CLASS RULES

With Norwegian addition

Version: 1 - 01.03.2026

The present Class Rules are intended to encourage Half Tonner ownership, cost effective sailing, fun and and affordable racing. The intention is to make the Half Ton Class attractive to all sailors, both amateur and professional. The Class Rules are guided by the Half Ton True Spirit.

B. Abbreviations used

HTCE = Half Ton Class Europe

HTCC = Half Ton Classics Cup

IOR = International Offshore Rule (handicapping system in use at the time when Half Tonners were born)

IRC = International Rating Certificate

C. Boat Eligibility

A boat is considered a Half Tonner if it fulfills the following requirements:

C.1 It has been designed and built in the period between January 1967 and December 1994 together with an IOR measurement certificate (21.7' or 22') and an IOR sail number.
C.2 It has been once eligible to participate at an edition of an IOR regatta like the Half Ton Cup.
C.3 It has a maximum IRC rating of 0.959.
C.4 Moreover, every production boat derived from the hull of a prototype Half Tonner will also be considered as a Half Tonner.

D. Categories of Half Tonners

D.1 Modern Half Tonners

This category applies to Half Tonners that have been optimized for IRC racing.

At a HTCC event:
- the maximum IRC-rating for Modern Half Tonners is 0.959

D.2 Vintage Half Tonners

This category applies to one-off & series/production former IOR Half Tonners with overlapping sails (min. 135%) and IOR keels.

At a HTCC event:
- the maximum IRC-rating for Vintage Half Tonners is 0.945
- the minimum IRC-rating for Vintage Half Tonners is 0.900

The HTCE board can allow for a derogation regarding the above rating cuts.
Requests for derogation are to be addressed to the Board in written (email).

E. Modifications

It is advised to inform and consult with the Half Ton Class Europe board prior to proceeding with any modification.

E.1 Modifications allowed for Modern Half Tonners

A Half Tonner is considered as a Modern Half Tonner if one of the following modifications has been carried out to the original IOR design:

- Modification of the deck, cockpit and coachroof
- Modification or replacement of the appendages (keel / rudder)
- Removal of the skeg
- Increasing of freeboard
- Changing the longitudinal position of the mast
- Modifying the position of chainplates.

No other modifications are allowed, including

- Modification of the hull shell above and below the waterline (except for the removal of the skeg)
- Deck extension

E.2 Modifications allowed for Vintage Half Tonners
The following modifications to the original IOR design can be implemented on Vintage Half Tonners whilst remaining eligible for the Vintage Trophy at a Half Ton Classics Cup:

- Modification of deck
- Modification of cockpit
- Modification or replacement of rudder
- Removal of the skeg
- Modification of the longitudinal position of chainplates to a maximum of 8° of spreader angle, but keeping the original runner set-up...

No other modifications are allowed, including:

- Modification on of coachroof
- Modification of the hull shell above and below the waterline
- Keel replacement or modification
- Deck extension
- Modification of the longitudinal position of the mast
- Modification on of the lateral position of chainplates

E.3 Modifications allowed for series/production Half Tonners
The following modification to the original IOR design is allowed for series/production Half Tonners in order to remain eligible for the Production Boat Trophy at a Half Ton Classics Cup:

- Modification or replacement of the rudder

No other modifications are allowed, including:

- Modification of deck and cockpit
- Removal of the skeg
- Modification of coachroof
- Modification of the hull shell above and below the waterline
- Keel modification or replacement
- Deck extension
- Modification of the position of the chainplates

F. Half Ton Classics Cup

During a HTTC event following rules apply:

F.1 Handicap system

Every HTCC will be sailed under the IRC rating system.

F.2 Endorsement

All Half Tonners shall present a valid endorsed IRC measurement certicate at the registration office, issued latest 14 days prior to the 1st race of the event.

F.3 Restrictions to foresails and bowsprit

F.3.1. Only symmetrical spinnakers are permitted.

F.3.2 The use of a bowsprit, fixed or detachable, is not allowed.
A detachable bowsprit must be removed prior to the start of the first race of the series.

F.4 The Class flag is numeral pennant nr. 5.

F.5 Crew limitations

F.5.1 Apart from the owner, or, in case the boat is rented, his appointed representative, the crew may include 1 (one) Group 3 sailor (according to the Sailor Categorization system of World Sailing).

F.5.2 The maximum number of crew allowed during races is as mentioned on the IRC certificate. An extra crew member can be carried on the condition that he/she is 21 years old or younger at the last racing day of the series.

F.6 Safety requirements

Half Tonners shall comply with the World Sailing Offshore Special Regulations – Appendix B, but other rules may be prescribed by the Organising Authority.
Such extra rules will be communicated well in advance to all participants in the Notice of Race.

F.7 Derogations

Organizers and/or Organising Authorities are not permitted to derogate from any of the above Class Rules.

F. Regattas in Norway

During a regatta in Norway following rules apply:

F.1 Handicap system
Every regatta will be sailed under the IRC rating system.

F.2 Endorsement
All Half Tonners shall present a valid endorsed IRC measurement certicate at the registration office, issued latest 14 days prior to the 1st race of the event/regatta.

F.3 Restrictions to foresails and bowsprit
F.3.1. Only symmetrical spinnakers are permitted.
F.3.2 The use of a bowsprit, fixed or detachable, is not allowed.
A detachable bowsprit must be removed prior to the start of the first race of the series.

F.4 The Class flag is numeral pennant nr. 5.

F.5 Crew limitations
F.5.1 The maximum number of crew allowed during races is as mentioned on the IRC certificate. An extra crew member can be carried on the condition that he/she is 21 years old or younger at the last racing day of the series.
F.5.2 A Halftonner can be sailed doublehanded and use autopilot with same rating as with full crew.

F.6 Safety requirements
Half Tonners shall comply with the World Sailing Offshore Special Regulations – Appendix B, but other rules may be prescribed by the Organising Authority.
Such extra rules will be communicated well in advance to all participants in the Notice of Race.

F.7 Derogations
Organizers and/or Organising Authorities are not permitted to derogate from any of the above Class Rules.