

Slightly stretched

Dobbs Davis looks at Shaun Carkeek's latest mid-sized HPR racer

The remarkable success of Carkeek Design's first-generation HPR 40 has helped fill a hole in the marketplace for a medium-sized lightweight raceboat that delivers superb performance on all points of sail. This success has not only inspired other 40-ish foot designs from various designers (including a new generation 40 from Carkeek himself), but has also drawn interest from owners seeking similar break-away performance in other sizes.

'We have always thought there is a market out there for fast, exciting boats with aggressive performance ratios,' said Carkeek. 'It happens that HPR came along to help crystallise this vision and create a suitable playing field.'

At its birth nearly two years ago, an initial idea for HPR was to offer designs at discrete size levels – 35, 40 and 45ft – to start creating some excitement about classes formed at these levels. But aside from the 40s this idea is still struggling for traction, and some owners have opted for sizes that suit their own needs outside these discrete levels. The new Carkeek 47 just completed at Premier Composites in Dubai and delivered to the Chesapeake Bay for Jim Grundy is just such a boat.

This design started as a 45, but when examining the performance and comfort parameters of the owner in greater detail, a slightly larger, faster and more stable boat emerged. The boat also started as a carbon, resin-infused foam core build, but was upgraded to high-modulus pre-preg carbon on aramid Nomex cores.

According to Carkeek the key features of his new 47 are:

- comfortably sized for inshore, coastal and offshore racing
- powerful soft-chined hull shape creates manageable stability at offshore reaching angles
- a larger foretriangle, greater sail area/displacement and sail area/wetted surface make for a more balanced boat that is very fast to accelerate
- a lot of thought has been put into the strength of the boat for offshore sailing, and the deck layout has sensible features to minimise the incursion of water below decks.

Grundy's boat also has some other features appropriate to his sailing venues, such as a lifting keel to reduce draft. He has opted for a lifting prop to reduce drag in light air. The end result is a boat that compared to modern TP52s will be as fast around the



A heavily chamfered sheer adds to the modern look of the new Carkeek 47 while reducing both aero drag and structural weight

track in under 10kt of wind, while over 10kt it will lose to the 52s upwind but will match or exceed their pace offwind.

'This boat is depicted as a new-generation concept to challenge and rewrite the racing script and transcend preconceived ideas regarding rule limits,' said Carkeek. 'Our brief was to design a boat for HPR; however, the goal we set ourselves was to challenge existing solutions and thinking by developing an optimised design concept strong enough to dominate globally under all major rule platforms: HPR, IRC and ORCi.'

Even the best design cannot realise performance without proper construction, and Carkeek says he has been very impressed with the build process at PCT, where tremendous effort has been made to streamline production design and engineering for series-built boats. This has helped keep production costs within reason compared to most semi-custom builds: the C47 built with resin-infused carbon and foam core construction comes in at about €525K; if an aramid Nomex-cored carbon pre-preg boat (like Grundy's) is desired, the price goes up to about €615K.

By most measures this is an attractive price for a modern offshore design, and represents impressive bang-for-the-buck value that should see favourable response through the market. □

Custom builds

BOAT	LOA	DESIGNER	BUILDER	LAUNCH	COMMENTS
Classe 950	9.5m	Kevin Dibley	UK, custom	2014	Home-built custom 950 with lifting keel
Dibley 40	12.2m	Kevin Dibley	NZ, custom	2014	Custom canting-keel shorthanded offshore race yacht
Phoenix	15.85m	Botin Partners	King Marine	Feb 2014	A new TP52 for Eduardo Ramos from Brazil, with at least four more puppies set to follow!
Langan 55	16.67m	Langan Design Partners	Brazil	Dec 2013	Impressive one-off all-carbon day boat with canting keel and all the performance toys
Banque Populaire	18.28m	Verdier-VPLP	CDK & associates	Sept 2014	A new Imoca 60 to go with the team's existing 30m solo trimaran
Irens 65	19.72m	Irens and Cabaret	Abu Dhabi Mar	Jan 2014	Swift new racer-cruiser tri – and as elegant and modern-looking as ever
Alia 66	20m	Marc Lombard	Alia, Turkey	2014	All-carbon racer-cruiser with intriguing rotating-keel system
Rán 5	21.82m	Judel-Vroljik	Persico	April 2014	The replacement for two-time Fastnet-conqueror <i>Rán 2</i> is now well advanced
Irens 78	23.9m	Irens and Cabaret	Green Marine	March 2014	Should be very cool. Lightweight new 'modernistic' performance cruising tri
Beau Geste	24.4m	Botin Partners	Cookson Boats	Dec 2013	Another new baby for Karl Kwok and his trusty captain Gavin Brady. Canting keel
Rambler	27m	TBA	New England Boatworks	May 2014	A new custom IRC flyer for George David
WallyCento 3	30.34m	Reichel-Pugh	Green Marine	Feb 2015	Expect the third WallyCento to be more <i>Magic Carpet</i> than <i>Hamilton</i> ...
Infiniti 100	30.34m	Hugh Welbourn	Infiniti Yachts	2015	Tooling has begun for the biggest DSS adventure so far
Macif	30.5m	VPLP	Multiplast et al.	2015	François Gabart gets a new singlehanded machine to keep him busy
Sodebo	31m	VPLP	Multiplast	Dec 2013	<i>Geronimo</i> becomes <i>Sodebo</i> for Thomas Coville's next Rhum challenge in 2014
WinWin	32.65m	Javier Jaudenes	Baltic Yachts	Dec 2013	Sterns are getting wider on these large racer-cruisers as they aim to up the pace
Cheveyo	40.91m	S&S/Starling Burgess	Spirit Yachts, UK	2015	The 11th J Class is being built in wood-epoxy to one of the six Ranger designs of 1937
Dubois 100	100m	Dubois Naval Architects	Standing by (eagerly)	2017...	Unballasted centreboard and a rig the size of the Milky Way... but still delayed

