

HP30 Class Rules

Effective from 1st January 2020

The HP30 Class Rules are of an “open type” where anything not specifically prohibited by the Class Rules is allowed.

Under the authority of the HP30 Class Association the rules presented in this document constitutes the sole reference for HP30 Class conformity.

HP30 Class Primary Definitions

D1 HP30 Class boat shall be a ballasted keelboat with asymmetric spinnaker flown from a centreline sprit, holding a valid endorsed IRC certificate with a rating (TCC) equal or greater than 1.050 and equal or less than 1.140.¹

D2 Existing boats are defined as boats first launched with a series date prior to January 2016. These boats are to be production boats from female moulds that have been commercially marketed. The hull shape and structure shall not be altered apart from repair work (maximum 10% of hull and or deck area) using originally specified materials. Additions such as accommodations, heads, bunks etc along with the removal of inboard engine and stern gear are allowed. Standing rigging must be stainless steel laid wire or rod with the exception of backstays or runners.

D3 New boats are defined as boats that are commercially marketed. The hull and deck manufactured from E glass reinforcement with local carbon reinforcement not extending more than 300mm in any direction. Banned materials – titanium, ultra high modulus carbon fibre (equal or greater than 600 Gpa), Nomex style cellular core material and prepreg reinforcement (prepreg is allowed in spar and rudder stock construction only). Standing rigging must be stainless steel laid wire or rod with the exception of backstays or runners.

HP30 Class Rules

Rule

- R1 HP30 Class Boats are subject to IRC measurement and restrictions.
- R2 Measurement to be carried out by an IRC rating office appointed measurer.
- R3
- a) Hull length (L.H.) shall not be less than 8.50m (for both existing and new boats) and not greater than 9.20m for new boats (9.50m for existing boats).
 - b) Beam max. (hull beam) shall not exceed 3.15m
 - c) Draft shall not exceed 2.45m for new boats (2.61m for existing boats) in salt water.

¹ New entrants and new boats to the class will be allowed to enter a maximum of 3 events in their first year without an endorsed certificate. Their results will not be counted in overall series scoring until their IRC certificate is endorsed by the RORC rating office. Their Endorsed TCC will be used to calculate their series scores.

d) Mainsail luff length (P) shall not exceed 12.50m for new boats (13.30m for existing boats).

R4 Keel bulb to boat weight ratio shall be equal or greater than 30% (bulb weight/boat weight x 100)

R5 Displacement length ratio (DLR as shown on IRC certificate) shall be 120 or less for new boats and existing boats 125 or less.

R6 Speed Ratio (TCC2/LH) shall be 0.13 or greater for new boats and 0.12 or greater for existing boats.

Safety

S1 HP30 class yachts that do not have an inboard engine shall carry an outboard motor capable of propelling the boat at a minimum speed of 5 knots together with at least 5 litres of fuel.²

S2 A suitable anchor with chain and dedicated anchor warp, not less than 30m long shall be carried.

S3 Offshore Special Regulations Cat 4

Advisory note to designers and owners – certain HP30 events may require category 4 safety compliance.

Rule Amendments

A1 IRC TCC adjustments.

To ensure HP30 Class yachts remain within the HP30 Class the IRC TCC limit and related HP30 Class ratio limits will be amended in line with any annual IRC rating changes to ensure that boats already accepted into the Class, remain in Class, as long as no changes have been made to the boat that would alter the rating (TCC).

HP30 Class Membership

M1 Only members of the HP30 association shall be eligible to enter events organised or sanctioned by the HP30 Class Association.

M2 HP30 Class membership fee may be discounted for foreign HP30 competitors or competitors who have purchased boats part way through a year, at the discretion of the HP30 Class management.

HP30 Class Logo

L1 HP30 logo shall be fixed to the upper part of the mainsail port and starboard side placed back to back, adjacent to the top sail batten.

L2 The HP30 Class logo is supplied by the Class Association.

Disclaimer

The HP30 Class shall be under no liability whatsoever for any loss, damage, or expense of whatever nature, whether direct or indirect, (including but not limited to loss of profit) howsoever arising in the course of performance of the services

² This may be amended to accommodate the use of electric motors.



provided under their Rules, UNLESS same is provided to have solely resulted from the wilful default of the HP30 Class or their employees or agents, or sub-contractors employed by them in connection with the services provided in which case the HP30 Classes liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a total of (10) times the annual fee paid by one member.