



Minutes of the HPR Class Meeting, Quantum Key West

Wednesday, January 21, 2015
1630-1800

In attendance:

Fritz Lanzinger, <i>Hamachi, Denali, Blue</i>	Jonathan McKee, <i>Hamachi</i>
Greg Slynstad, <i>Hamachi</i>	Will Harris, <i>C&C Yachts</i>
Mike Buckley, <i>Otra Vez</i>	Rob Weiland, <i>TP 52 & Maxi 72 classes</i>
Steve & Heidi Benjamin, <i>Spookie</i>	Kevin Miller, <i>True & Rock & Roll</i>
Gijs Gunnerman, <i>Decision/Carkeek Design</i>	Valery Shestapalov, prospective HPR owner
Geoff Ewenson, <i>Catapult & Decision</i>	Bill Coates, <i>Otra Vez</i>
Stephen Murray, Jr., <i>Decision</i>	A delegate from <i>Tonnerre</i>
Dobbs Davis, HPR Class Coordinator	

1. Introductions:

Introductions were made and thanks given to Steve and Heidi Benjamin for their hospitality and use of their yacht *Gem* as the site of this meeting. In total 14 representatives from 12 boats, designs and groups were on hand, along with one potential new HPR boat owner.

2. Racing in Key West

The racing thusfar had been in light air and flat water, with no planing conditions yet, as it had been difficult to tell if the HPR rule was working as intended, although the results were agreed to be close in corrected time. Nonetheless, everyone agreed that racing across a broad range of boat sizes was difficult in the inshore racing format of Key West, and that the larger boats have a disproportionate advantage. The group called for greater participation so that class splits could be made to allow for closer racing.

3. Overview of HPR development

Dobbs gave a report on the current status of the HPR rule: certificates numbered over 30 in 2014, with the first non-US HPR cert issued to *Tonnerre* by ORC for Key West. Numbers are expected to grow slightly in 2015 as more events adopt use of the rule system for their fleets and more HPR boats get built or brought into the fleets.

In rule development, items such as production boat credits and cost controls are being anticipated for an upcoming release of HPR V5. Also discussed was some other options to possibly expand the HPR typeform to a wider range of boat types, and Geoff Ewenson reported that in the UK last summer there was interest in this. Dobbs also urged everyone to

take the Have Your Say Survey which was devised in part to help define what Grand Prix boats should be.

Some discussion was made on whether the HPR paradigm should be relaxed so that boats with other features such as moveable ballast could be eligible to race, and Fritz Lanzinger reported that the water-ballasted Bieker-designed *Blue* had raced HPR in Harbor Springs last year and felt more comfortable in the HPR class than in any other. The consensus was to not allow the rule to necessarily encourage alternate ballast designs, but that they should be considered for racing at HPR-scored events.

Dobbs also reported that ORC has received approval for a new HPR international class with ISAF, though it remains to define the parameters of this class. He said ORC is looking for input on this with the rule owner ORA, and if a new class is formed there could be a World Championship held as early as 2016.

4. New designs, additions to the fleet and growth trends

Dobbs reported that while the HPR fleet is small, it has helped inspire the development of new designs in the US and around the world. An MC 38 (*Lazy Dog*) for a Puerto Rican owner was due to be racing in Key West, but was damaged in transit from Australia so will not be racing until the Caribbean season. A new Botin 44 (*Interlodge*) is under construction now at NEB for the 2015 summer season, Will Harris reported there is some interest in the Tripp 42R design to be built possibly at C&C, and a new Dunning-designed 42-footer is under build at Goetz, although its not known yet its specifications.

Overseas there has been interest in the Botin 40 built at McConaghy, and the J/V-designed Hakes 42 being produced in China. Other possible new designs also include the MC 31, although its exact specifications are not known yet. The Farr 400 Hull no.1 was purchased by a French-Canadian owner keen on racing, and is being refit and renamed *Corbeau* in Annapolis with a bow-extension similar to that performed last year on *Rock & Roll*.

The *Have Your Say* survey has thusfar indicated a preference for boats that are fast, planing, but also seaworthy and not too expensive, with cost controls an important factor in the rule. The group agreed in general with these features, and Dobbs urged all to take the survey if they have not already to express their opinions.

5. Upcoming events in 2015

There was general agreement that racing amongst each other in a coherent group was more fun than being put into general classes. A poll was therefore made of who would be participating in upcoming events, along with a general discussion of possible participation among the group at other future events.

- Caribbean 600 (IRC only, no HPR offered here): *Otra Vez, Black Pearl (Carkeek 47)*
- St Thomas Int'l Regatta:
- Voiles de St Barths: *Otra Vez, Hamachi, Spookie, True*
- Charleston Race Week: *C&C 30's, Corbeau*
- Annapolis tuning, followed by Annapolis-Newport: *Decision, Black Pearl, Spookie*
- Block Island Race Week: *Spookie, Decision, probably White Rhino (ex-Grundoom), Riot, maybe new Interlodge, Carbonado, Corbeau*
- July 16-19 New York YC event: *same as BIRW above, + True*

- Transpac: *Hamachi*
- Nantucket, 2nd week August: *Decision, Spookie, etc.*
- Ida Lewis Race, Aug 21: *Decision, Spookie, etc.*
- St Francis YC Big Boat Series, Sept 17-20: *Rock & Roll*
- Annapolis Fall Regatta, Oct 23-25: *Decision, Interlodge, Spookie, Corbeau, etc.*

Dobbs agreed to put all these events on the HPR Calendar, and liaise with regatta organizers to offer an HPR Class to each. *Otra Vez* announced they were going to the Med for the ORC Words in late June and Copa del Rey in early August.

After prompting by Kevin Miller, interest was also expressed in a migration to the West Coast for the Big Boat Series, although Bill Coates, Steve Benjamin and Stephen Murray explained that they would need more than one event there to justify the long trip. Kevin and Dobbs agreed to research the options and report back to the group.

For 2016 Steve Benjamin explained that New York YC may host a major championship event in the summer, which could be a Worlds if ISAF criteria can be met.

(Subsequent to the meeting there was emailed interest from the participants at Les Voiles de St Barths to ask organizers to consider HPR scoring for their class to give more fair racing than they feel they would get under CSA rule handicaps...Dobbs has agreed to help with this.)

Meeting was adjourned at 1800.