

HP30 CLASS **JOIN TODAY**

HIGH PERFORMANCE RACING



Photo Credit: Rick Tomlinson

2020 PROSPECTUS

INTRODUCTION

As HP30 enters it's 5th season, the fleet continues to grow and attract new entrants from around the UK and beyond.

2019 was filled with fantastic racing - from hard fought beats to thrilling finishes - there was no shortage of action out on the water!

In many ways, the ongoing growth of the class is a testament to the widespread appeal of our core aims: to organize great racing for reasonably priced, small race boats that can be campaigned with a manageable number of crew.

If you're starting to get fed up with lugging a lunch table around the course in a more traditional yacht, or indeed looking to move up from a sportsboat, I strongly encourage you to get in touch to see what this exciting fleet of thirty footers is all about.

Anthony Locke
Class Chairman



© Paul Wyeth/RSrnYC

FARR280 TOUCAN

OVERVIEW

HP30 racing is fast, furious and competitive, with tactical windward legs and adrenaline-pumping blasts both on downwind and reaching legs. A refreshing return to seat-of-the-pants sailing that brings the racing back to a raw and instinctive level.

It is now an established, friendly class that has completed four successful seasons of tantalisingly close racing at the UK's top regattas. HP30s are a perfect size and style for inshore racing, whether in the Solent, Round the Island or further afield. And a wide range of designs can achieve top results.

In 2019 the overall class champion was determined over five closely-fought iconic regattas. Four teams scored race wins in the championship series and all but one boat notched up at least one podium result. Competition mid fleet was just as intense as at the front, with only four points separating fourth to eighth places after 33 races.

This year the season points championship was won by Toucan (Farr280), with Pegasus (Farr30 EVO) and Jo90 (J90) in second and third respectively.

Preparations are underway for an even bigger season in 2020 and excitement is building as new boats and teams commit to the fleet.



STATS AND FACTS

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

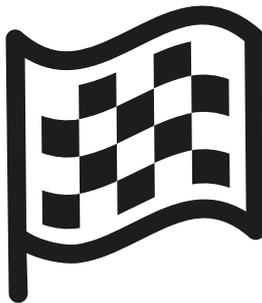
J90 Jo90, Richard Woof



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

FARR280 TOUCAN, Glyn Locke.

44
RACES



"There come's a point where doing single digit speeds around the racecourse leaves one wanting more. I'm convinced that most true racing sailors would rather be going fast than dragging furniture around the course in an IRC cruiser, especially when they can do so in a class of very similar high-performance boats..."

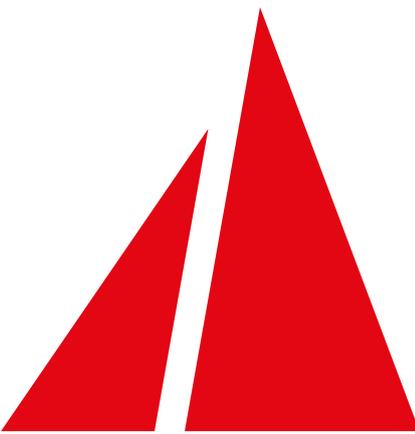
Lucian Stone, FarEast28R

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.



12 BOATS
AND COUNTING

NINE
REGATTAS

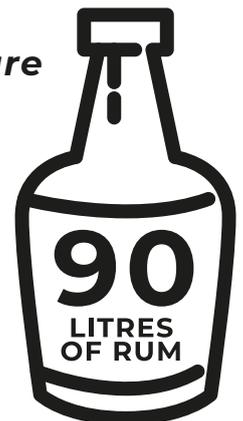


"A great class - close racing in evenly matched boats which are exciting to sail."

FARR280 Pandemonium,
Richard Rankin

"Fun, fast, friendly racing!"

MC31 Vitres, Sture Wikman



JOINING THE HP30 CLASS

Anyone considering joining the party should look for a light and fast boat – the future direction is likely to be increased performance, higher sail area to displacement ratios and lower displacement to length ratios.

Although the emphasis is on speed this is not an exotic or inaccessible class, so there are no foils or water ballast. The boats are refreshingly easy to sail. Anyone who's raced SB20s, for example, will find an HP30 less physical, drier and more stable. Yet they are also a lot faster.

Owners are enthusiastic and keen to talk about the class, their boats and to share knowledge, so get in touch with us:
Secretary@hp30class.com



FAST & FURIOUS COMPETITIVE RACING

A key part of the ongoing success of the class are the lightweight, powerful boats that are simply brilliant fun and very rewarding to sail.

The HP30 formula is based around a box rule for these designs – whether new or old – and provides a home for people wanting to race fast, fun boats. This solves the key problem – being lumped into a mixed handicap class alongside heavy 40-footers – that has put owners off in the past.

Hull length varies from 7.5-9.5 metres, displacement/length ratio must be below 125 and the IRC minimum speed ratio less than 0.120.

Boats with a design date from 2016 onwards need to be slightly smaller, lighter and faster than these figures.

This has proved to be a magic combination for supremely competitive and close racing.

The IRC system is very good at identifying the relatively small differences between different HP30 designs. An important step in the development of the class was the appointment of a technical committee run in association with the RORC Rating Office in early 2018, which put the development and maintenance of the box rule into expert, impartial hands.

TECHNICAL COMMITTEE

CLASS RULES AND LIMITS PRESENTATION

Richard Woof, Chairman of the Technical Committee, undertook extensive analysis of data from 16 yachts within, or on the periphery of the HP30 Class. The research acquired a closer understanding of the technical aspects which bind the class together, to help plot the best course for the class in the future, so it can continue to enjoy close exciting racing, whilst allowing for diversity and individuality in the fleet at a modest cost.

The research involved plotting the sailing length & sail area/displacement against IRC rating numbers. Comparing the boat's displacement against downwind sail area and looking at the righting moment versus sail force.

The outcome of this research showed trends which grouped the current class together and highlighted a number of exceptions, as follows:-

Open 7.5 (too high downwind power to weight ratio)
Farr 25 (too high down wind power to weight ratio)
J88 (too heavy - SA/displacement v tcc, off the graph!)
Melges 32 (too long on waterline)

As a consequence of the study and following presentation at the AGM, the owners of the Class decided that from the 1st January 2021 the revised minimum LH rule would mean that the Open 7.5 and Farr 25s are excluded, unless agreed otherwise by the committee.

In addition, Richard also presented a number of initiatives to further enhance the class and help ensure the longevity of the fleet over the coming years:

Min ballast ratio of 30% i.e. bulb weight/hull weight x 100
To ensure that boats can recover from any knock-down without relying on crew weight.

Max beam of 3.15m

To reduce dependence on crew weight for stability & power to carry sail area. This also helps with the minimum ballast ratio to distinguish the HP30 class from "Sports Boats" in terms of sea keeping and safety.

Max rig height

Based on the luff length of the mainsail (measurement P). This limit is to prevent taller rigs benefitting unduly, in light conditions from cleaner air. Existing boats "P" restriction of 13.3m with new boats having a "P" of 12.5m.

Existing Boats (definition)

Existing boats are boats first launched with a series date prior to 1st January 2016.

These boats are 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 accommodation, 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.

This extension to the rule is designed to prevent someone extensively rebuilding and modifying an obscure one-off under the title "existing boat".

New Boats (definition)

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.

This extension to the rule is to prevent purchasing power, "buying performance."

IRC TCC Adjustments

IRC TCC and related ratio limits will be amended in line with RORC Rating Office adjustments to ensure HP30 Class yachts granted Class status, retain Class status.

IRC Certificates

It should be mandatory for yachts to hold endorsed IRC certificates for 2020 onwards.

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.

Category 4

Advisory note to designers and owners, certain HP30 events may require Category 4 safety compliance.

Auxiliary Power

HP30 Class Yachts that do not have an inboard engine are required to carry an outboard motor capable of being easily deployed and of sufficient power to propel the yacht at 6 knots and carry 5 litres of fuel (this is to ensure that yachts are reasonably self-sufficient in the event of rig or rudder failure).

The technical committee is chaired by Richard Woof, who generously provides his career long knowledge and experience of high performance yacht racing to the benefit of the Class.

HP30 Class Technical Chairman

Richard Woof
October 2019

CONSOLIDATED RULE ADJUSTMENTS FOR 2020

New Class limits to come into effect 1st January 2021:-

IRC TCC minimum 1.050 (no change)
Maximum 1.140 (reduced from 1.150)
Minimum LH 8.5 (raised from 7.5m)
Maximum LH 9.2, existing boats 9.5 (no change).

The DLR as shown on the IRC certificate should be:

new boats 120 or less (no change)
existing boats 125 or less (no change)
Speed Ratio TCC2/LH
new Boats 0.13 or greater (no change)
existing Boats 0.12 or greater (no changed)
Maximum Draft – New Boats 2.45m
Existing Boats 2.61m (increase by 0.01m)

ii/ Adoption of new rules

Ballasted keel boat
Min ballast ratio of 30% i.e. bulb weight/hull weight x 100
Max beam of 3.15m
Max rig height - existing boat "p" restriction of 13.3m. New boats having a "p" of 12.5m.

iii/ Existing boats definition:

Existing boats are boats first launched with a series date prior to 1st January 2016.
These boats are 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 accommodation, 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.

iv/ New boat definition

Commercially marketed, 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 600Gpa).
Nomex style cellular core material and prepreg reinforcement (pre-preg 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.

v/ IRC TCC Adjustments

IRC TCC and related ratio limits will be amended in line with RORC Rating Office adjustments to ensure HP30 Class yachts granted Class status, retain Class status.

vi/ IRC Endorsed Certificates

It should be mandatory for yachts to hold endorsed IRC certificates for 2020 onwards.

vii/ Category 4 – advisory note

Advisory note to designers and owners, certain HP30 events may require Category 4 safety compliance.

viii/ Auxiliary power

HP30 Class Yachts that do not have an inboard engine are required to carry an outboard motor capable of being easily deployed and of sufficient power to propel the yacht at 5 knots and carry 5 litres of fuel (this is to ensure that yachts are reasonably self-sufficient in the event rig or rudder failure).



A copy of the Class Rules is available on the HP30 Class website.

TEAMS ENTERED FOR 2020

Twelve teams have already committed to race in 2020 in the HP30 Class and more teams are considering their options well ahead of the season. It is going to be a bumper year, with so many exciting boats available and such great racing on offer.

	Richard Rankin	Pandemonium	02	
	Joe Hall	MOFO3	03	
	Mikhail Tokarczyk	Mittens Revenge	06	
	Richard Woof	Jo 90	07	
	Glyn Locke	TOUCAN	08	
	Pierre Gudel	Buzz	09	
	Geoff Poore	Mako	11	
	Mike & Lorrie Lewis	Jester	12	
	Sture Wikman	Vitres	14	
	Lucian Stone	Lucian Stone	50	
	Malcom Wooton	Pegasus	76	
	Gareth Wills	Addict	97	



HP30 RACE FORMATS, EVENTS AND PROGRAMME

Professionally run short, sharp and tactical windward-leeward races play a key part in the HP30 programme. These provide plenty of action and keep the fleet tightly bunched – it's not unusual to have four boats rounding a mark together, or even crossing the finish line overlapped.

Longer round the cans style races test a wider range of skills, as do occasional coastal events such as the 50-mile Round the Island race. The overall programme therefore makes for a compelling combination of intense windward-leeward competition, while also providing the kind of powered-up reaching legs in which these boats revel.

The class has a policy of taking advantage of existing events with professional race management and a reputation as being some of the UK's top regattas. These include the RORC Easter Regatta, Vice Admiral's Cup and the Royal Southern Regattas, plus internationally recognised iconic events such as Cowes Week and the Round the Island Race.

The main HP30 season is concentrated over the mid-summer period, allowing boats that are not permanently based on the UK's south coast to complete enough events to qualify in the series. In 2019, for instance, teams from six different nationalities competed in the series.

There's also an extended Solent Series that offers more locally based boats the opportunity to continue racing in the class, against fellow members of their respective sailing clubs, over a longer season. These include the Warsash Spring series, Royal Southern Summer Regattas and the Hamble Winter Series.

This year the Solent Series was won convincingly by Malcolm Wootton's Pegasus Dekmarx (Farr30 EVO).

2020 RACE SCHEDULE JOIN THIS FAST GROWING FLEET.

Dates	Event	Championship	Solent Series
10-12 APR	RORC Easter Challenge		
18-19 APR	Warsash Spring Championships		☀
25 - 26 APR	Warsash Spring Championships		☀
2 - 3 MAY	RSrNYC Summer Series	🏆 Round 1	☀
15 - 17 MAY	RORC Vice Admiral's Cup	🏆 Round 2	☀
30 MAY	Round the Island Race		☀
20-21 JUN	RSrNYC Summer Series	🏆 Round 3	☀
4 - 5 JUL	Weymouth Regatta	🏆 Round 4	
11-12 JUL	RSrNYC Summer Series		☀
24 - 26 JUL	HP30 Nationals - RTYC/RLYC	🏆 Round 5	☀
8 - 15 AUG	Cowes Week	🏆 Round 6	☀
05 - SEP	ISC – Nab Tower Race		☀
19 - 20 SEP	RSrNYC Summer Series	🏆 Round 7	☀
3 - 4 OCT	Hamble IRC Autumn Championships		☀

Scoring, using the Low Point System of RRS Appendix A with the following amends:

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

- Discards -**
- 🏆 When 4 or fewer events are completed, no score shall be excluded. When 5, 6 or 7 events are completed, one score shall be excluded
 - ☀ When 11 or more events are completed, 3 scores shall be excluded.

HP30 DESIGNS

A large number of boats, spanning almost a quarter of a century of yacht design, qualify as HP30s. However, all share the same key attributes of light displacement, with powerful sail plans and an asymmetric spinnaker flown from a fixed sprit.

The three most numerous designs are Farr 30s, Farr 280s and FarEast 28Rs – diverse designs and ages; all proven to provide impressively close competition.

Both the Farr 30 and FarEast 28 offer a lower-cost route into the class, with a potential all up cost, well under £50,000. The former may appeal more to those with the time and inclination to modify and optimise an existing boat to exactly fit their requirements. Malcolm Wootton's Pegasus Dekmarx is a prime example of this approach and has been supremely successful. However, his well-drilled team of talented sailors could clearly achieve top results in many other boats.

The FarEast 28 offers a turn-key option, with a warranty, potentially even if the boat is bought second hand. Although a very similar hull length to the Farr 280, this is a significantly lighter design that lifts onto the plane in as little as 12 knots of wind. However, it struggles to match the Farr designs upwind in a blow.

Other boats that fit the class rule include: C&C 30, FarEast 31, Henderson 30, J90, Lutra 30, MC31, Open 7.5 (until 2021) and Pauer 30. The class rule is written to allow boats to maintain their one-design configuration as much as possible, although competitive owners are now optimising for HP30.



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	Time Difference in 1 hr (Mins)
Open 7.5 - COOL RUNNINGS	7.50	2.21	750	94	1.108	0.1637	3.48
FarEast 28R - Mittens Revenge	8.57	1.75	1335	87	1.050	0.1284	0.00
FarEast28R - MOFO 2	8.57	1.75	1335	87	1.050	0.1286	0.00
FarEast28R - MAKO	8.57	1.75	1335	87	1.064	0.1321	0.84
Farr 280 - GBR5-F280	8.69	2.10	1543	112	1.087	0.1360	2.22
Farr 280 - Pandemonium	8.69	2.10	1620	117	1.089	0.1365	2.34
Farr 280 - TOUCAN	8.69	2.10	1574	117	1.090	0.1367	2.40
Lutra30 - Jester	9.14	2.43	1850	107	1.095	0.1312	2.70
MC31 - Vitres	9.15	2.60	1997	102	1.137	0.1413	5.22
C&C30	9.15	2.30	1875	95	1.117	0.1364	4.02
J90 - Joe 90	9.23	1.98	1715	125	1.055	0.1206	0.30
Farr 30 EVO - Pegasus	9.43	2.15	1956	123	1.075	0.1225	1.50
FarEast 31R - Addict	9.50	2.06	2044	102	1.131	0.1346	4.86

	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

LENGTH KEY		SPEED RATIO	
Metres	Ft	TCC ² / LH	>0.130
8.53	28ft	Existing	>0.120
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 2016.



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.

In the right conditions this boat takes off and with a low IRC rating of 1.050 can definitely win races. With a delivered and commissioned price of £52,950 inc VAT, with sails, outboard motor and a trailer, this is a compelling package with which to join the HP30 Class.

New boat including warranty.



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.

Package price £36,500 delivered to the UK. Tax paid.



Farr280 – 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 £75,000 tax paid, lying Cowes.



The FarEast 31R has a simple design brief, to be the fastest possible, non-foiling monohull that can be shipped in a 40' container. This high performance racing machine weighs only 2,044kg of which 1200kg is in the bulb.

Available in either GRP or Carbon, this boat delivers incredible grand prix racing at a superb price. FarEast31R GRP £93,950 inc VAT* / FarEast31R Carbon £154,950 inc VAT*

Both prices include: sails, outboard motor and a trailer.



OTHER CONFORMING BOATS:

J90 / C&C30 / MC31

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FOR MORE INFORMATION VISIT
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