

FAREAST SV₁₄



SPECIFICATION July 2019

“STANDARD” specification

Design	Simonis Voogd
Length Overall	4,39 m
Length Waterline	4,36 m
Beam	1,59 m
Draft (keel down)	1,20 m

Displacement (approx.)	300 kg	I	3,68 m
Sail area upwind (M+J)*	9,4 m ²	J	1,37 m
Sail area downwind (M+A)*	16,3 m ²	P	4,65 m
CE certification	CAT D	E	2,15 m

M= Mainsail, J=Jib (o, A= Asym.Spi.

CONSTRUCTION

HULL

Vacuum infused sandwich using PVC core, E-glass and isophthalic polyester resin.
Hull finish: white isophthalic gelcoat.
Internal reinforcing: solid glass structure, creating 6 flotation compartments.

DECK

Sandwich construction using PVC core, E-glass and isophthalic resin.

Non-skid pattern used in strategic deck areas. E-plates used as backing plates for deck hardware.

KEEL

1.20 meter deep lifting keel T-shaped with low drag bulb fabricated out of resin/lead-shot, encapsulated in GRP shell. Fin is resin infused using E-glass/carbon and PVC core.

RUDDERS

Twin rudder arrangement. Blades are resin infused E-glass/carbon and PVC core.

MAST AND RIGGING

SPARS

Fareast aluminum mast with nylon mast top, heel, 1 spreader set and SS gooseneck fitting.
Integral bolt-rope extrusion.
Fareast aluminum boom with fittings for outhaul, tack, vang, mainsheet and reef.
Retractable bowsprit, alloy tubing by Fareast.

STANDING RIGGING

3,0 mm SS 1x19 forestay and caps.

RUNNING RIGGING

1 Mainsail halyard
1 Jib halyard
1 Spinnaker halyard (optional)
1 Jib Sheet (continuous)
1 Main sheet (4:1)
1 Vang purchase (4:1)
1 Outhaul line
1 Cunningham line
1 Traveler control line
1 Pole extension line.)
1 Reef line

GEAR

DECK EQUIPMENT

1 tiller yoke on centerline connected to twin rudders fitted on cockpit sole in front of fixed seat.

Mainsail blocks (4)
Jib blocks (2) with cleats.
Turning blocks (2) for Jib sheet.
Cleat for pole extension.

Pad eyes for mainsheet bridles (4)

SEATING

2 GRP bucket seats (1 Skipper and 1 crew model), specifically designed for the SV14 fitted on cockpit floor with quick release knobs bolts.

SAILS

Dacron Mainsail with 1 reef
Dacron Jib with window.

MISCELLANEOUS

CE Owner's manual

*** Asymmetric Spinnaker is not part of the standard specification.**

Pricelist July 2019

S\V 14 "Standard Specification"	U.S.\$ 3,500.--
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Options:

Nylon Spinnaker & Deck gear , to upgrade from the "Standard Specification".	U.S.\$ 435.--
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Tilting mechanism Kit complete , to upgrade from the "Standard Specification".	U.S.\$ 2,900.--
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GP Racing Mainsail , By Fareast, less Dacron Main when part of upgrade from factory.	U.S.\$ 645.--
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GP Racing Jib , By Fareast, less Dacron Jib when part of upgrade from factory.	U.S.\$ 195.--
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GP Racing Asymmetric Spinnaker , By Fareast, less Nylon Spi for upgrade factory.	U.S.\$ 305.--
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Spare Parts:

Dacron Mainsail , By Fareast as supplied with "Standard Specification".	U.S.\$ 275.--
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Dacron Jib , By Fareast as supplied with "Standard Specification"	U.S.\$ 120.--
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Nylon Asymmetric Spinnaker , By Fareast.	U.S.\$ 250.--
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Basic Crew/Para Seat , By Fareast with clamps for tiling arrangement.	U.S.\$ 275.--
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Basic Helmsman/Quad Seat , By Fareast with clamps for tilting arrangement.	U.S.\$ 385.--
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Individual Rudderblade , By Fareast.	U.S.\$ 275.--
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Other Equipment:

Deck Cover , By Fareast, to be specified according to options model, mast up in position.	U.S.\$ 190.--
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Terms and Conditions July 2019

All prices quoted are Ex. Work Shanghai (Shanghai Far East Boats Co., Ltd.) Shipping costs, duties, transfers and other local taxes including VAT if applicable are for the customers account.

Orders can be arranged with the assistance of SV14.org by completing the attached order form. SV14.org will forward this order form to both Fareast Boats and to the international Shipping company GAC Pindar to get a door to door shipping quote for either a 20' or 40' container depending on the number of boats to the requested destination.

Fareast will upon receipt of the order form give an indication of the current building progress and anticipated completion time of the order. This together with a Pro Forma invoice for payment of the building deposit will be sent back to the client. The current building deposit and required down payment is 30% of the purchase order as per order form.

Far East Boats will inform the client directly once the deposit is received and confirm a fixed the delivery time based on the time the deposit has been received. This delivery time can then be used by the shipping agent to finalize their arrangement with client for the transport. GAC Pindar can from that moment liaise directly with the yard as to when pickup needs to be arranged and deal with the various stages of shipment and payments required by the client.

The balance of the order (70%) will need to be paid to Far East Boats before the container can leave the yard. Proof of completion and loading of the container can be supplied by the yard if requested.

Clients can make their own shipping arrangements if preferred, SV14.org merely supplies this as a service if needed. Companies will be supplied with invoices from: Far East Boats (for the SV14's), shipping and clearing agents equaling the total cost of the boats delivered on location and all duties and taxes paid as per local practice per destination.

Note that for cost effective shipping we highly recommend not to order less than 4 boats at a time to be shipped to any destination. Many of the shipment/transport costs are either fixed fees or cost per container which means that these costs can be divided by either 4 (for a 20ft container) or 9 (for a 40ft one). Less than 4 boats in a 20ft container will significantly increase the cost per boat to have it delivered to your destination. For those who do not want to order up to 4 boats SV14.org will try to find additional buyers which would allow shipment to the same destination. However this is problematic from a logistics perspective which will result in extended delivery times. (The yard builds in batches of 10 boats and ships in batches of either 4 or 8). This means that individual orders need to be grouped together for building as well as shipping to meet the advertised prices.

As this is a direct "OEM to End User" selling model, there are no agents or importers involved. The advantage is the reduced overall cost. The disadvantage is that specific fabricated spares also need to be obtained directly from the yard. SV14.org can assist with obtaining spare parts if needed. Alternatively clubs/organization/users can contact Fareast Boats directly to order parts and have them shipped out. Transport costs are for the end user's account as are the costs for the parts if needed for replacement because of damage or due to wear and tear. Any items which would need replacement under warranty will be assessed first by SV14.org and the yard and dealt with on a case by case basis. If found to be a valid warranty claim the yard will replace the parts at no cost if they can't be repaired. Shipping costs to and from the yard if needed is in all events for the client's account as all purchases and replacements are ex works Shanghai.

The SV14.org project is a non profit effort driven by SV14.org and Far East Boats. All parties entering into an agreement with Far East Boats to supply SV14's will do so on the clear understanding that there is a limited liability on warranty by the yard to only replace and repair on a basis of Ex Works Shanghai. The SV14 complies fully with CE requirements, carries a CE certification and conforms to the applicable ISO standard, any different legislation requirements which may be applicable have to be fulfilled by the buyer/user. In this sales model the "End User" becomes the importer and as such is the responsible party to carry any warranty requirements which may be in place to comply with local legislation. This arrangement is not put in place to absolve Far East Boats from any responsibility it is merely the model we like to follow in order to deliver the boats at the lowest cost without defaulting on the many different laws and regulations we otherwise have to deal with and are not considered in the selling price of the boats.

Order form July 2019 (Page 1 of 2)

Boats:

"STANDARD" Version U.S.\$ 3,500.- no. of units: U.S.\$

Total order: (Boats only) U.S.\$.....

Options:

Nylon Spinnaker & dck gear. U.S.\$ 435.- no. of units: U.S.\$

Tilting mechanism kit, com. U.S.\$ 2,900.- no. of units: U.S.\$

GP Racing Mainsail. U.S.\$ 645.- no. of units: U.S.\$

GP Racing Jib. U.S.\$ 195.- no. of units: U.S.\$

GP Racing Asym.Spi. U.S.\$ 305.- no. of units: U.S.\$

Spare Parts:

Dacron Mainsail. U.S.\$ 275.- no. of units: U.S.\$

Dacron Jib. U.S.\$ 120.- no. of units: U.S.\$

Nylon Asym. Spi. U.S.\$ 250.- no. of units: U.S.\$

Basic Crew/Para Seat. U.S.\$ 275.- no. of units: U.S.\$

Basic Helmsman/Quad Seat. U.S.\$ 385.- no. of units: U.S.\$

Individual Rudderblade. U.S.\$ 275.- no. of units: U.S.\$

Other Equipment:

Deck Cover. U.S.\$ 190.- no. of units: U.S.\$

Total order: (Options) U.S.\$

Grand Total: U.S.\$

Deposit at 30% with order: U.S.\$

Balance at 70% before container leaves yard: U.S.\$

Order form July 2019 (Page 2 of 2)

To get a quote and delivery estimate:

- 1: Fill in no: of boats, models and total cost.
- 2: Do the same for the optional extra's and spares you would like to get.
- 3: Work out grand total. (Needed for accurate shipping estimate.)
- 4: Fill in details below and sent Page 4 and 5 to: sailing@SV14.org
- 5: GAC Pindar will supply shipping estimate to your destination (door to door).
- 6: This document only becomes an actual order once the 30% deposit is received by Far East Boats CO, LTD.

Client ordering the boat(s): (Full details as required on invoice from Far East Boats Co Ltd)

Name:

Address:

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Phone: (int)Fax (int)

e-mail:

Signature and name of person/client ordering:

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Shipping address : (Only if different from invoice address. Only physical addresses can be used. Details are needed to request a full quotation from the Shipping Company suggested by SV14.org GAC Pindar)

Name:

Address:

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Phone: (int)Fax (int)

e-mail: