
- CLASS RULES -

A. Object

The present Class Rules are intended to encourage Halftonner ownership, cost effective sailing, fun and affordable racing. The intention is to make the Class attractive to *all* sailors, both amateur and professional.

B. Boat Eligibility :

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

- B.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.
- B.2 It has been once eligible to participate at an edition of an IOR regatta like the Half Ton Cup.
- B.3 It has a maximum IRC rating of 0.964
- B.4 Moreover, every production boat derived from the hull of a prototype one-off halftonner will also be considered as a Halftonner provided no alteration have been made to the hull shell of the boat ('hull shell' definition as per IRC rules 2015).
- B.5 From Jan 1st 2018, the following modifications are allowed on prototypes and one offs :
- Modification to the deck and coach roof
 - Modification to the keel and the rudder
 - Removal of the skeg
 - Increasing of freeboard (decreasing it is not allowed)

No other modifications are allowed including modification of the hull shell below the waterline.

B.6 Exceptions:

- B.6.1 Any modification must be declared to the IRC Authority (with all details and new data). Date of modification will be considered and the IRC "age date" may be amended in case of hull shell modification.
- B.6.2 From January 1st 2018 onwards, it is highly advised to inform and consult with the Half Ton Class Europe prior to proceeding with any modification.
- B.6.3 N/A
- B.6.4 Reminder : From July 1st 2014 to December 31st 2017, approval was required from the Half Ton Class Europe Technical Committee, before proceeding with any changes to the hull shell and any hull shell modification had to be declared to the IRC Authority.

C. Half Ton Classics Cups / and Class events:

- C.1 Handicaps: Halftonners will race under the IRC rating system.

- C.1.1 No boat is allowed to race in the class events unless she has a valid IRC measurement certificate.
- C.1.2 In order to take part in a Half Ton Classics Cup, all prototypes and one-off Halftonners are required to have a valid endorsed IRC certificate. A copy of the endorsed IRC certificate must be presented during registration.
- C.1.3 N/A
- C.1.4. For boats that are eligible under art. B.5 and B.6, an endorsed IRC certificate is mandatory.
- C.2 Race scoring and course length :
- C.2.1 Where a HTCC race has a scoring coefficient above 1, the RRS 30.3. (Black Flag) shall not be applied by the Race Committee.
- C.2.2 A scoring coefficient of 1.5 for « long » offshore can only be applied when the schedule course length is at least 15 nautical miles.
- C.2.3 N/A
- C.3 Foresails and bowsprit :
- C.3.1. Only symmetric spinnakers are permitted.
- C.3.3 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.
- C.3.4 N/A
- C.4 The official Class flag during any HTCC race is numeral pennant numeral 5.
- C.5 Crew limitation:
Crew may include a maximum of 2 Group 3 sailors.
- C.6 IOR Fleet: From January 2018 onwards, unmodified prototype Halftonners as well as unmodified series production Halftonners will also be classified as 'IOR'-fleet during HTCC events. This category applies 'vintage' halftonners with overlapping sails and IOR keels, (only rudder modifications are accepted). No boat in this category shall have an IRC rating over 0.945.
- C.7 Safety : Boats shall at least comply with the World Sailing Offshore Special Regulations – Appendix B (more rules can be required by race organizers.)
- C.8 HTCC organizers and/or Race Committees are not permitted to derogate from any of the above Class Rules.