

HP30CLASS **JOIN TODAY**

HIGH PERFORMANCE RACING



Credit: Paul Wyeth Photography

2023 PROSPECTUS

INTRODUCTION

HP30 Class Update 2022/23

The 2023 season will be the seventh season for the HP30 class and with a dozen boats entered, the racing looks set to continue to be exciting and demanding.

The season points championship comprises seven main events across the summer, including RORC Vice Admiral's Cup, the Royal Southern Summer Series, Round the Island Race and Cowes Week.

This year the HP30 National Championships will be run during Cowes Week, with a mixture of windward / leeward racing and classic round the cans competition.

The fleet comprises a mixture of light-displacement race boats with IRC ratings between 1.050 and 1.100 including MC31's, Farr280s, FarEast28Rs and one Lutra30. Whilst there are no restrictions on the number of professionals who can compete in each team, the majority of boats are fully Corinthian and owner driven.

For further information about the class please visit www.hp30class.com

Joe Hall, Class Manager



Credit: Paul Wyeth Photography

FARR280 MORAL COMPASS

OVERVIEW

HP30 racing is fast, competitive and fun, with tactical windward legs and adrenaline-pumping blasts on downwind and reaching legs.

Now well established after six full seasons, the fleet offers a friendly home for owners wanting to combine a little more of a “work out” whilst sailing, than some of the other fleets are able to offer.

The HP30s are a perfect size and style for inshore racing, and a wide range of designs can achieve top results. The boats offer a huge “bang for your buck”, relative to other performance classes which adds to the resilience the fleet has shown in difficult times.

At around 30ft in length, the HP30 is a trailer-racer requiring a small crew and benefiting from lower logistics and running costs.

The Class continues to attract international interest and 2023 will hopefully see a larger number of European boats coming to race in two of our iconic events: the Round the Island Race and Cowes Week.

The marketplace for HP30 Class compliant boats, remains wide open, with a number Farr280s and C&C30s on the market. In addition, the Class brokerage section has a Lutra30 listed, the Farr30 Evo Pegasus and one FarEast28R available. So, there are plenty of options for teams looking to get involved.



Credit: Paul Wyeth Photography

HP30 FLEET

STATS AND FACTS

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

J90 Jo90, Richard Woof



"the racing is closer and more exciting than anticipated"

FAREAST28R RESOLUTE, Andrew Peake.

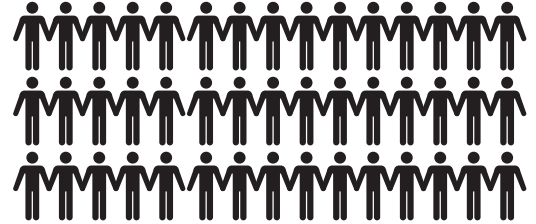
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RACES

"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

84 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.


14 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, with a high sail area to displacement ratio and low displacement to length ratio.



FAREAST 28R GO WEST

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



FAREAST 28R GO WEST

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 8.5-9.5 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

An HP30 can be defined as an 8.5-9.5m ballasted keel boat with asymmetric spinnaker. In addition to the hull length restrictions, there is a maximum draft and beam. The HP30 Class Rules can fit onto two sides of A4 paper, and anything not specifically prohibited by the Class Rules is allowed. The IRC Rule is used for both measurement compliance and time correction for results. Perfect for compliant one-design boats and or light displacement IRC boats, the HP30 Class promotes development within the box rule for an affordable budget.

The HP30 Class has a tight IRC Rating Band (TCC: 1.050 – 1.140) plus ratio limitations. Jason Smithwick – Director IRC Rating Office, explains what his team has set out to achieve working with the HP30 Class.

“The RORC Rating Office and the IRC team has been supporting and working with the HP30 class since the inception of the Class Association to create a set of class box rules using measurements and IRC factors, such as Displacement Length Ratio (DLR) and IRC Rating (TCC), together with a good set of class rules. The aim from a rating perspective is to have similar performance across the wind strength and wind angle range to have close and exciting racing with the flexibility of owners to make choices with their boat type and equipment, for example sail sizes to suit their type of racing and crew number. The support to the HP30 class includes a regular review of the IRC rating and providing data on the existing and prospective boats to assess if the boats would be suitable. It is good for IRC too, as similar performance boats can highlight rating factors that may need further review, particularly as the fleet experience increases on the water and with IRC.

The class box rule principle has been a successful way of racing similar boats under IRC (Maxi 72, Fast40+, RC35 and P40). The owners have confidence in their investment in their boats and IRC specific choices in setup. The trick is to keep the development and optimisation at a sensible level and the HP30 class have addressed this from the start. This makes the job of IRC rating simpler and maintains one of the fundamental policies of IRC - Protect the existing fleet.”



CONSOLIDATED RULE

New Class limits came 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 of rig or rudder failure).



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

ELIGIBLE TEAMS FOR 2023

Thirteen teams have already committed to race in 2023 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.

	Alain Waha and Matthew Waite	Go West Cogital	00	FAREAST 28R
	Jon Powell	Peggy	01	FARR 280 <small>ONE DESIGN</small>
	Richard Rankin	Pandemonium	02	FARR 280 <small>ONE DESIGN</small>
	Rick Otten & Jon Boyd	RED	03	FARR 280 <small>ONE DESIGN</small>
	Lucian Stone	Vendetta	04	FAREAST 28R
	Jerry Hill & Richard Faulkner	Moral Compass	05	FARR 280 <small>ONE DESIGN</small>
	Andrew Peake	Resolute	06	FAREAST 28R
	Richard Woof	Jo 90	07	<i>J90</i>
	Joe Hall	Team Shanghai'd	10	FAREAST 28R
	Geoff Poore, Ian & Imogen Watkins	Mako	11	FAREAST 28R
	Mike & Lorrie Lewis	Jester	12	30 
	Sture Wikman	Vitres	14	MC31 <small>ONE DESIGN</small>
	Timon Robson & Stuart Lewis	SeaDragon	15	FAREAST 28R

RACE FORMATS, EVENTS & 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 six boats rounding a mark together, or even crossing the finish line overlapped.

In 2023 the class will continue its policy of racing at existing events with professional race management and a good reputation, at some of the UK's top regattas.

Most excitingly, the HP30 Nationals will be a three or four day event which takes in the Round the Island Race on the Saturday.

The Island Sailing Club will host three days of windward / leeward racing, before the grand finale of the Round the Island Race. It is a particularly attractive prospect for the HP30s as it offers the combination of both competitive inshore racing alongside the challenge of longer coastal race. The intention will be to attract as many class compliant boats as possible to come and enjoy this bucket-list event.

The HP30 season points championship will continue to be concentrated over the mid-summer period and includes the Vice Admiral's Cup, Royal Southern Summer Series and Cowes Week. The Solent Series will both start earlier and finish later in the season, as in previous years.

Dates	Event	Championship
7 - 9 APR	RORC Easter Challenge	
22 - Apr	Warsash Spring Championships 1	
29 - 30 Apr	Warsash Spring Championships 2	
06 - May	Royal Southern May Regatta R1	🏆 R1
14 - May	Island Sailing Club - Christchurch Bay Race	
19 - May	RORC Vice Admiral's Cup R2	🏆 R2
03 - June	Royal Southern June Regatta R3	🏆 R3
23 - June	RORC IRC Nationals R4	🏆 R4
01 - July	Round the Island Race R5	🏆 R5
08 - July	Royal Southern July Regatta R6	🏆 R6
29 - July	Cowes Week & Nationals R7	🏆 R7
03 - Sept	Island Sailing Club - Nab Tower Race	
16 - Sept	Royal Southern Sept Regatta R8	🏆 R8

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
3. Discards - When 6 or fewer events are completed, no score shall be excluded.
4. When 7 or more events are completed, one score shall be excluded.
5. Tie-breaking: in the event of a tie in the series points score, the result of the final round of that series will be the decider.



ROUND THE ISLAND RACE - 1ST JULY

HP30 DESIGNS

A large number of boats qualify as HP30s although currently, the two most numerous designs in the Class are the FarEast28Rs and the Farr 280s. However, choice is not limited there and the fleet is also home to the J90, Lutra30 and a magnificent McConaghy 31.

From a budgetary perspective, used entry level boats can be found for as little as £35k with running costs of between £5k and £10k per annum. New boats are more than double this, but relative to other classes of One Design and handicap fleets, where more professional sailors are needed or encouraged, the HP30 fleet still delivers super performance on the race track and great value for money.

For those owner's who want the reassurance of a brand new boat, then the Matteo Polli designed Corsa915 is worth closer inspection.

This silky looking boat was designed for both ORC and IRC and she fits the class perfectly. So far seven boats have been delivered in 2021 and she recently won the ORCi Sportsboat European Championships, proving her performance credentials.



FARR280 GWEILO

[HP30CLASS.COM/BROKERAGE](https://www.hp30class.com/brokerage)

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 2022	TCC ² / LH	Time Difference in 1 hr (Mins)
FarEast 28R - Resolute	8.57	1.70	1335	87	1.055	0.1299	0.30
FarEast28R - Go-West	8.57	1.70	1335	87	1.058	0.1306	0.48
FarEast28R - MAKO	8.57	1.70	1335	87	1.058	0.1306	0.48
FarEast28R - Sea Dragon	8.57	1.70	1335	87	1.051	0.1289	0.06
Farr 280 - Moral Compass	8.69	2.09	1543	124	1.091	0.1367	2.40
Farr 280 - Pandemonium	8.69	2.10	1620	124	1.087	0.1362	2.28
Farr 280 - RED	8.69	2.10	1497	116	1.090	0.1367	2.40
Farr 280 - Gweilo	8.69	2.09	1574	120	1.089	0.1365	2.34
Lutra30 - Jester	9.14	2.42	1850	121	1.087	0.1298	2.34
Corsa 915**	9.15	2.20	2000	145	1.091	0.1301	2.46
MC31 - Vitres	9.15	2.41	1945	102	1.112	0.1353	3.84
C&C30	9.15	2.30	1875	95	1.117	0.1364	4.02
J90 - Joe 90	9.23	1.98	1715	125	1.053	0.1201	0.18
FarEast 31R - Addict	9.50	2.06	2044	105	1.148	0.1387	5.88

	Min	Max	Existing
LH (m)	8.5	9.2	9.5
IRC TCC	1.050	1.140	
IRC DLR		<120	<125
Draft (m)		2.45	2.61

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.

** Estimated calculations



Credit: Paul Wyeth Photography

BROKERAGE BOATS FOR SALE

FarEast28R New Boat Including Warranty

FarEast28 New Boat – runner-up in the 2022 Royal Southern Regatta in September and a regular podium winner this season, the FarEast28 is a quick boat and not to be discounted because of the price!

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 both on the water and on corrected time. With a delivered and commissioned price of £62,950 inc VAT, with sails, outboard motor and a trailer, this is a compelling package with which to join the HP30 Class.



Farr280 – Gweilo

Formerly sailed under the moniker Toucan, this boat won the HP30 Season Points Championships in 2020 and 2021. This year, under new ownership, Gweilo continued her winning ways, with three wins and a second in the four events entered.

Professionally maintained since new, and with a superb inventory of sails, electronics and associated equipment, Gweilo represents a great opportunity to secure a class winning boat for the 2023 season.

£89,950 tax paid. Lying: Cowes, Isle of Wight



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. Mike Lewis' Lutra30 Jester has enjoyed numerous podium spots within the HP30Class and has also won outside the class in IRC Class1.

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. Definitely worth a closer look.



FarEast28R Assassin

Now available to race on the South Coast.

Only two seasons old, this boat is definitely worth a close look. Located in Dartmouth, Devon, this boat is in excellent condition and ready to race with a set of carbon technora race sails including two spinnakers. Electronics include wind, speed & depth and the boat comes with covers and an outboard engine.

Competitively priced at £38,500 tax paid.



CORSA915 – Matteo Polli Design

Built in collaboration with Magnani Yachts, the Corsa915 features low freeboard, with a chamfered sheerline, which helps in reducing aero drag, especially when crowned with a super Pauger carbon mast. From the design studio of Master Matteo Polli, the boat has been carefully thought through from stem to stern and with recent championship winning results in ORCi the boat will be an undoubted success in the HP30 fleet.

Price £92,950 ex works, ex sails, ex tax & delivery.

* estimate of UK landed price with VAT paid



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FOR MORE INFORMATION VISIT
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