



## Proposed Amendments to Class Rules

24 MARCH 2022

### Introduction

In accordance with International Etchells Class Association (“IECA”) Constitution Clause 13, the IGC hereby makes proposals for the amendment of the Class Rules, and gives eight weeks’ prior notice of a vote to be held by electronic ballot.

The electronic voting forms for the ballot will be emailed on 19 May 2022 to all IECA Members with voting rights. Votes will be accepted up until 8 June 2022. Please note: the yellow highlighted FOR/AGAINST boxes in this document are merely to illustrate how the voting process will be presented in the electronic ballot.

The complete proposed documents (Rules, Plans, Building Specifications) may be found on the IECA website <https://etchells.org>.

Thoughtful consideration has been given to each rule change presented, and the working drafts of the documents have been socialised with the class in a 6-week consultation period including Zoom calls and much email correspondence. The IGC, ODTG and One-Design project team are very grateful to the many members who have provided valuable inputs.

Each proposed rule change is designed to solve a particular problem, and has been considered with particular reference to:

- Performance and One-Design Control
- Safety
- Cost
- Clarity for sailors, builders and measurers

Each proposed rule change is outlined in detail on the following pages. Please give each item your fullest consideration.

Questions may be addressed to [etchelloffice@gmail.com](mailto:etchelloffice@gmail.com) or to your local Fleet Captain, or to any of the IECA officers, who may be found at <https://etchells.org/class/organization>.



## Rule Change Proposals

### **A) BLOCK VOTE OPTION**

**BY TICKING THIS BOX I CONFIRM THAT I VOTE FOR ALL THE PROPOSALS, 1 to 22 [ ]**

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### **B) SEPARATE VOTE OPTION**

#### **PROPOSAL 1. OVERALL STRUCTURE OF RULES**

Proposed amendment to re-structure the documents that make up the Class Rules. This includes:

- Creating separate Building Specifications for Hulls/Hull Appendages and Spars, comprising information from the Rules and Plans that is only required by licensed builders or licensed spar makers.
- Elimination, to the greatest extent possible while retaining an acceptable ease of reference, of duplication of information and measurements across Rules, Plans, and Building Specifications.

**FOR [ ] AGAINST [ ]**

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#### **PROPOSAL 2. ADMINISTRATION**

Proposed amendment to cover items necessary for the administration and implementation of the Rules.

- Throughout the documents: change of ISAF to World Sailing (“WS”)
- Throughout the documents: correction of references to WS Regulations and the Racing Rules of Sailing
- Throughout the documents: replacement of references to Appendix A (about Sanctioned Events) with references to the Notice of Race
- A.9: clarification of process for the International Class Fee and the Building Plaque
- A.12.1.(b) and other places: addition of requirement that a copy of a boat’s certification documents be sent to the IECA
- H.8: list of documents

FOR [ ] AGAINST [ ]

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### PROPOSAL 3. MEASUREMENT

Proposed amendment to the International Etchells Class Rules in relation to procedures for measurement.

- A.5.3: clarification that the Measurement Forms and Measurement Diagrams are complementary to the Class Rules
- D.2.3: change of definition of Hull Datum Point from the bow to the stern, re-definition of the bow as the Forward Measurement Point, insertion of Rudder Reference Mark
- G.2.3.(b): introduction of World Sailing's In-House Certification method as an available choice for sail certification
- H.6: updated list of Measurement Diagrams
- H.7: list of Templates

FOR [ ] AGAINST [ ]

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### PROPOSAL 4. CLARIFICATIONS AND CORRECTIONS

- C.5.1.(b): clarification of plurals for several items
- C.5.1.(b): safety items moved from C.5.2 NOT FOR USE to C.5.1 FOR USE so that sailors do not break a class rule when using them
- PLANS: corrections of typos and tracing errors

FOR [ ] AGAINST [ ]

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### PROPOSAL 5. ALIGNMENT WITH EQUIPMENT RULES OF SAILING ("ERS")

- Throughout the documents: use of ERS definitions for Modification, Maintenance, Repair
- Throughout the documents: use of **bold** for words where the ERS definition is intended. (Already the case in the current rules, but the ERS has added new words)

- E.1.1 HULL APPENDAGES - PARTS – MANDATORY: insertion of Skeg, transferred from D.1.1 HULL – PARTS – MANDATORY
- F.7 RUNNING RIGGING: insertion of backstay, transferred from F.6 STANDING RIGGING

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 6.      PERMISSION FOR ITEMS THAT ARE STANDARD PRACTICE BUT  
NEED TO BE SPECIFIED IN SECTION C IN ORDER TO BE PERMITTED UNDER  
WORLD SAILING’S CLOSED CLASS RULES STRUCTURE**

- C.5.1.(b) FOR USE, OPTIONAL:
  - Spare parts, rope and tools including tape
  - Spinnaker stowage bags or boxes
  - Storage bags or boxes
- C.5.2.(b) NOT FOR USE, OPTIONAL:
  - Fenders
  - Mobile telephone

The following three items were always permitted in the Class Rules up until conversion to the World Sailing Standard Class Rules format in 2011, and it was never the intent of the class to change that. This change simply returns the original permissions to the Rules.

- C.7.1.(c) – Limited extra reinforcement
  - Moved from Section D
  - This is in order to permit sailors, as well as builders, to install reinforcement to attach fittings.
- C.7.4 – FITTINGS
  - Moved from Section D
  - This is in order to permit sailors, as well as builders, to install fittings.
- C.7.5 – COMPONENTS
  - Moved from Section D
  - This is in order to permit sailors, as well as builders, to install or modify floorboards and the (optional) console.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 7. C.7.3.(c) REPAIR**

- This refers to materials for repairs. It is a translation of a previous IGC/ODTC ruling into a class rule. The previous communication may be found at this link:  
[https://etchells.org/assets/documents/miscellaneous\\_procedures\\_remi nders.pdf](https://etchells.org/assets/documents/miscellaneous_procedures_remi nders.pdf)
- This ruling was made in 2000 to clarify that repairs may only restore the original condition of the boat, which includes that materials should conform as closely as possible to the original structure.
- Epoxy resin is permitted as an adhesive to join breaks in repairs.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 8. C.7.1.(e) - Deck recesses for fittings**

- This relates to deck recesses for fittings. It is a translation of a previous IGC/ODTC ruling into a class rule. The previous communication may be found at this link:  
[https://etchells.org/assets/documents/Technical\\_Update\\_003.pdf](https://etchells.org/assets/documents/Technical_Update_003.pdf)
- This technical memo was issued in 2021 to clarify several rulings made by the IGC since 2000 to control deck recesses for fittings.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 9. H.2 and Plan 10G “FORWARD BULKHEAD ATTACHMENT: TABBING SPECS”**

- This relates to the specifications for bonding the forward bulkhead and bow tank ring frame, and other items, to the hull and deck. It is a translation of a previous IGC/ODTC ruling into a class rule. The previous communication may be found at this link:  
<https://etchells.org/assets/documents/tabbingsecs.pdf>
- This ruling was made in 24 November 2007 in order to increase the strength of the bond between the forward bulkhead and the hull and deck, and may be used for any other item bonded to the hull and deck. It has been in constant use since then.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 10. C.6.2: HULL CORRECTOR WEIGHTS**

- This proposes a new rule for Complete Boat corrector weights. It is aimed to prevent improper correction of weight, and to prevent any performance advantage from having an increased amount of the hull weight in the centre of the boat.
- The proposal is to require correctors (if fitted) to be lead, and for them to be fastened in equal weights at the top of the forward and aft bulkheads, on the cockpit-facing side for ease of visibility.
- The current rule specifies correctors either to be lead weights in the bilge (but only if the keel is below maximum weight – and all boats are built with the keel at maximum weight, so this is effectively a redundant option) or to be strips of fibreglass amidships above the waterline (but these are impossible to remove later in life if/when the boat gets heavy, and are very difficult to observe/police).

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 11. BUILDING SPECIFICATIONS - BS.D.8**

- Glass Hull weight:
  - Increase from 380kg to 395kg, caused by the expansion of the definition of this weight to include the microballoon fill in the bilge.
  - Addition of permission for correctors to Glass Hull weight, to be permanently bonded to the bulkheads and limited to 10kg.
  - Rationale:
    - So that the bilge fill may be done while the hull is still in the mould, to help prevent hull distortion which would require subsequent fairing. Fairing leads to potentially different shapes, and increased cost.
    - Currently no corrector weights are permitted until the Complete Boat is weighed. The absence of permission for correctors at the Glass Hull stage makes life unnecessarily difficult for builders as they seek to achieve the minimum weight but cannot be sure until they have taken the hull out of the mould and weighed it. Then if the hull is too light, they currently have no option but to add in extra glass in equal portions to the strakes along the length of the hull, which is costly.
- Bare Hull weight:
  - Addition of permission to pre-weigh the console and subtract that from the weight of the Bare Hull with console installed
  - Addition of permission of correctors for Bare Hull weight, to be permanently bonded to the bulkheads and limited to 10kg.

- Rationale:
  - So that the console may be fitted while the hull is still in the mould, to save time and reduce costs.
  - Currently no corrector weights are permitted until the Complete Boat is weighed. The inclusion of permission for correctors at the Bare Hull stage simplifies the builder's task of complying with the minimum Bare Hull weight, which saves time and therefore cost.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 12.      BUILDING SPECIFICATIONS - BS.D.17 – DIMENSIONS**

- Insertion of measurement “Vertical distance from baseline to underside of hull shell at Rudder Reference Mark”
- For control of the underwater hull shape just above the rudder, to prevent speed-shopping.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 13.      PLAN 10G - STATION 5 DRAWING: Strake dimensions**

- This proposal is to tighten the dimension tolerances of the layers of fibreglass which form the layup of the hull shell.
- The current (original) tolerances permit differences of between 300mm (12”) and 900mm (36”) in the width of the layers of laminate across the boat. This opens the door for significant differences in weight and strength distribution across the hull shell, but this is not what the tolerances were intended for.
- Tightening these tolerances will reduce variations in build, and will require that the hull shell layup very closely matches the original recommended layup structure, while still achieving minimum Glass Hull weight.
- The proposed dimensions have been welcomed and agreed through detailed discussions with the licensed builders, and fall within the tolerance range of those in the current Plans.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 14.      C.7.1.(b) – HULL, MODIFICATIONS**

- This proposed change refers to the mast spar hole in the deck.
- The intention is to enable sailors to correct off-centre holes, to position the hole within the permitted fore and aft tolerances, to use collars/inserts to protect the deck moulding, and to modify the shape of the front face of the hole to spread the load on the mast face and thus reduce the possibility of the mast breaking here.
- This has been standard practice in the class for at least twenty years, but it is not clear that this is permitted in the current rules.
- No change whatsoever to the range of movement of the mast as it goes through the deck.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 15.     C.7.5.(c).1 – HULL, MODIFICATIONS**

- This proposed change refers to the dimensions of the base of the console.
- Proposed additional dimensions for console:

	Minimum	Maximum
Length of console at bottom, excluding <b>fittings</b>		630 mm
Width of console at bottom, excluding <b>fittings</b>		420 mm

- This is to help control compliance with the existing rule that the console “shall not be attached so as to affect the rigidity of the **hull**”.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 16.     C.8.1.(b) HULL APPENDAGES – MODIFICATIONS**

- Inserting that the permission to modify pre-1998 keels is a once-only permission.
  - ⇒ This is to close a loophole of potential misinterpretation leading to continual modification of pre-1998 keels.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 17.     C.9.6.(b).(4) – Fraculator**

- Additional permission that the fraculator may be attached to the Forestay Fitting inside the front buoyancy tank
  - ⇒ This is intended to clarify any misunderstanding of the meaning of “tack fitting”
  - ⇒ Use of the Forestay Fitting instead of an eye on the deck or the tack line prevents damage to the deck under the extreme loads placed on fraculators.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 18.      F.2.4.(a), F.3.3, F.3.4 and F.4.3 Mast & boom sleeves.**

- Clarification of confusion caused by wording in current Rules, and seemingly conflicting wording on Plans.
  - ⇒ Matches spar-making practices of the last twenty years, and eliminates questions of compliance caused by wording.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 19.      F.3.5 MAST – FITTINGS**

- Clarification of which parts of the mast shall be supplied with the mast section, or may be from a licensed spar maker but separate, or may be from any source.
- This is not clear in the current Class Rules and Plans.
- Permits sailors to move most fittings from one mast to another, reducing cost of a replacement spar.

**FOR [ ]                      AGAINST [ ]**

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**PROPOSAL 20.      G.2.2 SAILS – GENERAL – MODIFICATIONS, MAINTENANCE AND REPAIR**

- Clarification that sails may be modified providing they are re-certified.

FOR [ ] AGAINST [ ]

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**PROPOSAL 21. H.1 – MATERIALS**

- Clarification of permitted materials by providing an inclusive list
- Removal of use of the term “Exotic materials” anywhere in the Rules, Plans, or Building Specifications
- Allowing general control hardware of any material.
- Rationale: the original and current wording in the Rules and Plans effectively just prohibited “Exotic Materials”. But this has started to cause difficulties because:
  - ⇒ there is no definition of “Exotic Materials”, either in the Class Rules or in the ERS
  - ⇒ many blocks and cleats widely available in chandleries include materials previously certainly considered exotic, such as carbon fibre and titanium.

FOR [ ] AGAINST [ ]

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**PROPOSAL 22. Plan 25, sheet 1: SPREADER SOCKET**

- Change of spreader socket length from “51 mm +/- 7 mm” to “51 mm +19 mm / -7 mm”
- Rationale:
  - ⇒ Over the last twenty years, seemingly due to the absence of any measurement requirement on the Measurement Forms, many mast makers have supplied spreader brackets with dimensions exceeding the maximum length from the side of the mast.
  - ⇒ There is no performance advantage to this extra length – if anything, it adds weight in a disadvantageous location.
  - ⇒ There is a potential safety benefit from having longer sockets.

FOR [ ] AGAINST [ ]

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## Relevant clauses of IECA Constitution

### 4. MEMBERSHIP AND VOTING RIGHTS

#### A. Classes of Membership

There are three classes of membership of the IECA:

- 1) *Owner Member*: any fully paid-up member of the IECA who is an Owner or Joint Owner of an International Etchells. Note that this was previously referred to as an *Active Member* and may still be referred to as an *Active Member* in some class documentation.
- 2) *Non Owner Member*: any fully paid-up member of the IECA who is not an Owner or Joint Owner of an International Etchells. Note that this was previously referred to as an *Associate Member* and may still be referred to as an *Associate Member* in some class documentation.
- 3) *Life Member*: any person who, having contributed a tremendous amount of personal time and effort to the Class over a substantial number of years, is nominated by an IGC member and voted in by all IGC members.

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#### C. Voting Rights

- 1) All Members shall receive copies of notices of General Meetings and shall have the right to attend and to speak, move or second any proposal or motion thereat.
- 2) Each Owner Member (subject to the limitation in 3) below) and Life Member shall be entitled to cast one vote, and only one vote, on any matter voted upon at a General Meeting of the IECA, or in a postal or electronic ballot.
- 3) The Joint Owners of an International Etchells are together entitled to cast only one vote on any matter. In the absence of agreement between the joint owners, the person listed first on the Certificate shall have the right to vote.
- 4) Members who are not able to attend a General Meeting may give their proxy to another Member of their choosing, provided that Member agrees to accept the absent Member's proxy.
- 5) Proxies shall be notified by email at least 24 hours prior to the General Meeting to the Class Secretary who will keep a record of them.
- 6) Non Owner Members shall have no right to vote.
- 7) All Life Members are entitled to vote.

### 13. AMENDMENTS OF CLASS RULES AND CONSTITUTION

#### A. Eligibility to Seek an Amendment

Proposals for the amendment of the Class Rules or Constitution may be made only by:



- 1) World Sailing;
- 2) the IGC, following approval by two-thirds of the IGC; or
- 3) a National Association or group of Members in a country following the affirmative vote of at least two-thirds of all that country's eligible voting Members.

#### B. Procedure for Approval of Amendments

- 1) Notification of the proposed amendment shall be published on the Class website and notified by email to all the Owner and Life Members giving them at least eight weeks prior notice of a vote to be held by electronic ballot.
- 2) Owner and Life Members may submit by email to the Class Secretary no less than 14 days before the date for submission of ballots a succinct statement of their reasons for supporting or opposing a proposed amendment. The Class Secretary shall circulate this explanation to other Owner and Life Members or provide a location on the Class website for the statements to be accessed.
- 3) To be approved by the Owner and Life Members, the proposed amendment must receive the affirmative vote of two-thirds of the written or electronic ballots properly completed and filed with the Class Secretary within 20 days following the date on which the emailing of ballots to the Owner and Life Members was completed. Only the written or electronic ballots of Owner and Life Members entitled to vote shall be considered.