



**INTERNATIONAL ETHELLES CLASS ASSOCIATION**  
**Minutes of the 2021 Annual General Meeting**  
**Thursday, December 9, 2021**  
**Virtually via Zoom Webinar hosted by Mi-Voice**

The meeting was called to order at 2202 GMT by Chairman Andy Cumming.

Welcome: The Chairman welcomed all noting that this is the first AGM since June 2019 in Corpus Christi, Texas during the last World Championship. He also noted that due to the new challenges of the pandemic, this is the first virtual AGM and that if the new constitution passes, all AGMs in the future will be virtual and likely will be held annually in December. He commented that this format will allow for greater transparency and greater participation by all IECA members, not just those present at a World Championship.

Cumming noted that the International Governing Committee (IGC) stands for two year terms with this one starting on January 1, 2021. The previous administration passed on the approved abandonment of annual sail limits and the institution of the sail royalty with final World Sailing approval, effective 1 March 2021.

Cumming gave an update on the situation surrounding Mould 11 (M11) noting that World Sailing confirmed that the Etchells is a closed class. He noted that the shape of the hull is sacrosanct and must not deviate from builder to builder or drift over time. An independent international panel was formed and determined that M11 is different from Etchells moulds, and has a theoretical speed advantage, most notably when the boat approaches hull speed. He went on to add that the previous administration determined that the Class should embark on an audit of the Association Rules and Class Rules, including plans and drawings. That work has been largely completed and resulted in the new Constitution and multiple Class Rule Changes which were voted during the AGM.

Cumming went on to make further comments about M11 boat owners, noting that they are victims of circumstances beyond their knowledge or control; that the M11 boat owners are not cheaters; that the M11 controversy has been a major setback for Etchells sailing in Australia; that the most important task for the Class for the next year is to get a new mould (M12) built in Australia, license a builder, and find a way to remediate the M11 boats so that they can compete again. He added that to that end, a new international committee in cooperation with the Australian Association (thanks to President Martin Hill) and World Sailing (thanks to Vice President Marcus Spillane) dubbed the "Build Panel" charged with solving these issues. He went on to thank the dozens of volunteers who have spent thousands of hours over the past year in service to this Class dealing with the urgent challenges which had to be faced. He went on to name each of these individuals so that if you see them in the boat park you can pass on your personal thanks.

**IGC Officers and Governors:** Vice Chair Stuart Childerley (UK) and Treasurer Peter Duncan (US)

US: Steve Benjamin, Jay Cross, Jim Cunningham, George Francisco, Don Jesberg and Scott Kaufman

AUS: Martin Hill, Mike Tyquin, Ray Smith, and Chris Hampton and Chris Pratt who stepped down earlier this year

UK: Andrew (Dog) Palfrey



HK: Jamie McWilliam and Marty Kaye

**ODTC:** Chair Scott Kaufman (US) and Jud Smith (US)

AUS: Grant Crowle, David Clark and Chris Pratt who stepped down earlier this year

UK: Andrew Palfrey and Roger Reynolds

HK: Jamie McWilliam and Mick McCool

CAN: an observer and consultant to the ODTC is Bill Abbott, World Sailing international measurer and our official Class Measurer. Bill works tirelessly to provide clarification of the Class Rules and to oversee measurement of all aspects of the boats.

**Audit Committee:** Chair Stuart Childerley and Roger Reynolds of the UK

US: Steve Benjamin, Scott Kaufman, Peter Duncan

HK: Jamie McWilliam and Mark Yeadon

AUS: Niesje Hees

**Independent Panel on M11:** Chair Tom Schnackenberg (NZ), Grant Simmer (AUS), Len Imas (US), Bruce Nelson (US), Casey Brown (US), Shaun Ritson (AUS) with valuable contribution in overseeing the on-the-water tow testing in Perth by Andy Fethers and Richard Whitaker.

**Build Panel for M12:** Chair Niesje Hees (AUS), Grant Simmer (AUS), Jamie McWilliam (HK), Andrew Palfrey (UK), Bill Abbott (CAN), Phil Smidmore (AUS), Mark Rowed (AUS) and Dirk Kneulman (CAN)

Cumming commented further that alternates have been selected to make the presentations tasked in the agenda to Stuart Childerley. Unfortunately, Stuart suffered serious injuries as he was hit by a car while riding his bike in early October. He asked for all to join him in wishing Stuart the very best for a continued recovery.

Cumming closed his remarks reporting that IECA Executive Secretary Sherri Campbell has decided to retire after serving the Class for over 14 years. He thanked her for providing the continuity for seven different IGCs and hundreds of Worlds competitors and Class Members. He noted that candidates are being interviewed next week. He went on to thank you her for her service to the Class.

The meeting was turned over to Ben Thomas of Mi-Voice for a description and display of the voting process taking place during the meeting. He noted that the voting process was open and would remain open throughout the meeting.

Summary of the IECA Financial Position: Treasurer, Peter Duncan commented on the financial statements as shared on screen. He noted that the Class anticipates ending year 2021 with a cash position of approximately \$75K US. He added that due to the challenges of the pandemic, while 2019 was break even, 2020 showed a significant loss due to the decrease in membership dues and payment of measurement expenses related to M11, he projects that 2021 will end with a rebound due to membership getting back to nearly normal levels as well as the institution of the sail royalty. He noted that in the future the sail royalty revenue should generate approximately



\$25K annually to fund projects as needed. He noted that the funds needed to refurbish Plug 2 for use in building M12 will come from donations rather than using current Class resources.

One Design Technical Committee Report: ODTC Chairman Scott Kaufman reported that the committee has had a busy year meeting frequently via Zoom. He noted that progress has been made with resolution of various matters and some still pending. He added that the pending items have been sent on to World Sailing for assistance. He referenced the slides shared on screen for further details on the ODTC activity during the year.

Proposed Association Rules Changes: Class Audit Committee members Mark Yeadon and Niesje Hees spoke on the proposed new Class Constitution which if approved would replace the current Association Rules document. They referred to the slides presented on screen, noting that the Association Rules were written when the Class began back in the 1960s and are in need of significant updating to make them clearer and to meet current practice and technology.

Proposed Rule Changes: ODTC member Jamie McWilliam commented on the five proposed changes to the Class Rules. He noted that if approved during the meeting today, they would all go to the full membership for an online vote over a 45 day period and would require an approval by at least 2/3 of the votes returned and then would go on to World Sailing for final approval in the hope of being implemented with an effective date of May 1, 2022. Each item was then reviewed on slides as shown on screen and included:

- i. change to the CR introduction paragraph
- ii. change to D.2.3(d)
- iii. change to D.2.3(e)
- iv. change to D.10.2
- v. change to F.5

It was announced that voting was still open and would remain open for another 5 minutes.

Future World Championship venues were reviewed by Cumming

- a. 2022 September: Cowes Fleet, GBR
- b. 2023 April: USA Fleet 20 Biscayne Bay, Miami Florida
- c. 2024 to be held in November 2023: Swan River, Perth, AUS
- d. 2025 January: Melbourne, AUS
- e. 2026 to be determined during the 2022 World Championship IGC meeting

Voting was announced as closed and after a short delay the results were shared on screen with all items approved.

The meeting was adjourned at 2306 GMT.

Respectfully Submitted,  
Sherri Campbell  
International Etchells Class  
Executive Secretary

# **INTERNATIONAL ETCHELLS CLASS** **ASSOCIATION**

## **ANNUAL GENERAL MEETING**

**9 DECEMBER 2021**

If you require assistance with voting, please contact [support@mi-voice.com](mailto:support@mi-voice.com)

# TREASURER'S REPORT

PETER DUNCAN (USA), IECA TREASURER

## Balance Sheet

	Projected Dec 31, 2021	As of Nov 30, 2021
<b>ASSETS</b>		
Bank Accounts	\$74,819	\$70,157
Accounts Receivable	\$0	\$15,340
WSHull Plaques	\$551	\$551
<b>TOTAL ASSETS</b>	<b>\$75,370</b>	<b>\$86,048</b>
<b>LIABILITIES AND EQUITY</b>		
<b>Total Liabilities</b>	<b>\$0</b>	<b>\$0</b>
<b>Equity</b>		
Retained Earnings	\$37,752	\$37,752
Net Income	\$37,618	\$48,296
<b>Total Equity</b>	<b>\$75,370</b>	<b>\$86,048</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>\$75,370</b>	<b>\$86,048</b>

# Income Statement



	Projected 2021	Year End 2020	Year End 2019
<b>Income</b>			
Advertising Income	\$200	\$0	\$0
New build-Hull Plaques and Design Fees	\$2,188	\$3,067	\$6,563
Hull Certification Reissues	\$1,325	\$0	\$0
Membership Dues	\$51,280	\$42,330	\$57,350
Sail Royalty Sales	\$47,300	\$0	\$0
<b>Total Income</b>	<b>\$102,293</b>	<b>\$45,397</b>	<b>\$63,913</b>
<b>Expenses</b>			
Accounting Fees	\$485	\$933	\$546
Bank & Credit Card Fees	\$775	\$385	\$573
Dues & Subscriptions	\$313	\$285	\$265
Management Fee	\$40,000	\$40,000	\$40,000
Measurement Expenses	\$13,278	\$27,982	\$8,566
Meeting Expense	\$3,700	\$303	\$237
Office Supplies	\$300	\$90	\$267
On-Line Data Base	\$840	\$0	\$0
Promotion	\$0	\$0	\$933
Publication Production	\$1,155	\$0	\$0
Royalty Stock	\$540	\$0	\$0
Trophy Maintenance	\$0	\$442	\$294
Website	\$2,603	\$3,036	\$6,370
World Championship Expenses	\$0	\$115	\$4,662
World Sailing Hull Plaque Fee	\$688	\$967	\$2,061
<b>Total Expenses</b>	<b>\$64,678</b>	<b>\$74,537</b>	<b>\$64,774</b>
<b>Net Operating Income</b>	<b>\$37,616</b>	<b>(\$29,141)</b>	<b>(\$861)</b>
<b>Other Income</b>			
Interest Income	\$2	\$4	\$6
<b>Total Other Income</b>	<b>\$2</b>	<b>\$4</b>	<b>\$6</b>
<b>Net Other Income</b>	<b>\$2</b>	<b>\$4</b>	<b>\$6</b>
<b>Net Income</b>	<b>\$37,618</b>	<b>(\$29,136)</b>	<b>(\$855)</b>

**ONE-DESIGN TECHNICAL COMMITTEE**  
**REPORT ON ACTIVITY**

**SCOTT KAUFMAN (USA), CHAIRMAN**



# ONE-DESIGN TECHNICAL COMMITTEE

- Met via Zoom 1-2 times per month
- Email and chats ongoing on a daily basis
- 3 Technical Updates issued: 2021 Rule Changes, Mast Step, Deck Recesses
- 15 requests received for technical rule interpretations
  - 10 Resolved, posted on website
  - 1 (Floorboards) being covered in One-Design Project
  - Remainder sent to WS for their further interpretation - Spreaders/Spreader Brackets, Spar Hole (3 requests in 1)
- Many more minor questions, requiring simple clarification, raised by Manufacturers & Owners
- Zoom calls held with Licensed Manufacturers to clarify the concept of Closed Class Rules
- One-Design Project team created as subset of ODTCC following recommendation of Class Audit:
  - Deliverables – target March 2022
    - Updated Class Rules (first wholesale re-draft since 2011)
    - Updated Plans & Building Specifications (first wholesale re-draft ever)
    - Updated Measurement Guide (first wholesale re-draft since 2012)

**PROPOSAL TO REPLACE**  
**ASSOCIATION RULES**  
**WITH**  
**NEW CLASS CONSTITUTION**

**MARK YEADON (HKG), NIESJE HEES (AUS)**  
**CLASS AUDIT COMMITTEE**

# NEW IECA CONSTITUTION

- **WHY?**
- Association Rules 50+ years old with piecemeal amendments
- An important document but unclear provisions, poor definitions and confusing overlap with Class Rules
- Needed refreshing and modernising to reflect electronic communications
  
- **KEY FEATURES**
- To replace current Association Rules.
- Class Rules to remain separate.emphasis on protection of one-design character (Objects and para 10).
- More detailed statement of Objects (para 2).
- Clearer definitions (para 3).
- “Owner Member” “Non-Owner member” (para 4A).
- Binding on all members (para 4B).

# NEW IECA CONSTITUTION (2)

## KEY FEATURES (*cont.*)

- voting unchanged (para 4C).
- clarify role of ODTC (para 4E5).
- electronic attendance at meetings (IGC, AGM, General Meetings) – no more AGMs at the Worlds.
- right of appeal for members against suspension or expulsion and for office holders against suspension or removal (para 12D).
- simplified procedure for approval of amendments to Class Rules and Constitution (para 13):
  - a) amendments effective within 28 days of WS approval (previously 1 March).
  - b) AGM no longer has a role to approve amendments (2/3 majority support unchanged).

# NEW IECA CONSTITUTION (3)

- **CONSULTATION PROCESS**
- Process of review commenced February 2021
- Multiple iterations between IECA Audit Group and IGC
- Reviewed by volunteer representatives from US, UK, Australia, Hong Kong and Bermuda
- Consultation Draft issued to members in late September, with final version issued mid-October.

# **CLASS RULE CHANGE PROPOSALS**

**JAMIE MCWILLIAM (HKG), IGC/ODTC**

# CLASS RULE CHANGE PROPOSALS

- **Process:**
  - AGM Vote: requires 50% affirmative votes
  - Ballot of IECA Active Members – requires two-thirds affirmative votes
    - Only held if AGM vote in favour
    - 45-day electronic voting period starting shortly after AGM
  - World Sailing Approval
    - Only sought if Ballot receives two-thirds majority
    - Ensures conformity with Racing Rules of Sailing & Equipment Rules of Sailing
  - Becoming Effective
    - May 2022 (WS process has recently changed)
  
- **Proposals to be voted on here** (the voting window - Active Members only - is open until the end of this AGM)
  1. One-Design & Class Plans
  2. G10
  3. Open Hole Dimensions (in Knees & Thwart)
  4. Confirming Moulded Shape of Hull/Appendages
  5. Spinnaker Pole

# ONE-DESIGN & CLASS PLANS

- **Delete the following sentences:**
  - INTRODUCTION: Etchells hulls, hull appendages, rigs and sails are measurement controlled. These rules are deemed to include the Sail Measurement Certificate, Measurement Templates and Measurement Diagrams.
  - H.4. NOTE. The class plans are not included in the class rules and measurement procedures as it is difficult for a measurer to know what he/she should check or not – what is advice and what are rules.
- **Insert the following sentences.**
  - INTRODUCTION:
  - These are **Closed Class Rules**.
  - The Etchells is a One-Design class. The rules, official plans and specifications are intended to ensure that the yachts of this class are as nearly as possible the same as regards shape and weight of hull and deck, including the keel, rudder, spars and sails and that the equipment is simple, functional and dependable.
  - These rules are deemed to include the official plans, measurement forms, measurement templates and measurement diagrams.
  - **NOTE:**
    - (1) Builders and owners are strongly advised to refer to these rules and plans for guidance.*
    - (2) It is impossible to mention every suggestion that has been ruled illegal in the past, and to foresee every innovation which may be thought of in the future. Therefore when considering anything in connection with the boat or its sails or equipment (including use of exotic materials for any item) which is not clearly covered by the plans, specifications and/or rules, it must be assumed illegal unless prior approval has been obtained from World Sailing through the IECA.*



# ONE-DESIGN & CLASS PLANS

- ***Rationale:***
  - This language is taken from the original wording of the Class Rules. In the re-write into the ISAF Standard Class Rules template effective 1 July 2011, it was believed that these messages were retained, and their intent achieved, by the use of Closed Class Rules. However, it has become apparent that the change has led to doubt in the Class about the One-Design nature of the Etchells. The IGC wishes to re-affirm this One-Design nature.
  - The Plans form an integral part of the description of an Etchells and how it is built. The Class Audit will bring them up to date and as a result their status in the Rules must be re-instated to give clarity to builders, measurers, and owners.
- ***What are Closed Class Rules?***
  - These are part of the World Sailing Standard Class Rules, and are effectively the new definition for “One-Design” as opposed to “Development”
- ***Why is this change required?***
  - The One-Design nature of the Etchells is critical to the Class’s success.
  - The Plans and Building Specification are part of the Rules as defined by World Sailing.

# G10

## ***D.2.3. MODIFICATIONS, MAINTENANCE AND REPAIR: Insert the word “G10” as follows:***

- “(d) Limited extra reinforcement in way of attachment of fittings to the hull, deck, cuddy, coaming, seat, bulkheads or knees, shall consist of:
  - polyester resin and glass tapes and/or backing plates of metal, wood, filler, **G10** or any combination of these.
- ***Rationale:***
  - G-10 is a high-pressure fiberglass laminate, a type of composite material. It is created by stacking multiple layers of glass cloth, soaked in epoxy resin, and by compressing the resulting material under heat until the epoxy cures. It is manufactured in flat sheets, most often a few millimeters thick. G-10 is the toughest of the glass fibre resin laminates and therefore the most commonly used.
  - There is no performance enhancement from allowing G-10 backing plates.
  - There is no cost increase from permitting G-10 backing plates. Its ready availability and strength may actually allow for lower costs and less labour when installing fittings or making repairs.

# OPEN HOLE DIMENSIONS

## *Class Rule D.2.3.(e):*

1. In the first two rows of the table, move the dimension from the Maximum column to the Minimum column.
2. In the last row of the table, in the Maximum column, change the figure to 20cm<sup>2</sup>.

### • **Rationale:**

- The first two rows: these are purely typographical errors. It is clear that the intention of the rule is to prevent a hole being so close to the edge of the knee or thwart that it would cause structural weakness.
- The last row: the “250cm<sup>2</sup>” was either a calculation or copy/paste error. The area of a hole with diameter 50.5mm is 20cm<sup>2</sup> not 250cm<sup>2</sup>.

# CONFIRMING MOULDED SHAPE

***D.10.2 DIMENSIONS. Insert the following table after the table row starting “at aft datum point” and before the table row starting “Beam of hull, excluding rubbing strakes and fittings, at sheerline;”***

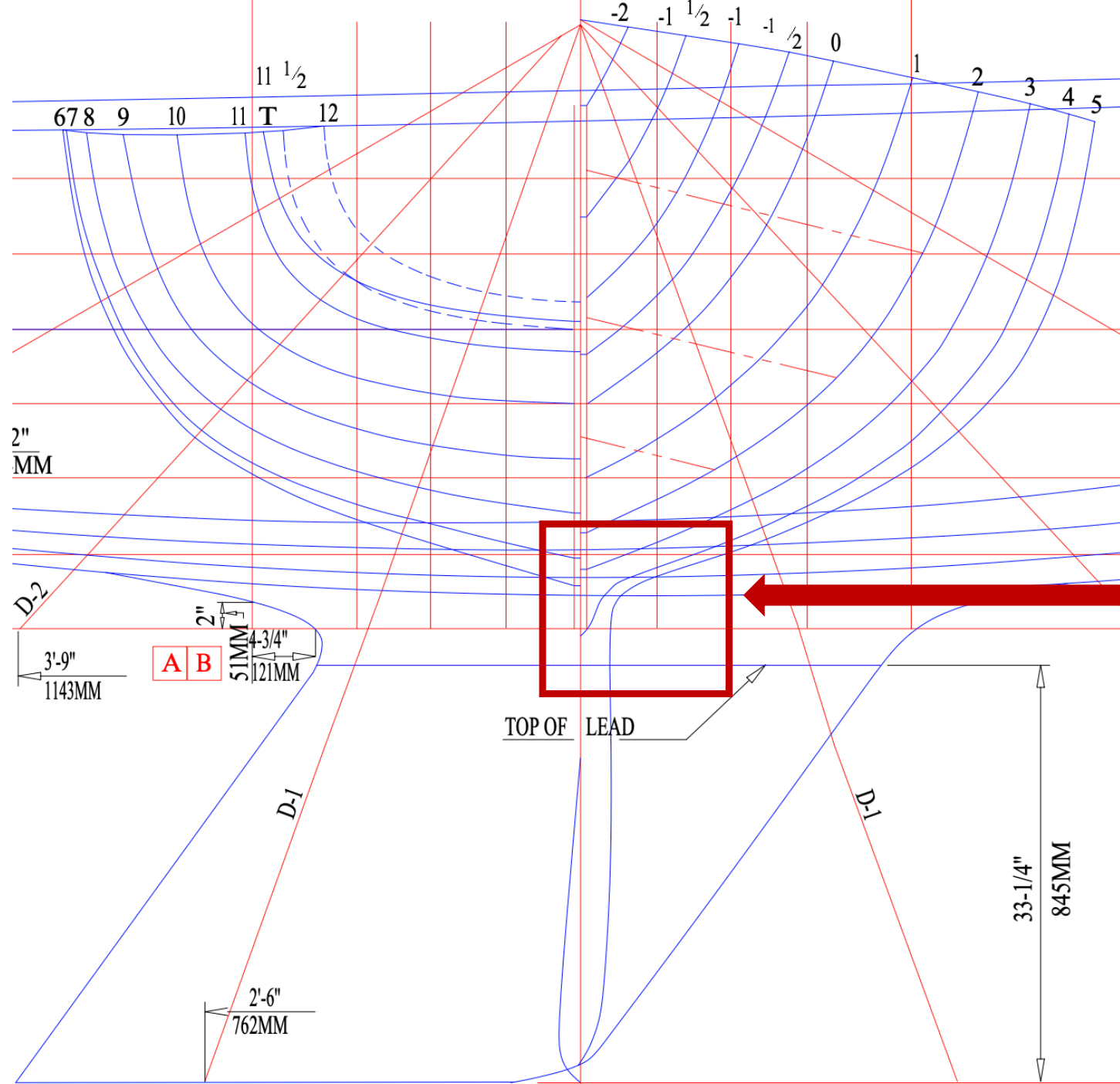
	Min	Max
Hull/Keel Thickness as measured by the Garboard Measurement Tool. Garboard Measurement Point (“GMP”) is 3786mm measured forward from the ADP following the hull shape, and 75mm from hull centreline port and starboard.:		
300mm forward of GMP	74	83
750mm forward of GMP	142	151
1200mm forward of GMP	118	127
1300mm forward of GMP	82	91
Distance of Hull/Keel trailing edge forward of GMP	106	138
Distance of Hull/Keel from Hull/Keel Leading Edge Profile Template	-3	5
Hull/Skeg fillet radius forward of a point 100mm forward of the centre of the rudder shaft at the hull	6	
Hull/transom corner radius	3	

# CONFIRMING MOULDED SHAPE

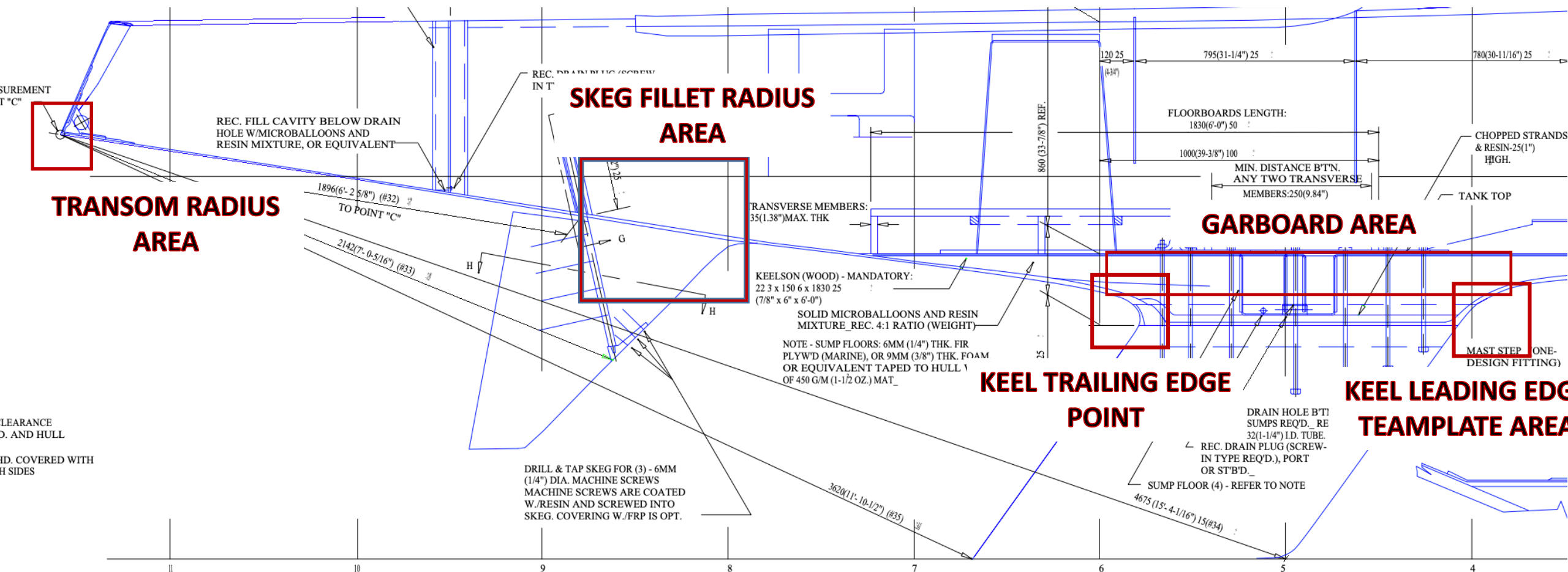
## D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

**(a) The hull shell, deck, bulkheads, floorboards and thwart shall not be altered in any way except as permitted by these class rules.**

- So basically, you can't alter the shape of the hull after it comes out of the mould.
- The "except" part refers to holes for fittings, repairs, a bit of extra reinforcement, etc.
- But – how to check, and how to prove that there has been modification or not?
  
- A large sample of measurements of hulls has been taken and tolerances have been determined, for dimensions and for creation of templates for the garboard and the keel leading edge.
- This rule change is to add these templates, plus dimensions and tolerances, to the Rules so that the One-Design moulded hull shape is protected.



**GARBOARD AREA**



# SPINNAKER POLE

- In section F.5 SPINNAKER POLE
- Delete "F.5.2.(a) The spar shall be of aluminium." and replace with: "F.5.2.(a) The spar may be of aluminium, GRP, or carbon fibre reinforced resin."
- Add: "F.5.2.(b) Spinnaker pole ends material is optional."
- Add: "F.5.6. WEIGHTS

	minimum	maximum
<b>Spinnaker pole weight, fully rigged</b>	2.3kg	

- The IGC and ODTA feels that the time is right to allow fibreglass or carbon fibre to be used in the manufacture of spinnaker poles (and spinnaker poles ONLY – not masts, or booms).
- Poles with GRP (fibreglass) tapered ends have been existence for a long time and were permitted in the original class rules.
- Very little difference in the range of prices of aluminium and carbon fibre poles.
- Any performance impact will be prevented by the insertion of the minimum pole weight (current poles found to weigh between 2.3kg and 3.6kg).
- At least as easy to source a carbon fibre tube as an aluminium tube.
- This rule change will align us with J24 Class Rules for spinnaker poles (exact same length 2.895m) and thus increase the availability of supply.



# FUTURE WORLD CHAMPIONSHIPS



The Etchells IGC confirm the following schedule for future World Championships

**2022 – Cowes UK - Hosted by Royal Yacht Squadron**

Pre Worlds                    10-12 September 2022  
Measurement                15-17 September 2022  
Practice Race                18 September 2022  
Championship Racing 19-24 September 2022  
Prize Giving Dinner        24 September 2022

**2023 – Miami USA – Co-Hosted by Biscayne Bay YC and Coral Reef YC**

Measurement                12-14 April 2023  
Practice Race                15 April 2023  
Championship Racing 17-23 April 2023  
Additional Dates will be provided soon

**2024 – Perth Australia - Hosted by Swan River Fleet (To be held NOVEMBER 2023)**

Championship Racing 18-24 November 2023  
Additional Dates will be provided soon

There will be no additional Worlds championship in 2024

**2025 - Melbourne Australia – Hosted by Royal Brighton Yacht Club**

Championship Racing – Jan 2025  
Dates will be provided soon

**2026 Worlds** will be decided at the IGC committee meeting in Cowes in Sept 2022 between either San Diego or Hong Kong.

It is the intention of IGC to maintain a program of maintaining schedules of Worlds by announcing 4 years in advance.

**mi-voice**  
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# RESULTS

Resolutions	For	Against
To adopt the new Class Constitution	106	31
CR Item 1 - Modify the Introduction section of the Class Rules and delete H.4 NOTE	107	28
CR Item 2 - Change to CR D2.3(d) to insert "G10"	134	3
CR Item 3 - Change to CR D2.3(e) to correct typographical errors	135	2
CR Item 4 - Change to CR D10.2 to confirm the moulded shape	110	27
CR Item 5 - Change to CR F.5 to allow for the spinnaker pole spar materials to be made of fibreglass/GRP or carbon fibre reinforced resin in addition to aluminum	104	32