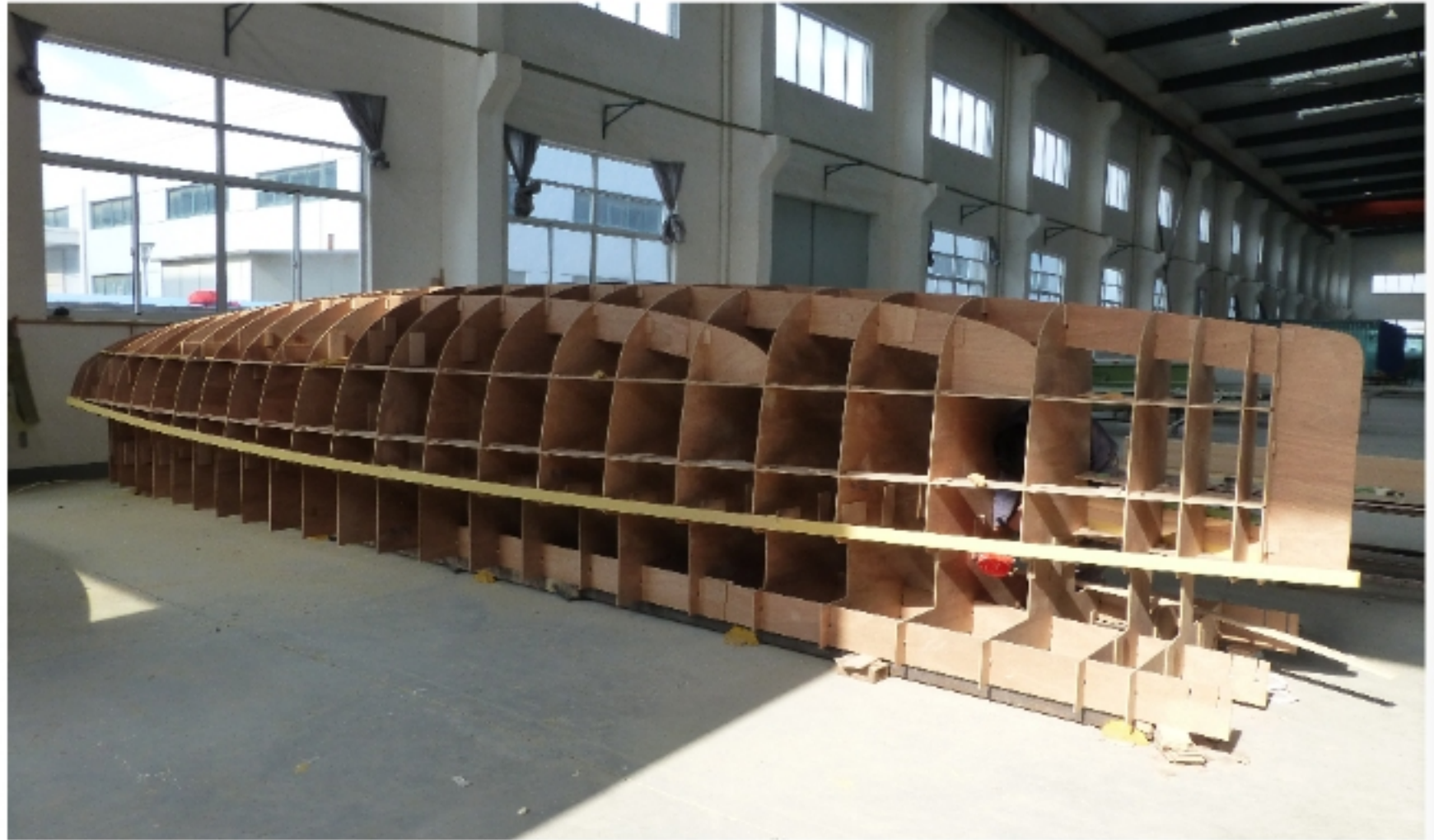
perfectly integrated with a clean deck layout. The striking (and unique) spoilers at the bow optimize the air flow into the genoa for maximum performance. To further compliment the quality of the FAREAST 31R, only top of the range deck gear (by Harken), spars (by Selden) are used to satisfy the needs for top level racing.

Far East is determined to become a serious player in the offshore racing yacht market by continuously searching for and implementing the latest techniques and innovations.



Clockwise from left:

- 1. Aluminium mould for tiller*
- 2. Finished carbon fibre "backbone" within 6 gram of design weight*
- 3. Lay-up for stanchions in aluminium mould*
- 4. Male half of stanchion base mould*
- 5. Female half of stanchion base mould*
- 6. RTM mould closed for injection*



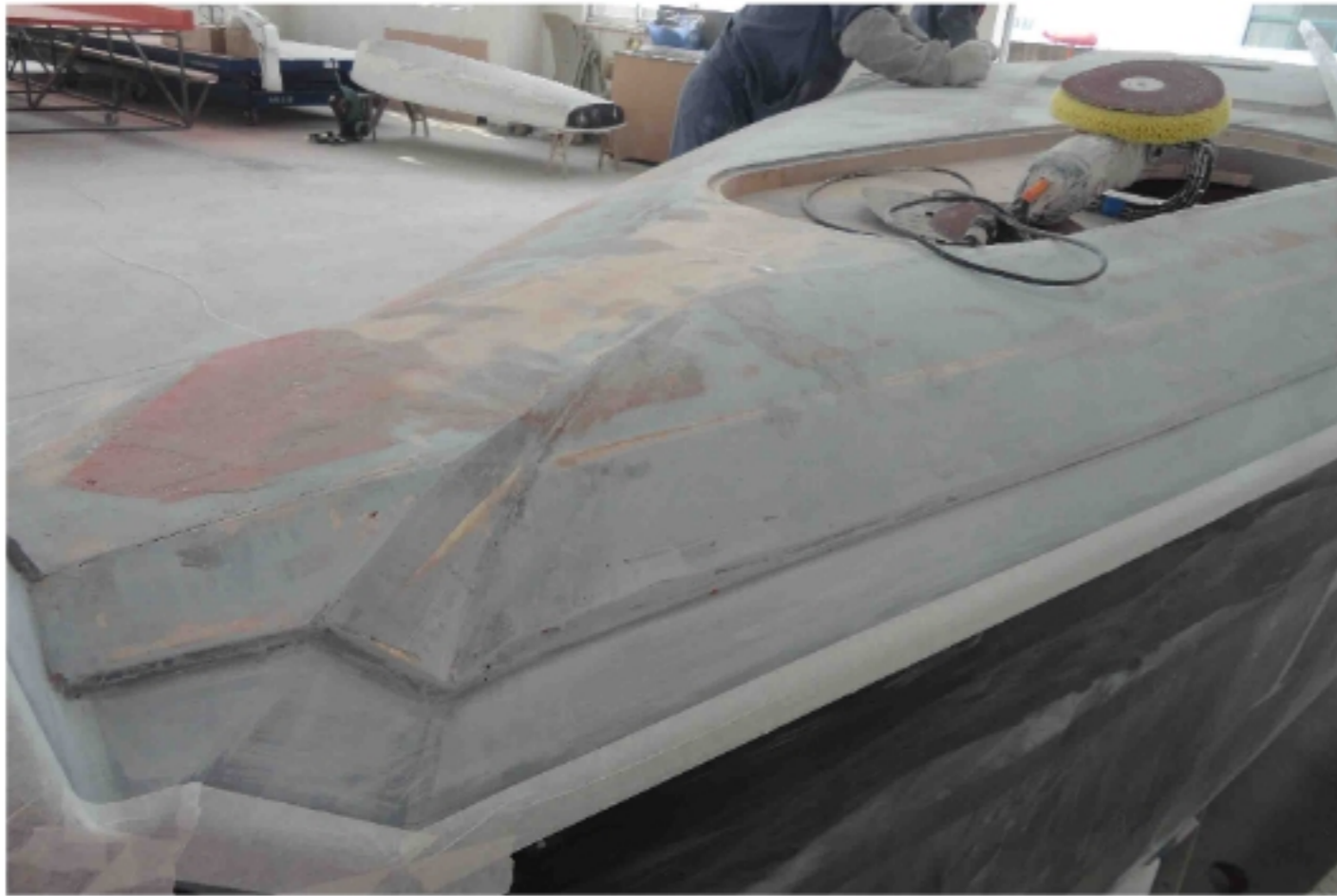
Clockwise from left:

- 1. Mr. Lu Weifeng, MD of Fareast Boats*
- 2. Putting foam battens on hull frames*
- 3. CNC cut hull frames put together*

Next page:

Shiny hull plug, ready to take mould from





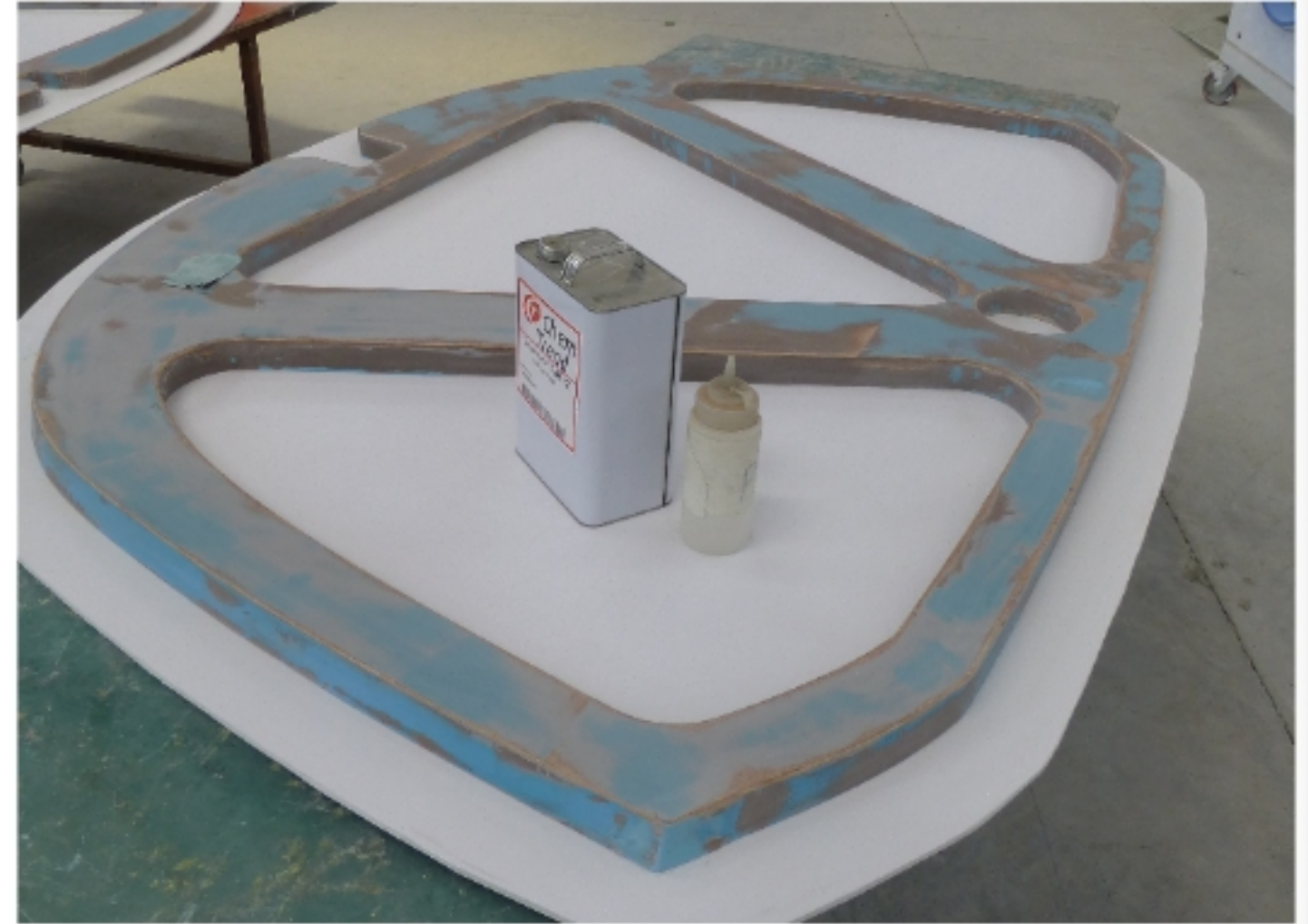
Clockwise from left:

- 1. Fairing of bow section*
- 2. Work on deck plug in way of bow*
- 3. Finished work on bow section with recess for "Air Deflectors"*
- 4. Transom detail*



Clockwise from left:

- 1. Applying non-skid pattern on deck plug*
- 2. Finished non-skid*
- 3. Cockpit view*



Clockwise from left:

- 1. Fabrication of mould for internal frame*
- 2. Sanding plugs of internal frames*
- 3. Plug for "back bone" under construction*
- 4. Finished plug for internal frame 2*

Opposite page:

Polishing of port half of hull mould





Clockwise from left:

- 1. Spraying red gelcoat in hul mould*
- 2. Applying first layer of carbon fibre*
- 3. Extra layers around keelbox*
- 4. Putting down inner skin layers on top of foam core*

Opposite page:

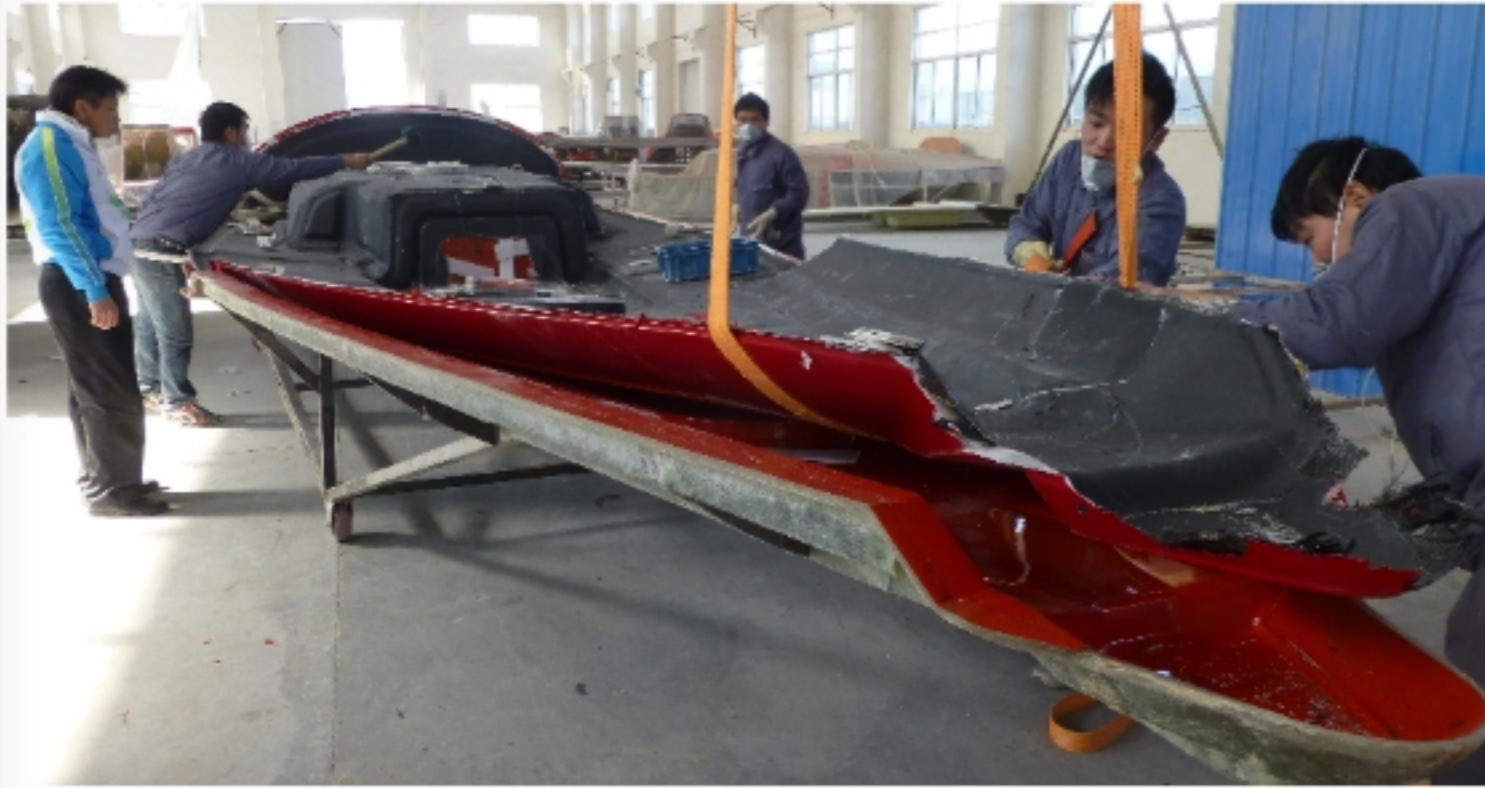
Finished hull shell after vacuum injection





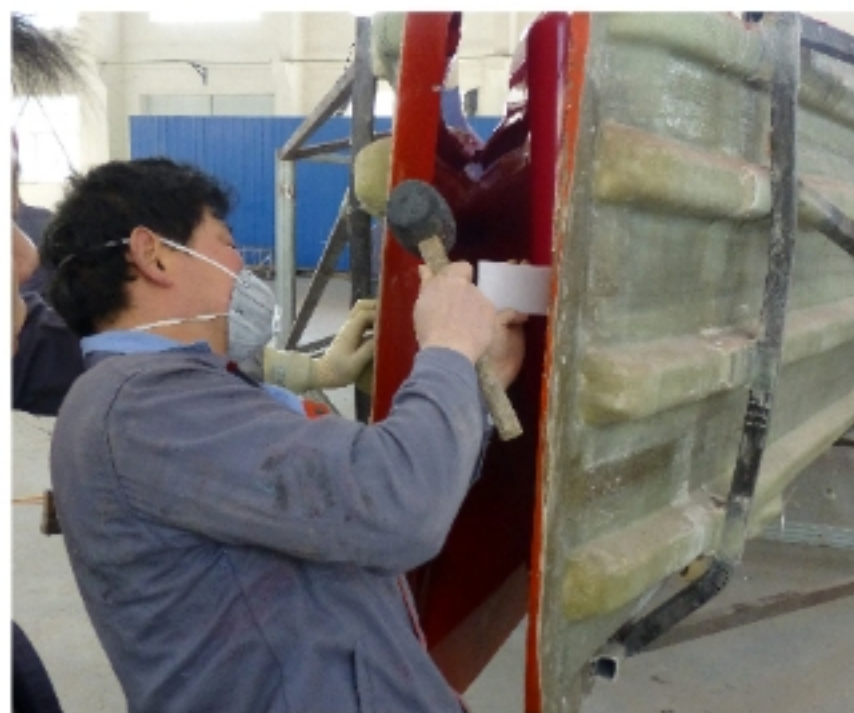
Clockwise from left:

- 1. Resin feeder lines coming out of the vacuum foil*
- 2. Complete vacuum infusion package*
- 3. First stage of resin injection*



Clockwise from left:

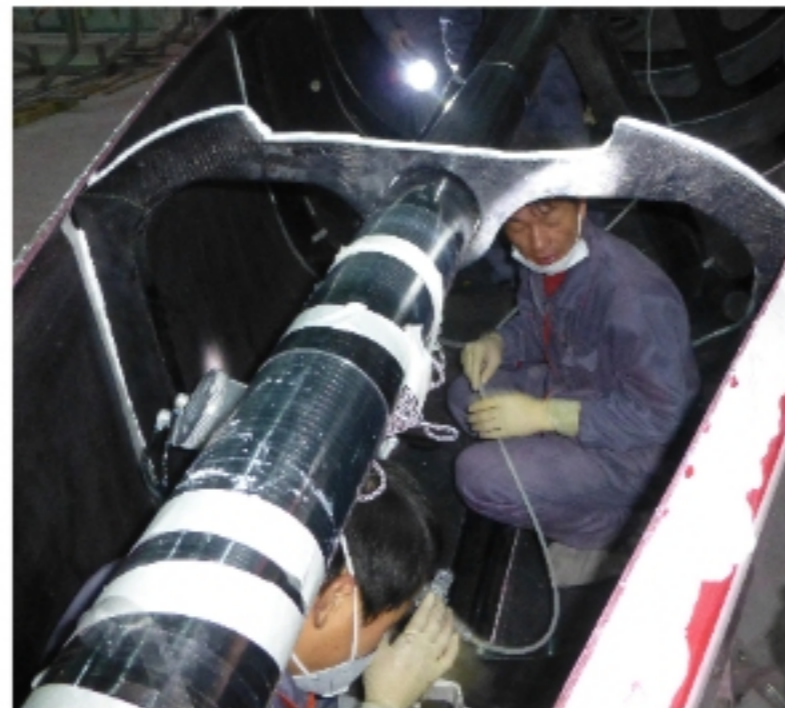
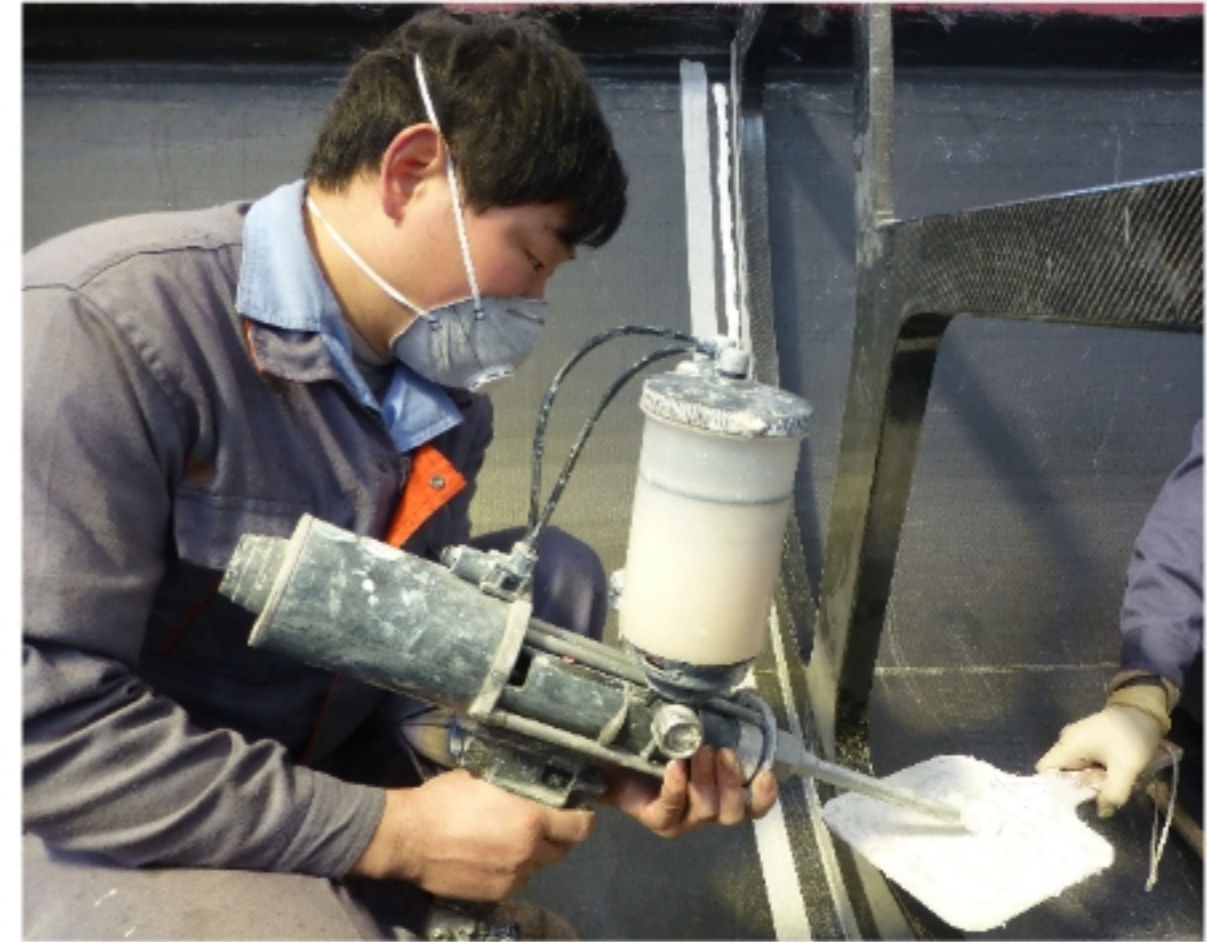
- 1. Deck ready for demoulding*
- 2. First parting starts*
- 3. Deck released from mould*



Clockwise from left:

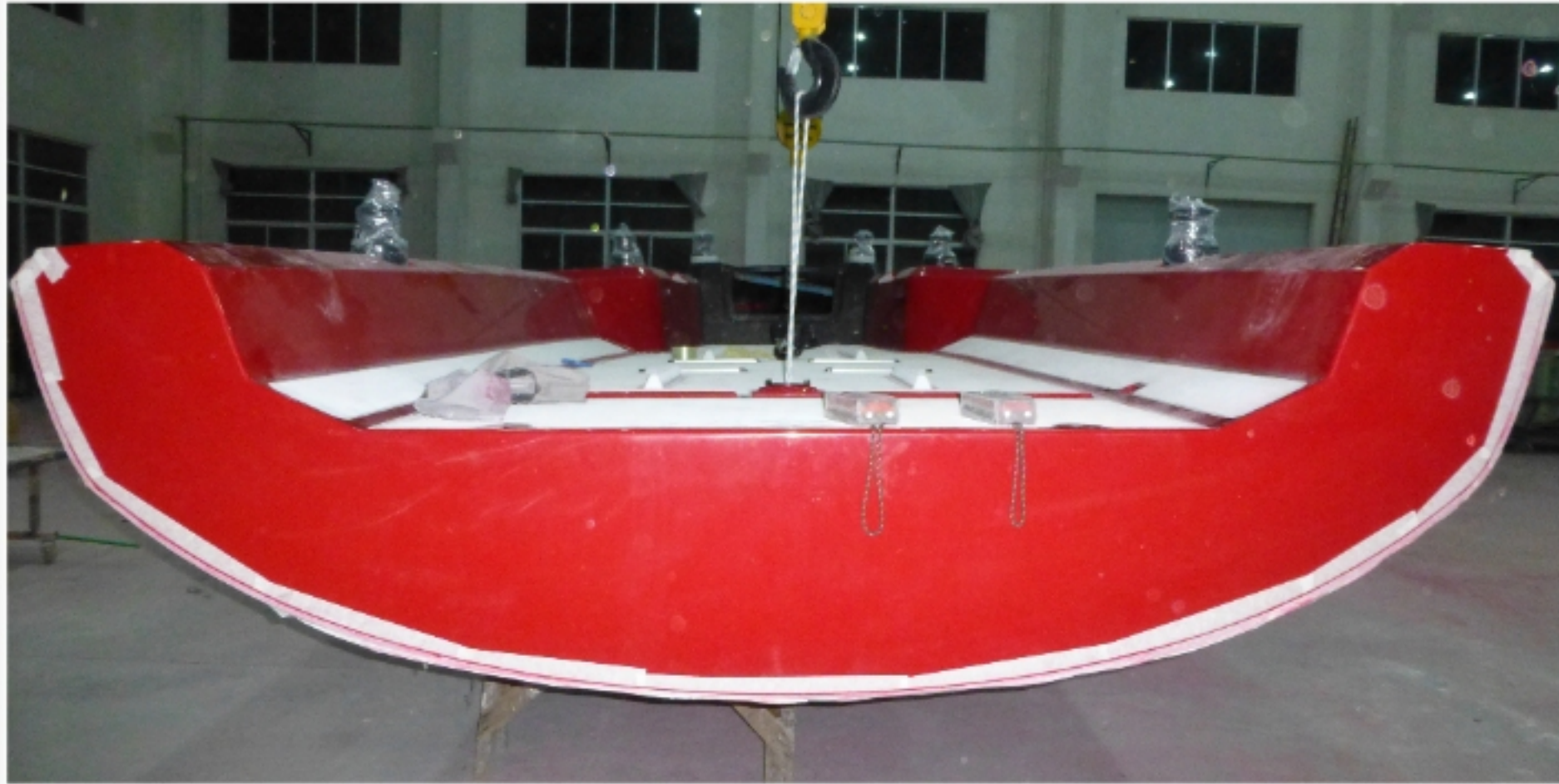
1. Opening up of hull mould
2. Starboard side released
3. Hull shell out of the mold





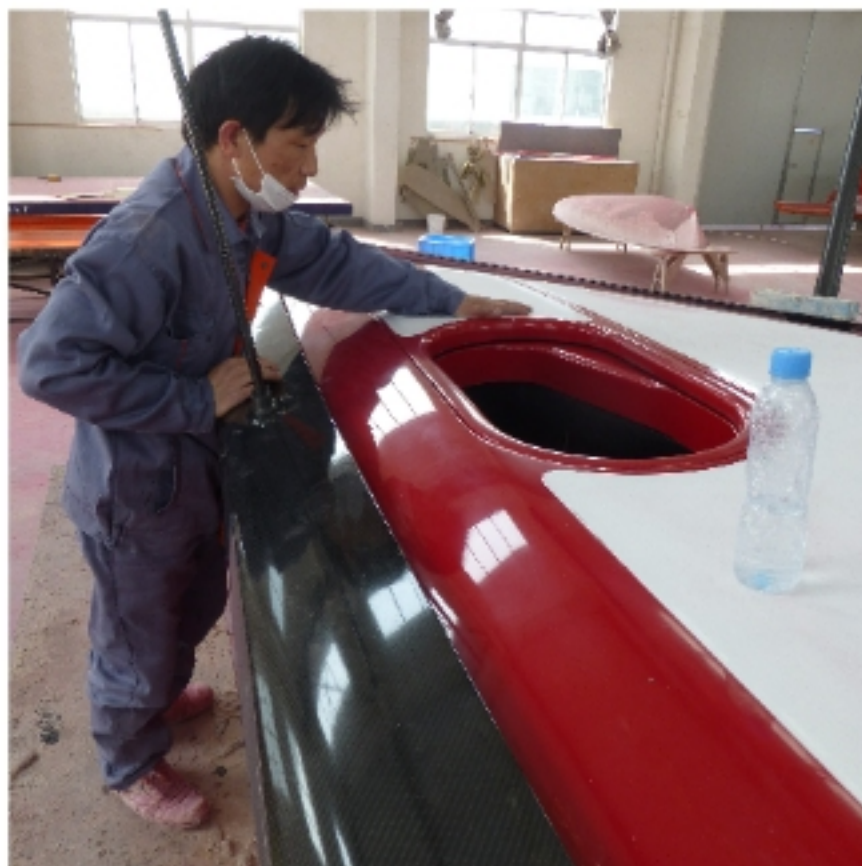
Clockwise from left:

- 1. Plexus dispenser*
- 2. Installation of bowsprit assembly*
- 3. Detail of gluebond between structure and hull shell*
- 4. Frames ready for installation*
- 5. Plexus gun in detail*



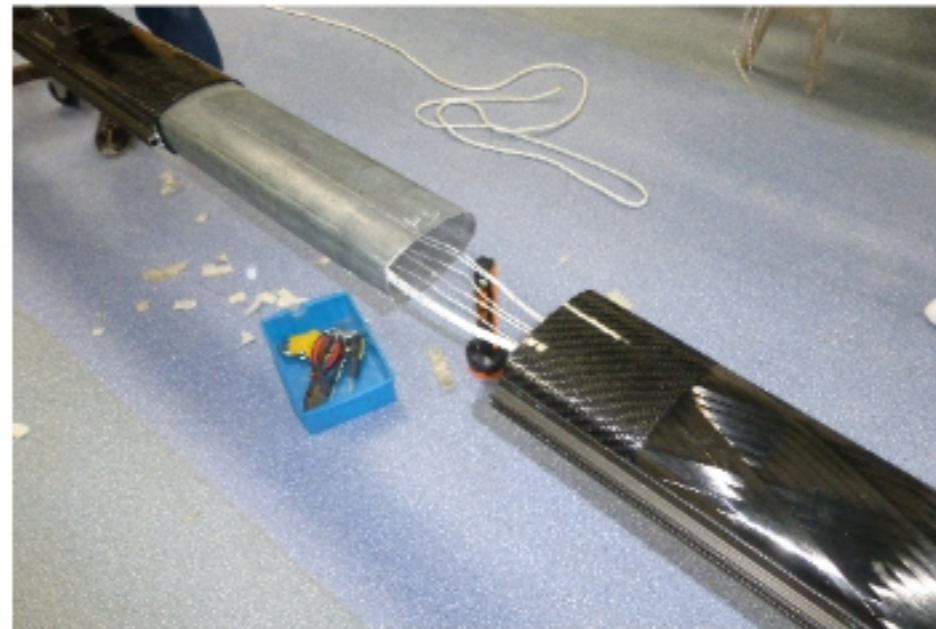
Clockwise from left:

- 1. Plexus gun made ready for use*
- 2. Dry fit of deck*
- 3. Deck ready for glueing down onto hull*
- 4. Plexus put down on hull flange*

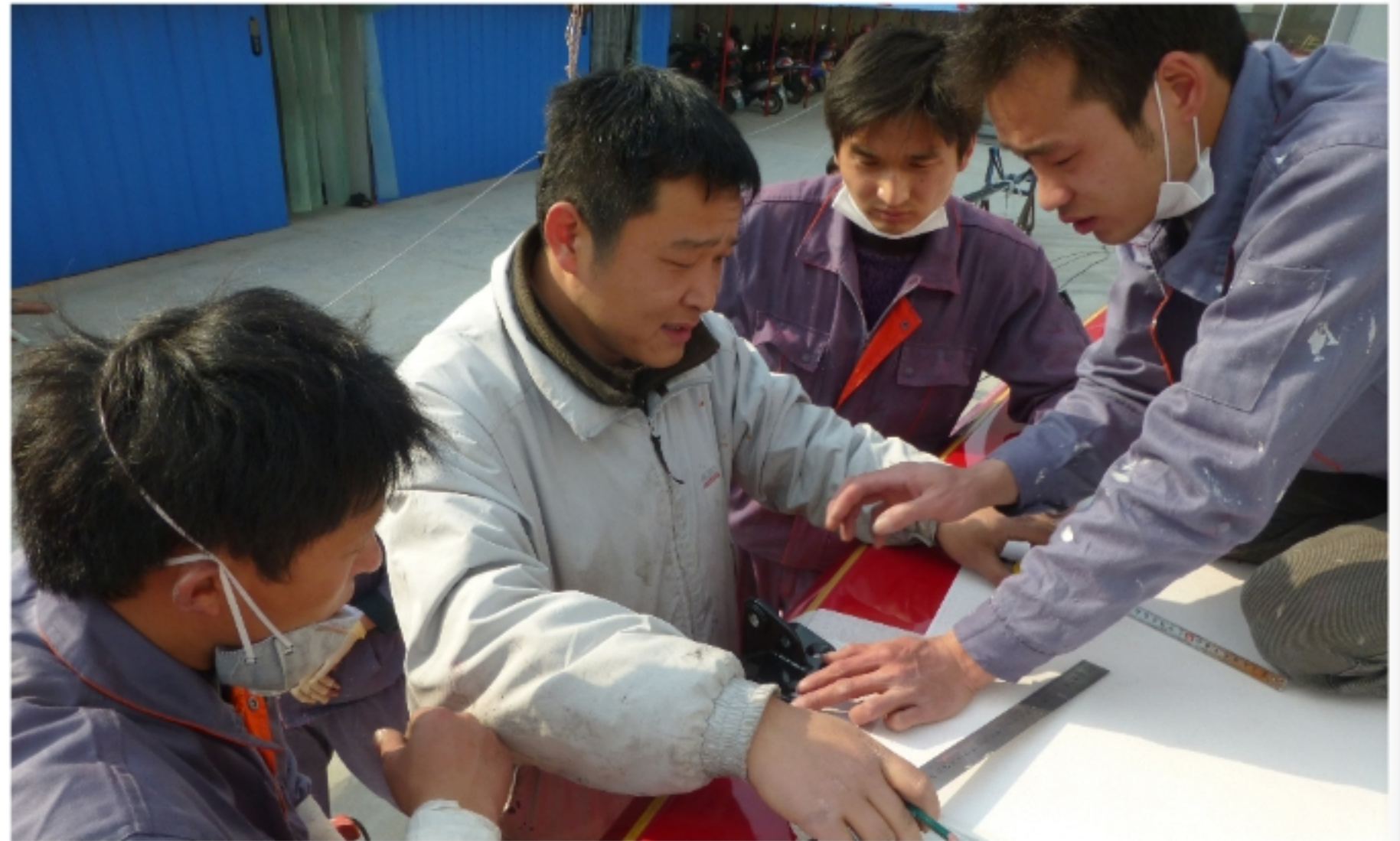


Clockwise from left:

1. Installation of sceptors and "Air Deflectors"
2. Fitting of foredeck hatch
- 3 & 4. Bolting down of deck hardware



- Clockwise from left:*
- 1. Detail of mast split*
 - 2. Fairing of bulb*
 - 3. Carbon fibre rudder blade with 17-4 Ph rudder stock*
 - 4. Carbon fibre keelfin with bulb installed*
 - 5. Carbon fibre scepter base*
 - 6. Carbon fibre scepter*



Clockwise from left:

- 1. SS316 bowchainplate*
- 2. Lethal looking frontal view*
- 3. Installation of capshroud chainplates*

Opposite page:

Fitting of mast at factory

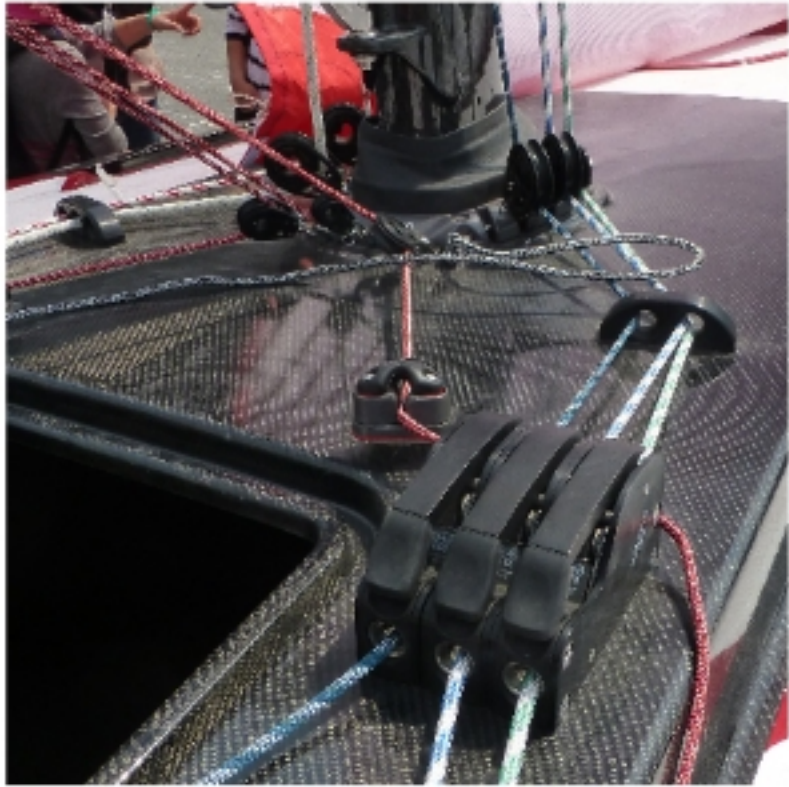




Clockwise from left:

- 1. Mrs Demolar Du, President of Fareast Boats*
- 2 & 3. Unveiling of FAREAST 31R at Shanghai Boatshow 2013*







Left page, clockwise from left:

- 1. Backstay arrangement*
- 2. Block fastening detail*
- 3. Bow chainplate*
- 4. Halyard clutches arrangement*
- 5. Underdeck control line arrangement*
- 6. Selden carbon fibre bowsprit*

Clockwise from top:

- 1. & 2. "Air deflector" and stanchion detail*
- 3. Primary winch*





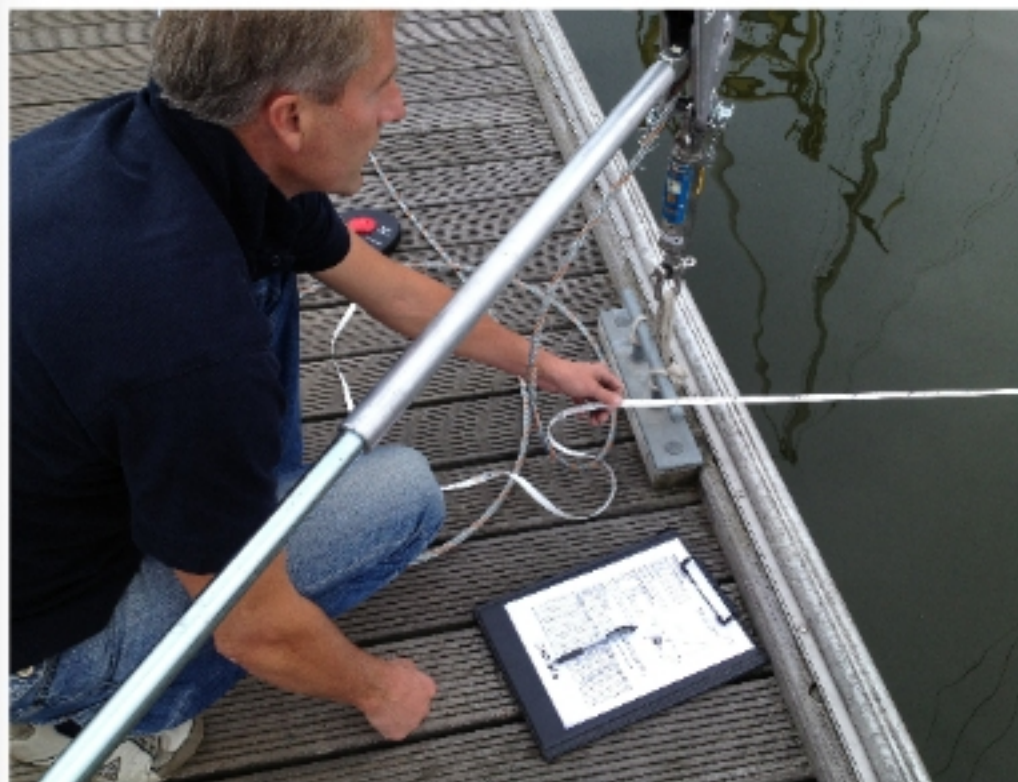


Clockwise from left:

- 1. Clearance of 15 mm allround in container!*
- 2. Slowly rolling out of container*
- 3. Opening doors first time!*
- 4. Specialized truck with crane to off load
40' container*
- 5. Finally out and hanging in travel lift*

FAREAST 31R





Clockwise from left:

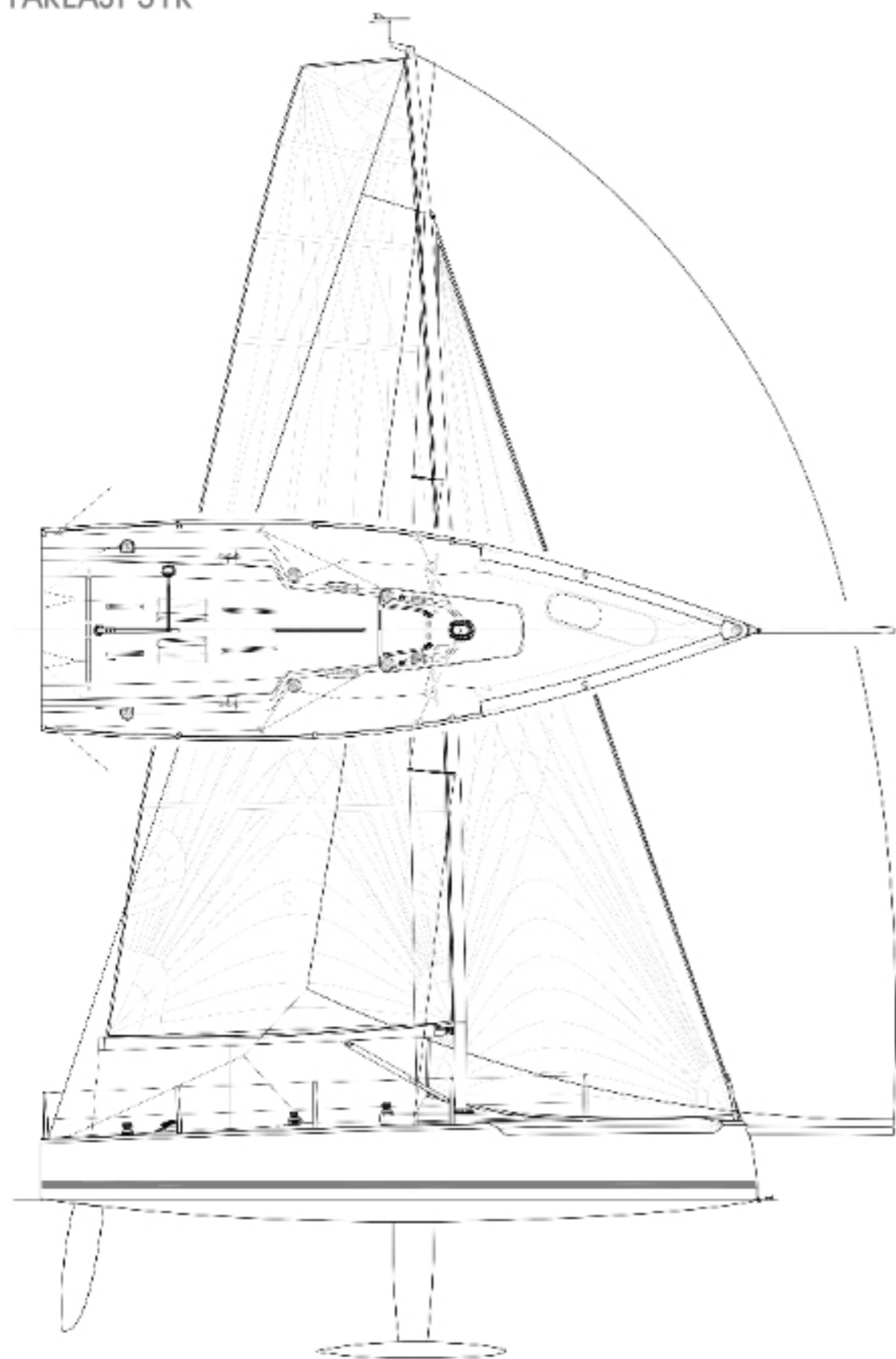
- 1. Stability check performed by Selden*
- 2. Pieter Oenema of Selden Masts*
- 3. Ready for launch*
- 4. Swimming for first time, September 2013*
- 5. Stepping mast and fitting mast collar*











PRINCIPAL CHARACTERISTICS

Design	Simonis Voogd Design
Length overall	9.50 mtr
Length waterline	9.48 mtr
Beam	2.95 mtr
Draft	2.10 mtr
Displacement	1800 kgs
Ballast	1200 kgs
Sail area	
Mainsail	41.0 m ²
105% jib	24.0 m ²
Gennaker	120.0 m ²
CE certified	Class B



With special thanks to:

Manufacturing:

Mrs Demolar Du, president of Fareast Boats, Shanghai, China
Mr. Lu Weifeng, managing director of Fareast Boats, Shanghai, China
All staff and employees of Fareast Boats, Shanghai, China



Design and naval architecture:

Mr. Alex Simonis, Simonis Voogd Design, Cape Town, South Africa
Mr. Maarten Voogd, Simonis Voogd Design, Enkhuizen, Netherlands



Suppliers:

Selden Mast SE
Harken
Spinlock
Quantom Sails

Photography:

Mrs. Marjolein Voogd Rueter
Fareast Boats
Simonis Voogd Design

