

Half Ton Class Europe

AGM

30 November 2024

Antwerp

Agenda

- Welcome by the Class President
- Approval of the minutes from last AGM
- Admission, dismissal and/or exclusion of member(s)
- Presentation of the 2023-24 accounts
- Approval of the 2023-24 accounts and release of liability of the administrators
- The 2025 budget
- Report of past activities
- Class' next projects
- Appointment of new administrators, dismissal and/or revocal of administrators



Annual General Meeting 2024

Welcome

By the Class' President,
Philippe Pilate



Annual General Meeting 2024

- Boats present - please sign list
- Approval of 2023 meeting minutes
- Admission/dismission/exclusion of members

HTCE Financial Year 2024

Membership Fees...

- 100 EUR/boat (minimum)

Only paid members have voting rights at AGM

- Not-mandatory Crew Membership Fee

HTCE Financial Year 2024

IN (at 18/11/2023): 2.930,89 EUR

IN (at 30/11/2024): 2.281,36 EUR

Total income: 6.610,48 EUR

Total expenses: 3.441,12 EUR

Total result 2024: 3.169,36 EUR

The accounts can be consulted with the Treasurer.

HTCE Financial Year 2024

Approval of the 2024 accounts and
release of liability of the administrators

HTCE Financial Year 2025

BUDGET FOR 2025

IN

Class membership renewals: 3000 EUR

Sponsoring: 2000 EUR

OUT

Website 1000 EUR

Class activities/prizes 4000 EUR

HTCE Board

Appointment of new administrators, dismissal and/or revocal of administrators

Present board:

- President: Philippe Pilate
- Treasurer: Ward Desoete
- Secretary: Bert Janssen
- Member For Life: Dave Cullen

HTCE Board

**Appointment of new administrators, dismissal
and/or revocal of administrators**

No longer running for administrator:
Philippe Pilate

HTCE Board

**Appointment of new administrators, dismissal
and/or revocal of administrators**

New candidates:

- Jeremy Florizoone

Election

HTCE Board

PLANS FOR 2025

- Continue website development / adding a blog
- Increase FB reactivity
- Support local initiatives
- Organizing technical webinars

Half Ton Sailing Season 2024

How did you do in 2024 ?

HTCC 2024 in Nieuwpoort



in Advance
HALF TON CLASSICS CUP
5-9 AUG 2024
OPEN TO ALL FORMER IOR
HALFTONNERS
NIEUWPOORT (BEL)
WWW.HALFTONCLASS.EU

think pink
KYCN
NIEUWPOORT

Wichard
eyetec
TBS
seashop
1/2 Ton Class
www.halftonclass.eu

HTCC 2024 in Nieuwpoort



Half Ton Sailing Season 2024



FRANCE

Spi Ouest

IRC 3

2nd: COLLECTOR

3rd: DALTONER

4th: AUBEPINE

5th: CARDIAC BLUES

6th: MOON

Half Ton Sailing Season 2024



FRANCE

Tour des Ports de la Manche

Flotte Groupe 2:

2nd: OPLITE

Half Ton Sailing Season 2024



FRANCE

Tourduf' 2024 - Osiris Groupe 1

1st: DALTONER

3rd: OPLITE

12th: COLLECTOR

13th: CORTEGADA

Half Ton Sailing Season 2024



GREAT BRITAIN

Cowes Week

5th Class 6: INSOLENT (FRA!)

IRC Nationals Poole Regatta

2nd Class 3: QUOKKA 9

Half Ton Sailing Season 2024



GREAT BRITAIN

Solent Warsash Spring Series

2nd IRC Class 3: QUOKKA 9

Warsash Spring Championship

3rd IRC Class 3: QUOKKA 9

Scottish Series 2024

1st IRC Class: HEAD HUNTER (Adam Ovington)

Half Ton Sailing Season 2024



IRELAND

ICRA IRC Boat of the Year for 2024 is Swuzzlebubble

2 FARR won the
2024 IRC NATIONALS



Half Ton Sailing Season 2024



IRELAND

ICRA NATIONALS 2024 - IRC Class 2

1st: SWUZZLEBUBBLE

2nd: MISS WHIPLASH

6th: MATA

Half Ton Sailing Season 2024



IRELAND

WAVE REGATTA 2024 - IRC Class 2

1st: SWUZZLEBUBBLE

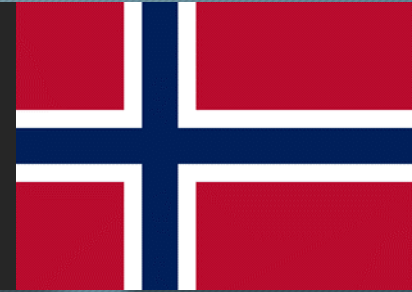
2nd: 2FARR

3rd: MATA

CALVES WEEK 2024 - IRC Class 2

1st: SWUZZLEBUBBLE

Half Ton Sailing Season 2024

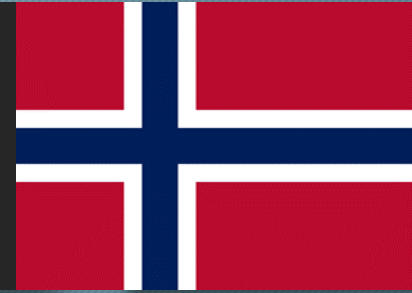


NORWAY

Still the biggest active ½ ton fleet in Europe
Regattas from January -> December (if no ice)

Organizers of the 2026 Half Ton Classics Cup

Half Ton Sailing Season 2024



NORWAY

**Norwegian 1/2 Ton
Championship**

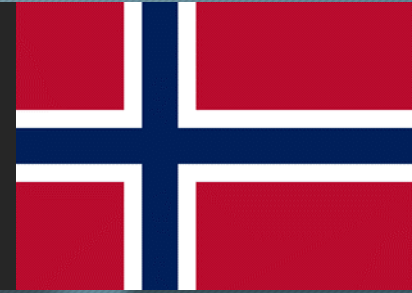
15 half tonners

1st: KING ONE

2nd: CONCORDE

3rd: KING ONE

Half Ton Sailing Season 2024



NORWAY

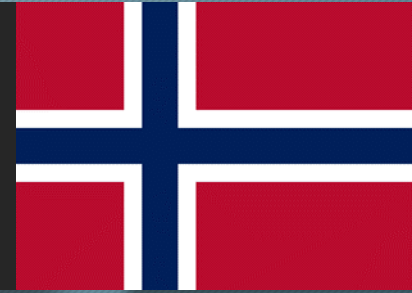
GRUNDIG HANKO RACE WEEK
10 half tonners

1st Rampage

2nd King One

3rd Xanté

Half Ton Sailing Season 2024



NORWAY

MK Båt Cup 2024
9 half tonners

1st The Evil

2nd IOR

3rd Late Bloomers

Half Ton Sailing Season 2024



ITALIA

No news
received...



Half Ton Sailing Season 2024

BELGIUM

BELGIUM

Ostend - Ramsgate - 9th May

Winner IRC 2 + 3 !

FARTHER BRUIN



Half Ton Sailing Season 2024

BELGIUM

BELGIUM

Ostend Sailing Weekend

21-22 SEP - separate ½ Ton class!

1st Concorde

2nd Général Tapioca

3rd Waverider

4th Fantasy

5th Tom Pouce

6th M'Half Raz



Half Ton Sailing Season 2024

BELGIUM

H-cup Races Nieuwpoort / Overall results (7 races)

3rd: A+

5th: Farther Bruin

12th: Fantasy

30th: Général Tapioca

31st: Red Cloud

33rd: Concorde

44th: The Big Picture

56th: Envol

73rd: Spip



Season 2025 - Perspectives!

What to do
&
where to go
with your halftonnners
in 2025?

Season 2025 - Perspectives!

**Half Ton Classics Cup
Torquay
4-8 AUG**

Long Term Perspectives!

Half Ton Classics Cup

2026: Hankø (NOR)

2027: Somewhere in Brittany (FRA)

2028: TBA

Updating the Class Rules

Updating the Class Rules

Updating the Class Rules

WHAT IS A HALF TONNER

A boat is considered a Half Tonner 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 0.959.
- B.4 Moreover, every production boat derived from the hull of a prototype one-off Half Tonner will also be considered as a Half Tonner.

Updating the Class Rules

CATEGORIES OF HALF TONNERS

Modern one-off Half Tonners

- This category applies to profoundly IRC optimized former one-off IOR Half Tonners.
- The maximum IRC-rating for Modern one-off Half Tonners is 0.959.

Updating the Class Rules

CATEGORIES OF HALF TONNERS

Vintage Half Tonners

- This category applies to one-off & series/production Half Tonners with overlapping headsails (min. 135%) and IOR keels.
- The maximum IRC-rating for Vintage one-off Half Tonners is 0.945.
- The minimum IRC-rating for Vintage series/production Half Tonners is 0.900 (HTCC organizers can derogate to admit lower rated boats)

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original IOR design) for MODERN HALF TONNERS

- Modification of the deck and coachroof;
- Modification / replacement of the appendages (keel / rudder);
- Removal of the skeg;

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original IOR design) for MODERN HALF TONNERS (continued)

- Increasing of freeboard (decreasing it is not allowed) - this includes deck extensions aftwards;
- Rig modification/replacement, incl. wide 'IRC-typed' back-swept spreaders and or moving forward/aftward of the mast deck collar/keelstep position.

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original IOR design) for MODERN HALF TONNERS (continued)

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

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original IOR design) for VINTAGE one-off HALF TONNERS

- modification of deck/cockpit
- replacement of rudder with different design
- removal of the skeg

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original IOR design) for VINTAGE one-off HALF TONNERS

(continued)

- rig modification from inline to swept back spreaders (max. 8°) on the condition that the chainplates are not moved out.

No other modifications are allowed, incl. modification of the hull shell below the waterline, coachroof, keel modifications or other mast modifications.

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original design) for VINTAGE production HALF TONNERS

- Rudder & mast can be replaced by similar one if broken or damaged beyond repair.
- No other mast or rudder modifications nor hull shell, deck, cockpit, coachroof or keel modifications are allowed for Vintage series/production Half Tonners.

Updating the Class Rules

MODIFICATIONS ALLOWED (to the original design) for VINTAGE production HALF TONNERS (continued)

- If a new mast or rudder is significantly different, or if any deck, cockpit, coachroof or keel modification is done on a Vintage series/production Half Tonner, then it still is considered as a Vintage Half Tonner, but it is no longer eligible for the Production Boat Trophy at a HTCC.

Updating the Class Rules

CREW LIMITATIONS

Crew may include a maximum of 1 Group 3 sailor (according to the Sailor Categorization system of World Sailing).

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 18 years old or younger at the last racing day of the series.

Guidelines for HTCC organizers

The board is working on a document with practical arrangements for HTCC organizers:

Scoring / Rankings / Communications / ...

Do you have any questions?

We'll try to answer them...

Thank you

For your presence!

Lunch
at 13h00

*Hurry up - the
ferry is at 12.45h*

