



HPR Class Meeting Minutes
5:00 – 6:30 PM, Wednesday, January 23, 2013
Quantum Key West Race Week

1. Introduction & attendance

Of the 9 class entries at the event, owners and/or their representatives from each team were in attendance, along with several industry members, such as designers, builders, sparmakers, and media. In all, about 30 people attended.

Class coordinator Dobbs Davis gave a 15-minute powerpoint overview presentation of the Rule: its origins, principles, measurement methods, scoring, boat types, goals for the future, and schedule of events for 2013. Introductions were made to the Rule founders and supporters, including Stephen Murray, Jr, Steve Benjamin, and Pete Reichelsdorfer of SYRF.

2. Rule Performance

It was then asked how everyone thought the rule was performing thusfar at the event after three days of racing.

Marc Glimcher of Catapult (Ker 40) said he was enjoying the week of racing, but asked about the need for such strong typeforming, and if boats outside the typeform could be more fairly treated by the rule. Hannes Waimer of Team Premier (Farr 400) expressed the same concern, and if the ratings could be more favorable to the pre-existing designs, as there was clear dominance by the Carkeek 40's in the racing.

Steve Benjamin said HPR is still an evolving rule, and that a review would be made of the results and discussed with the Technical Committee.

Wolfgang Schaefer of the ORC pointed out that this kind of rule is a designer rule, and will of necessity have to be typeforming to work well, otherwise a VPP will be needed to discern the rated differences between boats.

But in general the attendees were in favor of the current format of single-number, time-on-time ratings.

3. Rule Factors

Other than typeforming, some specific aspects of the rule that were discussed include:

- Rig sweep: Dee Smith thinks the current restriction of 15° of spreader sweep is unnecessary and does not encourage the lightest possible spars appropriate for a Grand Prix rule. He cited Belle Mente's sweep of 5° as being adequate, and that some 100 kg was saved by having shorter spreaders and less material needed for the compression loads. Ben Hall of Hall Spars said that many production boats, such as J/Boats, have 10° sweep angles and have had no problems. Dobbs suggested Ben join the Technical Committee to help examine this issue of weight vs reliability.

- Construction cost: Tobias Kohl of Judel/Vrolijk indicated the construction cost factors in the rule are too low, as they do not give incentive for building in Europe or the US, where costs are higher. He feels the current schedule would only promote building in Asia or other areas with low labor costs.

- Handicap factor: as a method to equalize older boats with new designs, it was suggested to try a 'handicap factor' in the analysis of race results so that a possible improvement could be made to the old age allowance in the rule. Stephen Murray, Jr. pointed out that while its important to build the fleet with existing designs, the rule did not want to change so that there was a disincentive for new designs. Dobbs pointed out that the Technical Committee would review the results from the week and look closely at this possible effect.

- Prop factor: Stephane Leveel of Tripp Design pointed out that a retractable propeller system allows planing at a lower wind speed than for fixed prop boats, and wonders if the rule is fairly rating this factor, as the cost of a retractable system is considerable: typically \$20-35K.

4. New HPR designs

Several new designs were shown, including the Barrett 35 from Australia and the Carkeek 35, of possible interest to a Long Island Sound-based group headed by Gino Bottino to have level racing; the J/V 42 built in China by Hakes Marine; a new Botin 40 built by McConaghy; and a new Tripp 42, shown by Stephane, that he said could be built in the US for only \$550K, race ready.

5. Future events

Rob Weiland of the TP52 Class gave an overview and invitation to the HPR class to race in Miami over 4-9 March, and described the event as being

similar to a MedCup stage, with the boats on the same course and sharing the same venue at the Miami Beach Marina. Race management was being provided by a professional team headed by Dave Brennan, courses are windward-leeward of any style desired by the class, and shoreside activities will be at the Marina and in other locations in South Beach and at Biscayne Bay YC. He urged teams to enter quickly for planning purposes.

Other future events offering HPR scoring were previewed, including Block Island RW as the HPR North American championship, the Marblehead-Halifax Race, the Transpac, the Rolex Big Boat Series (Robbie Dean from StFYC gave an introduction to this), and the STC Regatta in Annapolis in the Fall. 2014 events would include Key West and a possible international championship at the ORC Worlds in Kiel in July 2014, if ISAF Class status could be secured.

Minutes taken by Dobbs Davis