

HP30CLASS **JOIN TODAY**

HIGH PERFORMANCE RACING

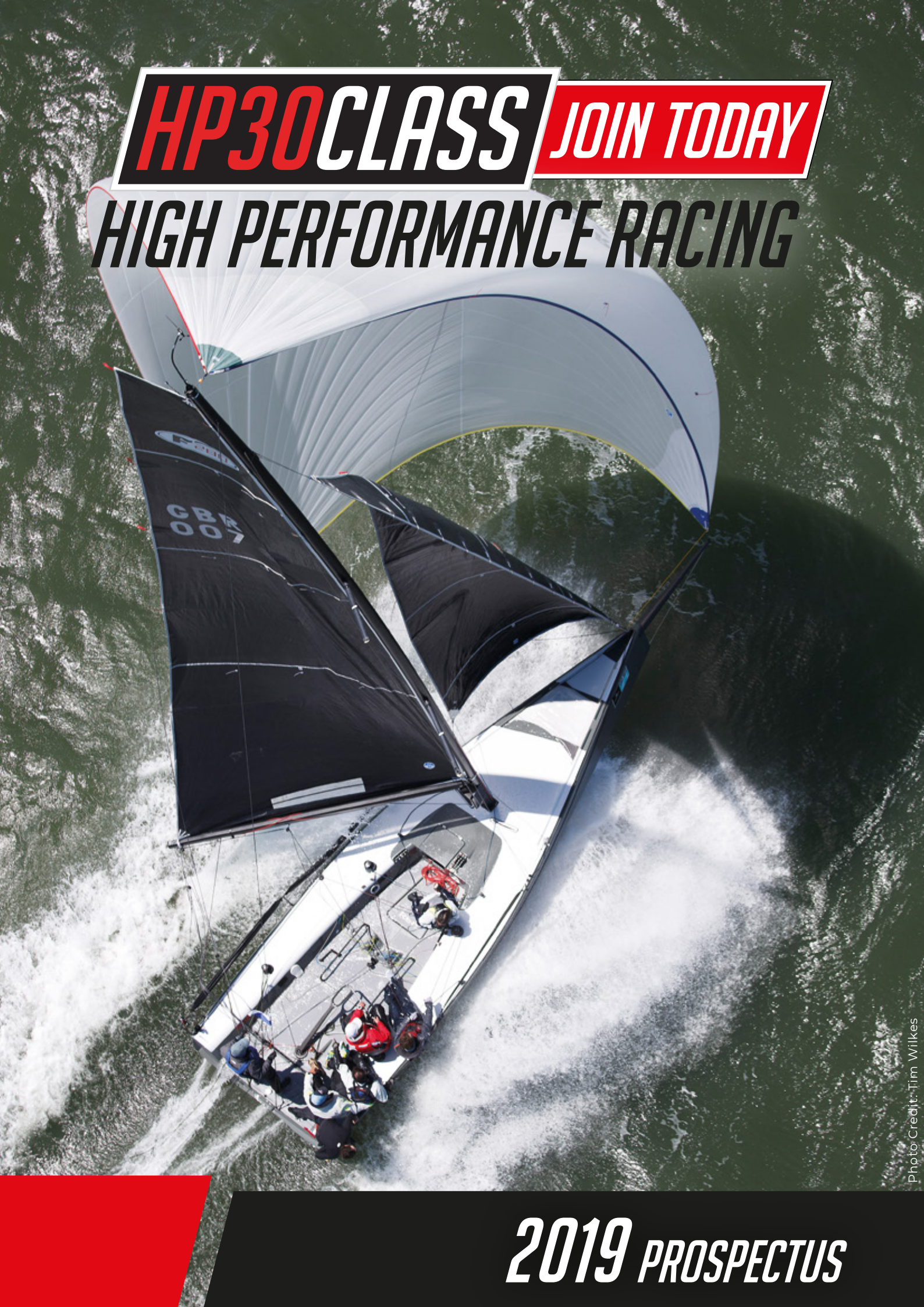


Photo Credit: Tim Wilkes

2019 PROSPECTUS

INTRODUCTION

The HP30 Class delivers high performance racing in 30' sailboats. Defined by the IRC rating and HP30 Class Limits, the fleet guarantees highly competitive, affordable, close racing.

With an action packed 2018 season now behind us the HP30 Class is turning its attention to the next two years of racing, consolidating the continued growth of this exciting fleet of race boats, from all over Europe.

All of the 2018 competitors have agreed to race in 2019 which means that the fleet will start the season in rude health, with ten boats lining up to race at the events. With five months to go until the start of the new season, there is also plenty of time for new teams to join the programme.

New developments for the 2019 season, include the formalisation of the Class Constitution, with the election of officers and the introduction of a technical sub-committee and officers to provide experience and guidance as the class evolves.

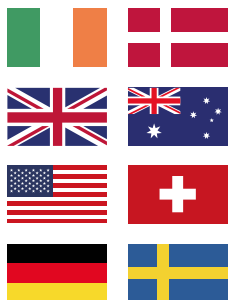
In summary, these enhancements, underpin the future of this owner-run Class and will ensure an economical and level competitive playing field in the years to come.



2018 SEASON REVIEW

"Tight, competitive, exciting racing with never a dull moment. 20 knots on a modest budget."

J90 Jo90, Richard Woof



"Really close, exciting racing, in boats that are technically challenging to sail fast."

FARR280 TOUCAN, Glyn Locke.

44 RACES 

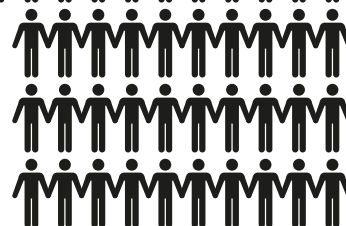
"Best racing I've done for a few seasons. Manageable crew numbers, and the boats are just fantastic. Great racing upwind, Wet & Wild downwind."

FARR280 MOFO, Ben Scallan.

65 CREW 

"The HP30 Class is home to high performance, light displacement racing boats; delivering an adrenaline filled experience for everyone!"

Joe Hall, Founder and Class Manager.



NINE REGATTAS



"A great class - close racing in evenly matched boats which are exciting to sail."

FARR280 Pandemonium, Richard Rankin

"Fun, fast, friendly racing!"

MC31 Vitres, Sture Wikman



2018 POINTS SEASON CHAMPIONS

Huge congratulations to Pegasus Dekmarx, the well deserved HP30 Class Points Season Champions for 2018.

For Pegasus Dekmarx, the 2018 season started a lot earlier than the rest of the fleet, with analysis and learning's being applied from races in 2017. With a clear plan for the 2018 season, the team developed new sail designs and some evolutionary changes to the boat,

including the removal of the engine and sail drive to increase performance.

The result of these modifications, the cohesive nature of the race team and their consistency on the water, delivered impressive results.

Pegasus Dekmarx will be defending their 2018 title with entries in all HP30 Class events next season.



COMMENTARY BY CLASS CHAMPION

The HP30 concept appealed to me from the start, but I didn't have the money for a new boat. I loved the idea of fast, close racing in similar boats in a narrow rating band but also wanted the freedom to try out my own ideas without the restrictions of a "One Design" class.

We looked around and bought an old, former Tour de France, boat from the south of France (for €39k/£31k) on a trailer. She was a bit of a mess but she had a bowsprit and asymmetric kite and passable sails. We brought her home and started racing in the new HP30 Class in 2016. Much to our surprise she/we was actually quite competitive in some conditions, so we spent the rest of the season trying to work out how to make her more competitive. Some of the things we tried must have worked because we won our Class in Cowes Week (and were best "Newcomer") that year. However, she was still not as fast as we were looking for so we planned a major refit over the 2016/17 winter, fixing all the bits that were falling off, fairing the hull and foils, restored the mast, and removed the engine for a total weight saving of 204kgs. We have also now got a much longer fixed bowsprit and huge asymmetric spinnaker to suit. Sails have been designed for the boat as she is now, racing mostly in HP30.

All of these changes have increased the IRC TCC from 1.041 (when we first got her) to 1.072 - which may seem counter-intuitive to anyone who has tried to "optimise" for IRC by trimming TCC, but with this kind of boat, especially when raced in HP30 format, fast is the way to go.

It all seems to have paid off in the results for 2018, both in HP30 where we have been pretty successful, but we have also won races in the few IRC handicap fleets we have competed in, winning occasionally in IRC Class 1 against well-sailed 40-footers in both Spring and Autumn Championships.

I'm happy to share what I've learned with potential new entrants to the class.

Malcolm Wootton



"Fast, fun, exciting close racing - more like One Design than handicap - one mistake and you've lost 3 places! Probably the best you can get for the money!"

Farr30 EVO Pegasus Dekmarx, Malcolm Wootton

CLASS CONSTITUTION & TECHNICAL COMMITTEE



"IRC and the RORC Rating Office are delighted to work with the HP30 Class to rate the boats and provide the IRC rule framework and technical support for the class. The IRC rating is an ideal system for the HP30 class and we anticipate close and exciting racing for the 2019 season. We look forward to the fleet growing with more IRC rated boats within the class limits."

Jason Smithwick, Director of the Rating Office

To further enhance the growth and direction of the class, the committee will adhere to the constitution provided by RORC Rating, with a view to achieve the following objectives:

1. To grow 30 foot, high performance narrow rating band asymmetric yacht racing
2. Encourage more UK yacht clubs to adopt the HP30 Class
3. Ensure Championships are appropriate and of a high standard
4. Approve other events of National impact on the HP30 Class
5. Increase international participation
6. Encourage other National HP30 Class Associations
7. Review and improve the class, in association with RORC Rating Office

Committees: Chairman – Malcolm Wootton | Class Manager – Joe Hall | Financial Officer – Mikhail Tokarczyk | Glyn Locke | Tim Cunliffe. Technical Committee: Chairman & RORC Representative – Richard Woof | Builder/agent – Gavin Tappenden | Alex Locke

A copy of the Class constitution is available on the HP30 Class website
<http://www.hp30class.com/assets/downloads/HP30-Class-Constitution-Draft-2018.pdf>



HP30 CLASS LIMITS

Background

Following consultation with the IRC Rating Office and with the existing owners and competitors, the HP30 Class Limits for 2019 will adopt the changes to the displacement and speed ratios advertised, in 2018.

The adjustment to the HP30 Class limits signal that the Class remains serious about speed and performance, which will result in more teams joining the class to enjoy this racing.

The limits:

- > Minimum IRC TCC: 1.050 Max TCC: 1.150
- > Min LH 7.5m
- > Max LH: 9.2m Existing boats 9.5m
- > The DLR as shown on the IRC Certificate shall be:
 - a) New boats 120 or less
 - b) Existing boats 125 or less
- > Minimum speed ratio TCC^2/LH
 - a) New boats equal or greater than 0.130
 - b) Existing boats equal or greater than 0.120
- > **Max draft**
 - > New boats 2.45m Existing boats 2.6m
- > Ballasted keel boat
- > Asymmetric kite on a centreline pole
- > **Existing boat definition:**
Existing boats are boats first launched with an age or series date prior to 1st January 2015.

"HP30 racing is awesome. It is close, fast, exciting racing at an amazing price point. Why sail a caravan when you can race a sports-car for less?!?!?"

FarEast 28R Mittens Revenge, Mikhail Tokarczyk



2019 RACE SCHEDULE

The HP30 Class racing calendar has been created to provide two main competitions over the course of the season, with a national season points championship, and an HP30 Solent Series, running across the whole season.

The HP30 Class Nationals will be staged at Cowes Week where the competition will comprise several days of windward leeward racing, as well as several classic orienteering courses around the Solent.

New Fleets are also developing in Falmouth and Weymouth & Poole. Watch out for future announcements.

CHAMPIONS PROGRAMME

5 events, selected from the most prestigious regattas available, with three events intentionally focused between the Round the Island Race and Cowes Week, to attract as many overseas boats as possible to join the fleet.

HP30 CLASS CHAMPIONS COMPETITION:

Dates	Days	Event	Points Champions
May 10th - 12th	3	Vice Admirals Cup	R1
May 25th - 26th	2	Weymouth Regatta	R2
June 29th	1	Round The Island (ISC)	R3
July 5th - 7th	3	IRC Nationals	R4
August 10th - 16th	7	Cowes Week (HP30 Class Nationals)	R5
	16		



SOLENT PROGRAMME

10 events spread across the year, designed to give plenty of racing for the Solent based boats

SOLENT POINTS SERIES:

Dates	Days	Event	Solent Series
April 13th - 14th	2	Spring Championships, Warsash	S1
April 19th - 21st	3	RORC Easter Challenge	S2
April 27th - 28th	2	Spring Championships, Warsash	S3
May 18th - 19th	2	RSrNYC Summer Series (1st Round)	S4
June 15th - 16th	2	RSrNYC Summer Series (2nd Round)	S5
July 13th -14th	2	RSrNYC Summer Series (3rd Round)	S6
July 27th - 28th	2	Cowes Practice Regatta	S7
Sept 14th - 15th	2	RSrNYC Summer Series (4th Round)	S8
Sept 21st	1	ISC – Nab Tower Race	S9
October 5th - 6th	2	IRC Autumn Champs (HWS)	S10
October 12th - 13th	2	IRC Autumn Champs (HWS)	
22			

ELIGIBILITY AND ENTRY

Only eligible boats that fit into the HP30 Class limits may enter these programmes and owners must have joined the HP30 Class. Entries for each event shall be made directly with the organisers of each event, on the official entry forms in accordance each Notice of Race.

The HP30 Class shall monitor entries and results for each event for the overall 2019 Race Circuit, Points Series Championships. All boats shall have a valid IRC certificate issued by the RORC Rating Office and registration for each event shall be with the OA.

SCORING

The Low Point System of RRS Appendix A will apply with the following changes:

1. One race must take place in an event for it to be scored as an Event in a Series
2. One Event must take place to constitute a Series
3. Discards
 - 3.1 When 4 or fewer events are completed, no score shall be excluded
 - 3.2 When 5, 6 or 7 events are completed, one score shall be excluded
 - 3.3 When 8 or more events are completed, 2 scores shall be excluded
 - 3.4 When 11 or more events are completed, 3 scores shall be excluded
4. Series Tie-breaking:

In the event of a tie in an overall series points score, the result of the final round of that series will be the decider.





















PRIZES

The 2019 Points Championship and the HP30 National Champions will be awarded on Friday 16th August at the end of Lendy Cowes Week. The Solent Series will be awarded at the end of season dinner.

The HP30 Class shall monitor entries and results for each event for the overall 2019 Race Circuit, Points Series Championships. All boats shall have a valid IRC certificate issued by the RORC Rating Office and registration for each event shall be with the OA.

CONFIRMED TEAMS FOR 2019

With several months to go until the start of the 2019 season, the Class already has ten confirmed entries and there are at least three other UK teams, seriously considering which boats to buy for the coming year.

	Tim Cunliffe	Insatiable	01	
	Richard Rankin	Pandemonium	02	
	Ben Scallan	MOFO	03	
	Mikhail Tokarczyk	Mittens Revenge	06	
	Richard Woof	Jo 90	07	
	Glyn Locke	TOUCAN	08	
	Pierre Gudel	Buzz	09	
	Hans Genthe	4SALE	10	
	Sture Wikman	Vitres	11	
	Malcolm Wootton	Pegasus	76	



CLASS COMPARISONS CHART

There are a large number of HP30 Class Compliant race boats available for owners looking to join this exciting fleet.

The following HP30 Class comparison chart provides some insight into boats that either currently fit into the HP30 or can be made to fit into the class.

Existing fleet	LH	Draft	DISP	IRC DLR	TCC 2018	TCC ² / LH
FarEast 28R - Mittens Revenge	8.57	1.75	1335	87	1.055	0.1299
Farr 30 EVO - Pegasus	9.43	2.15	1956	123	1.073	0.1221
Farr 30 - Insatiable	9.43	2.15	2098	115	1.064	0.1201
Farr 280 - MOFO	8.69	2.10	1543	112	1.087	0.1360
Farr 280 Adriatica	8.69	2.10	1495	113	1.089	0.1365
Farr 280 - Pandemonium	8.69	2.10	1620	117	1.090	0.1367
Farr 280 - TOUCAN	8.69	2.10	1574	117	1.092	0.1372
Open 7.5 - COOL RUNNINGS	7.50	2.21	750	94	1.108	0.1637
MC31 - Vitres	9.15	2.60	2323	105	1.124	0.1381
J90 - Joe 90	9.23	1.98	1715	125	1.054	0.1204
Conforming boats						
Farr 25	7.62	1.8	950	121	1.050	0.1447
Farr 280 - CLUBRACER	8.69	2.15	1634	117	1.070	0.1317
Farr 30 - standard**	9.43	2.15	2098	115	1.064	0.1201
Soto 30	9.22	2.00	1700	91	1.116	0.1351
Lutra 30**	9.14	2.43	1850	107	1.100	0.1324
C & C 30 (14)	9.15	2.30	1875	95	1.117	0.1364
FarEast 31R	9.50	2.10	2100	100	1.105	0.132
J90	9.23	1.98	1715	125	1.054	0.1204

	Min	Max	Existing
LH (m)	7.5	9.2	9.5
IRC TCC	1.050	1.150	
IRC DLR		<120	<125
Draft (m)		2.45	2.6

SPEED RATIO	
TCC ² / LH	>0.130
Existing	>0.120

LENGTH KEY	
Metres	Ft
8.53	28ft
8.84m	29ft
9.14m	30ft
9.48m	31ft

* Existing boat definition: Existing boats are boats first launched with an age or series date prior to 1st January 2015.

** Estimated calculations - requires fixed centreline bowsprit



BROKERAGE BOATS FOR SALE

Much has been made of the Farr30s and Farr280s over the course of the last few seasons, so here are some thoughts on alternative boats available to race in HP30:

FarEast28 – runner-up in the 2016 HP30 Nationals in Plymouth, the FarEast28 is a quick boat. One of the lightest boats in the fleet with a displacement of only 1,335kgs.

The FAREAST 28Rs hull is made from fiberglass, reinforced composites, combining a foam sandwich structure with resin vacuum technology, to ensure a light & rigid hull. In the right conditions this boat takes off and with a low IRC rating of 1.055 can definitely win races.

With a starting price for a new boat of \$36,800 ex works ex tax



Lutra 30 – designed by Lutra Design Group and originally built for the America's Cup teams in Valencia as training boats, the Lutra 30's were ahead of their time.

Built using vacuum infused epoxy resin with foam core, the boats are stiff and impervious to water they are also extremely light weight, with a displacement of only 1,850kg (engine in). Add to this the waterline length of 8.57m and the boat is 26cm longer and 106kg lighter than a Farr30. Lastly, with a 2.43m draft and a 12.55m mast the Lutra 30 will be extremely quick downwind, when powered up by its 107m² spinnaker. €30,000 tax paid, lying Portugal



Farr25 – almost the shortest of the HP30s, the Farr25 is a cracking little boat, with plenty of attitude. The second lightest boat in the fleet, with one of the highest speed ratios at 0.1447 the Farr25 is a lamb in wolf's clothing.

Featuring the same vacuum infused manufacturing processes as the Farr280s and MC31s and with carbon masts, the boats are stiff and bulletproof. Prices for these little cousins start ex works at €48,500 ex works ex tax – three boats currently in stock.



Farr280 – MOFO – formerly FOMO

2016 HP30 Nationals & Season Points Championship winner. Recently the boat has benefited from optimisation work, including the removal of the engine and sail-drive. Located in Cowes, this boat is available immediately, tax paid for £83,450 tax paid, lying Cowes.



OTHER CONFORMING BOATS:

J90 / C&C30 / MC31 / SOTO30 / FE31R

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