Class Rule Changes

International Etchells Class Association
Effective date: TBD
Status: Draft

Amendment 1

C.5 PORTABLE EQUIPMENT

Old:

C.5.1(a)(1) Hand Pump

Amend to read:

C.5.1(a)(1) Hand Pump, which may be fastened, see C.7.4(c)(9)

Reasons:

This change clarifies that while a hand pump is mandatory, a fitted hand pump meets the mandatory requirement of current rule C.5.1.(a)(1) and makes it clear that if a boat has a fitted hand pump it doesn't also need a portable one.

Amendment 2

C.5 PORTABLE EQUIPMENT

Old:

C.5.1(b)(4) Extra hand pumps and/or electric bilge pump system (pump, battery, wiring and switches) weighing no more than 6.0 kg. In total, with the battery securely positioned in the port seat locker and easily removable.

Amend to read:

C.5.1(b)(4) to read: Extra hand pumps.

Reasons:

This change would allow events to permit electronic and other devices. With the Major Championship templates, the IGC and MNA would have fundamental control over the NOR for Major Championships.

Amendment 3

C.5 PORTABLE EQUIPMENT

Amend to add:

C.5.3 The Notice of Race may change C.5.1 and/or C.5.2 to include electronic instrumentation that is not connected to external sensors.

Reasons:

This change would allow events to permit electronic and other devices. With the Major Championship templates, the IGC and MNA would have fundamental control over the NOR for Major Championships.

Amendment 4

C.7 HULL

Old:

C.7.4 FITTINGS
(c) Optional
(1) General control blocks and fittings.

Amend to read:

C.7.4 FITTINGS
(c) Optional
(1) General control blocks and fittings , except that no bridge decks or travellers crossing the centre plane are permitted other than the mainsheet traveller under the after end of the boom. This rule applies to, amongst other things, self-tacking headsails and vangs.

Reasons:

This restriction on any traveller that crosses the centreline was in the class rules from inception until 2008. In 2008 it was dropped from the class rules. Documentation shows that removing this limitation was not subject to a class vote nor was it agreed by the class's International Governors; it was merely omitted when the rules were re-drafted.

AMENDMENT 5

C.7 HULL

Amend to add:

C.7.4(c)
(9) Hand pumps

(10) An electric bilge pump system (pump, battery, wiring, and switches) weighing no more than 6 kg in total, with the battery securely positioned in the port seat locker and easily removable for weighing
(11) Spinnaker stowage bag(s)/box(es)

Reasons:

This change ensures the class is in compliance with the updated ERS effective 1 January 2025, will align the class with past practices (the 2022 Class Rule changes put these items in portable equipment and excluded from the Complete Boat Weight, which was a change for the class).

AMENDMENT 6

Add:

Section I – Mould 11 Boats

I.1 NOTICE OF RACE

I.1.1 Events may make the following changes to the **class rules** via Notice of Race as described by RRS 87, to permit boats originally built in Mould 11 that have completed the M11 Protocol of Modifications as approved by the IGC and World Sailing to race as Etchells, subject to compliance with the **class rules** as modified by the Notice of Race.

I.1.2 Use of this permission is valid only for events conducted in Australia.

I.1.3 The wording to be used in the Notice of Race is:

Eligibility & Entry
This event is open to all boats of the Etchells Class. Boats originally built from Mould 11 that have completed the M11 Protocol of Modifications as approved by the IECA and World Sailing are eligible to race as Etchells, subject to compliance with the Etchells **class rules** as modified by this Notice of Race.

Rules
This Notice of Race changes the following **class rules**, as permitted by RRS 87. The changes are shown underlined in red.

A.11.1 (m) A certificate for a boat originally built from Mould 11 that has completed the M11 Protocol of Modifications shall have a signed copy of the M11 Protocol of Modifications attached.

C.7.1. (a) **Modification** of the external shape of the **hull** is not permitted in any way except as permitted in C.7.1.(b) to C.7.1.(i), or as permitted by the M11 Protocol of Modifications.

D.2.1 (a) The hull shall be built in compliance with the **class rules** in force at the time of **initial certification**, *or in compliance with the M11 Protocol of Modifications*.
(b) **Modifications** *(Section C)* shall comply with the current **class rules.** Modifications permitted by the M11 Protocol of Modifications are permitted.

D.2.6 (a) The boat shall be constructed according to the International Etchells Plans and Building Specifications, or according to the M11 Protocol of Modifications.

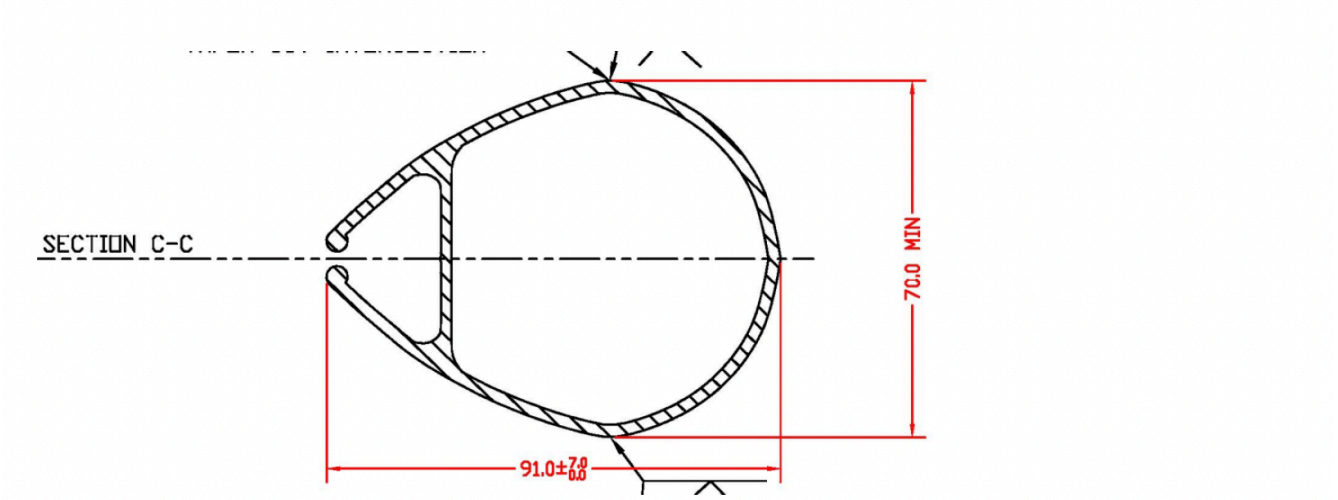
BS.B.1 (a) Moulds requiring approval, and their respective approval authority, are shown in Table 1. Approval shall be obtained before use for production.
(c) Moulds and keel chills (moulds):
(1) shall be constructed by builders approved for that purpose by WS and IECA
(2) if required to be approved, shall be approved in accordance with World Sailing/IECA Mould Approval Procedures
Boats built from Mould 11 and subsequently modified in accordance with the M11 Protocol of Modifications are deemed to have complied with BS.B.1.

BS.C.3 **Modification** of the external shape of the hull and hull appendages is not permitted except for:
(a) fairing of local imperfections inadvertently created in the moulding process, including trimming and fairing of the skeg and rudder mouldings
(b) fairing of the keel/hull joint, no more than 150 mm above and 100 mm below the join, following application of the glass tape layup for the join
(c) fairing of the skeg/hull join
(d) **sanding**
(e) modifications in accordance with the M11 Protocol of Modifications

Amendment 7

PLAN 3MKB-25G1 - MAST DIMENSIONS AT SECTION C-C
Revise 3MKB-25G1 - MAST

Add dimensions for the fore-aft and transverse length/width of the mast at the midpoint of the taper, shown as Section C-C on the plan; specifically:



Reasons:

There are currently no toleranced dimensions on the plan that would allow **fundamental measurement** of the taper. Spar manufacturing is inherently an imprecise process, with errors being introduced when the vee is cut, when the remaining front and back parts of the extrusion are bent to mate together, by variability in welding and in heat-stress recovery after welding. So there is a wide range of mast taper-dimensions in the current fleets, with the fore-aft dimension 92mm to 102mm having been measured at recent events.

The class believes that this is contrary to its one-design ethos and wants to set dimensions that will allow for **fundamental measurement** and also push spar-makers to make more equal spars and promote fairer racing; also to avoid the cost of campaigning with masts of different taper dimensions. Some existing masts would not comply with these dimensions, however class rules state:

F.2.1(a) The **spars** and their **fittings** shall comply with the **class rules** in force at the time of **certification** of the **spar**.

And so these existing, non-compliant masts would still; be allowed to be used while racing.