



International Six Metre Association

47th Annual General Meeting

At 1800 on Wednesday 7 August 2019
In the Town Hall, Hanko, Finland

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| 1 | Welcome | President |
| 2 | President's Introduction. | President |
| 3 | Apologies for Absence. | Executive Secretary |
| 4 | Number of votes per each national association. | Executive Secretary |

Fleet	Boats	Represented by:
Finland	25	(details to follow)
France	4	
Germany	5	
Great Britain	17	
Spain	12	
Sweden	3	
Switzerland	24	
North America	35	
Portugal	1	
Total	126	

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| 5 | Approval of Minutes of Previous Meeting(s). | Executive Secretary |
| 5.1 | To approve the minutes of the 2018 AGM – La Trinité
<i>(Published on the website before the meeting.)</i> | |
| 5.2 | To note the minutes of the 2019 Spring Meeting – New York
<i>(Published on the website before the meeting.)</i> | |
| 5.3 | The meeting will be asked to ratify the decision of the Spring Meeting that the Executive Secretary, on behalf of ISMA, should hold a copy of each boat's certificate. | |

6 Treasurer's Report - 2018 Accounts and Budget for 2020 Treasurer

The Meeting will be invited to:

- accept the accounts for 2018
- consider whether ISMA should fund medals for trophy winners
- approve the Budget for 2020

(A report on the accounts is circulated with this agenda)

7 Executive Secretary's Report Executive Secretary

A brief verbal report.

8 Election of Officers

There are no elections for officers this year. Officers elected last year will, exceptionally, serve a three-year term as agreed at the 2016 AGM so that future elections will take place in World Championship years

9 Review of ISMA Regatta Venues. VP (Racing)

9.1 The current anticipated venues are as follows:

2020 European Championship – Sanxenxo (confirmed at the AGM in Vancouver)

2021 World Championships – Sanxenxo (confirmed at the AGM in La Trinité)

2022 European Championships – yet to be decided

2023 World Championships – The British Fleet has submitted an offer to host the event in Cowes which the meeting will be asked to accept.

2024 – no proposal but France have indicated they might wish to propose an event in conjunction with celebrations for the centenary of the 1924 Paris Olympics.

10 Deed of Gift Executive Secretary

10.1 The Puget Sound Six Metre Association (PSSMA) will introduce their intention to vary the Deed of Gift for the Djinn Trophy, to the effect that only boats rated without resort to Appendix A will be eligible in future years. As the original donors of the trophy, the terms of the Deed are in the gift of PSSMA and not open to debate. PSSMA will propose an alternative trophy for boats using Appendix A. The meeting will be asked to note this intention, and to consider whether ISMA should seek to negotiate a similar change to the Deed of Gift for the President Woodrow Wilson Trophy awarded at the European Championship.

- 10.2 Proposal to change the format of World and European championships to a five-day event, and to amend the definition of the required course length. A supporting paper is attached.

11 Class Rule Changes

- 11.1 Two proposals have emerged from the discussions at the Spring Meeting. A supporting paper is attached.
 - 11.1.1 Amend the Class Rule to allow ISMA to act as the certifying authority in those countries where there is no National Authority or where the National Authority does not wish to administer the class
 - 11.1.2 Amend the Class Rule to require a full measurement on change of ownership.
- 11.2 Review the use of GPS which is currently forbidden by Class Rule 37. This item is included at the request of the Spring Meeting

12 Archive Project

- 12.1 Progress report

13 Subjects for Discussion at Future Meetings.

- 13.1 Members may propose topics to be discussed at future meetings. No decision will be taken on any such proposals at this meeting.

Agenda Item 10.2

Changes to the Format of World and European Championships

Issue

1. Feedback has indicated two problems with the existing format of Championship regattas:
 - a. The provision for a spare day to be used only if eight races have not been completed makes planning difficult for organisers, owners and crews.
 - b. The way races length is specified as a required distance is not in tune with current practice to define race requirements in terms of elapsed time.

Proposal

2. The Association should modify the relevant paragraphs in the Deed of Gift for the World Championships and the European Championship Rules.

Explanation – Race Schedule

3. The current wording to define the regatta programme is set out in identical paragraphs in both documents as follows:
 - a. It is the intention to sail a full program of eight races if at all possible. To achieve this, up to three races may be scheduled for any day, and the reserve day will be used if less than eight races have been completed by the end of day seven. If the reserve day is used there will be no start after 1200. The Championship will be sailed over 7 days according to the following schedule guidelines:

Day 1	Friday	Boat measurement
Day 2	Saturday	Boat measurement + Practice day
Day 3	Sunday	Boat measurement + Practice day + Opening Ceremony
Day 4	Monday	Race 1 + Race 2
Day 5	Tuesday	Race 3 + Race 4
Day 6	Wednesday	Race 5 + Race 6
Day 7	Thursday	Race 7 + Race 8
Day 8	Friday	Prize-Giving Ceremony

- b. A maximum of eight races will be sailed. Five races shall be completed to constitute a valid championship.
 - c. A third race may be sailed on any of the first four scheduled days of racing if required to maintain the schedule in the event of adverse weather conditions. Racing may be held on the prize-giving day if less than eight races have been completed by the end of the

four scheduled race days.

- d. It will be the responsibility of the Organizing Authority to organize practice races on Day 2 and Day 3, either directly or in cooperation with another yacht club in the vicinity.
- e. The above race schedule may be modified by agreement between ISMA and the Organizing Authority if necessary to suit local conditions.

4. The intent to give a regatta of eight races has been generally well-received, and the flexibility it gives to organisers to respond to varying weather conditions has been useful. However, the problem with this schedule is that no-one is quite certain how long the regatta will last. This gives difficulties in a number of areas:

- a. For the regatta organisers in planning for the prize-giving and supporting activities such as berthing and craning out the boats at the end of the regatta.
- b. For owners and crews in booking travel and accommodation, and shipping arrangements for the boats.

5. Some competitors have also commented that they would wish to see a slightly more relaxed schedule, with perhaps a spare day or 'lay day' either during the championships or between the 'warm-up regatta' and the championship itself. Others have commented that they would not wish to extend the overall duration of the event further because it conflicts with work schedules and other commitments.

6. The proposed change establishes the duration of the championship as a firm five-day commitment, but retains the target of eight races. This means that an initial programme can be established which allows two days with only one race planned, to give a break in the middle of the series and to allow an earlier finish on the final day. However the wording of sub-paragraph c is retained to give the organising authority the flexibility to respond to weather conditions. In this proposal the schedule is also modified to provide for a day between the warm-up regatta and the main championship.

7. The proposed changes are as follows:

- a. It is the intention to sail a full program of eight races if at all possible. To achieve this, up to three races may be scheduled for any day, either to recover the programme if races are not completed, or in anticipation of weather conditions which might prevent racing. The Championship will be sailed over 9 days according to the following schedule guidelines:

Day 1	Boat measurement
Day 2	Boat measurement + Practice day
Day 3	Boat measurement + Practice day
Day 4	Spare day and Opening Ceremony
Day 5	Race 1 + Race 2

Day 6	Race 3 + Race 4
Day 7	Race 5
Day 8	Race 6 + Race 7
Day 9	Race 8 and Prize-Giving Ceremony

- b. A maximum of eight races will be sailed. Five races shall be completed to constitute a valid championship.
- c. A second or third race may be sailed on any of the scheduled days of racing if required to maintain the schedule in the event of adverse weather conditions.
- d. It will be the responsibility of the Organizing Authority to organize practice races on Day 2 and Day 3, either directly or in cooperation with another yacht club in the vicinity.
- e. The above race schedule may be modified by agreement between ISMA and the Organizing Authority if necessary to suit local conditions.

Explanation – Course Description

8. In the existing specification, the courses are defined as follows:

1. There shall be 2 courses as follows:

- Course A: 3 windward legs and 2 leeward legs of approximately 2 nautical miles each.
- Course B: 2 windward legs and 2 leeward legs of approximately 2 nautical miles each, with a finish at the leeward mark. Course B shall be used when another race is scheduled for the same day.

b. The Organizing Authority may, with the approval of ISMA, use modified courses to suit local conditions.

c. The sailing instructions shall prescribe that the second sentence of RRS 33 is deleted.

8. The course duration is defined by a section on time limits as follows:

There shall be a time limit of 50 minutes (55 minutes for Classic yachts) to complete each leg. The time will be measured as the elapsed time between the first roundings by any yachts of the two marks defining a leg. The times shall be adjusted proportionately if the legs of the course are shorter than specified above. All yachts finishing the race within the prescribed time or within one hour after the first yacht to finish shall be scored. All others shall be scored DNF.

9. This wording has produced problems in that there have been very few regatta venues in past championships where it has been possible to set courses in open water with legs as long as two miles. As a result the organising authorities have had to seek a dispensation from ISMA to sail races

with shorter legs. This has also meant that the specified time limits, in terms of a time limit for each leg, have had to be adjusted.

10. In recent championships, a number of race officers and jury members have commented that the requirements do not reflect current good modern practice in the way courses are specified, where generally races are specified in terms of a target time rather than a distance to be sailed. In theory the existing specification could mean that a single race lasts over four hours, which is clearly impractical if the programme requires two races a day.

11. It has also been impossible to explain why our requirements include the words "The sailing instructions shall prescribe that the second sentence of RRS 33 is deleted". RRS 33 contains the rules about changing the next leg of the course, and the second sentence says that "The next mark need not be in position at that time (the time that the change is signalled at the previous mark). There seems to be no logical explanation for this provision.

12. The proposed changes should combine both elements of the existing provisions into one section to read as follows:

Courses shall be windward/leeward legs with no more than three legs in each direction.

The target time for each race shall be 90 minutes.

The race shall be abandoned if the first boat has not rounded the first mark within 45 minutes.

The time limit shall be 180 minutes for the first boat to finish.

Boats that fail to finish within 45 minutes of the first boat to sail the course and finish shall be scored Did Not Finish (DNF) without a hearing (this changes RRS).

Recommendation

The meeting is asked to agree that the changes set out above should be incorporated into the Deed of Gift for the World Championships and the European Championship Rules.

Agenda Item 11.1

Proposal for Changes to the Class Rule

Issues

8. Owners are experiencing situations where their Member National Authority is unable or unwilling to carry out the administrative functions as stated in the Class Rule.
9. There have been a number of instances where owners have bought a boat and then found that the boat's certificate is incorrect, or the boat does not match its certificate

Proposal

10. The Class Rule should be amended to provide that:
 - a. In cases where there is no MNA, or where the MNA is unable or unwilling to carry out its administrative functions, those functions shall be undertaken by ISMA.
 - b. The re-validation requirements shall be extended to require a full measurement on change of ownership

Explanation – Functions of the National Authority

11. The Class Rule currently requires that the owner's National Authority undertakes a number of functions:
 - a. To issue a sail number – Rule 22a
 - b. To administer the certificate – Rule 28, 29.1,
 - c. To authorise inspections – Rule 31
 - d. To verify the weight of a yacht – Rule 32
 - e. To translate instructions for the use of measurers – M1
 - f. To appoint measurers – M2
 - g. To specify what additional measurements should be taken – M3
 - h. To deal with doubtful cases – M5
 - i. To issue the Certificate of rating – M6, M31
 - j. To approve measurement instruments – M8
 - k. To administer measurement forms, and to inspect them if required – M9
 - l. To direct how boats should be weighed – M25
 - m. To prescribe the method of dealing with measurements taken in fresh water – M26
12. Additionally, the Equipment Rules of Sailing specify that it is the MNA that controls which measurers shall carry out certification control in its country (ERS H1.3 – An official measurer shall only carry out certification control in another country with the prior agreement of the MNA for that country).
13. As the class spreads to countries where it has not been previously established, or where it has not been active for many years, it is likely that the MNA of that country, if there is one, will not have the background knowledge or expertise to play a part in administering the class, or may not be

willing to do so. And even in countries where the Class has been established for some time, instances have already arisen where the MNA has indicated that it will not act. For example, very recently a prospective measurer has indicated that his MNA might support his appointment as a measurer, but it does not intend to play any part in administering the class.

14. This is not a new problem, and it has already been faced by a number of other classes. The proposed solution is to amend the Class Rule by adding an additional paragraph to Class Rule 1:

In countries where there is no World Sailing Member National Authority (MNA), or where the MNA does not wish to administer the class, the administrative functions of the National Authority as stated in these Class Rules shall be carried out by the International Six Metre Association (ISMA).

Explanation – Change to Re-Validation Requirements

15. The existing requirements for measurement and re-validation are set out in Class Rule 29 – Obligations of Owner Respecting Certificate. As well as periodic re-validation every four years, the Rule sets out a number of other circumstances when the certificate ceases to be valid and full or partial re-measurement is required. These include:

- If there is any change in the yacht's displacement or trim that may alter any of the measurements on the Certificate of Rating;
- If there is any change made to the hull or its appendages that may alter any of the measurements on the Certificate of Rating;
- If any dimension of the rated sail area is increased;
- If any alteration is made which would cause the yacht not to comply with any requirements of the scantling or rating or her rating certificate.

16. Unfortunately it has become obvious that owners are not always aware when these circumstances arise, and so they do not initiate the necessary re-measurement. It is important to emphasise that it is often not the owner's fault – for example they may have bought a boat with a valid certificate, and the errors are not picked up by event measurement checks. Therefore the errors lie dormant until the next unfortunate owner finds he has a boat that does not comply with its certificate.

17. It is wrong to assume that a boat which passes event measurement checks is necessarily compliant in every way with its certificate. Event measurement checks are necessarily limited to what can practically be achieved in the time available and without too much disruption. It is easy to check a J measurement or a spinnaker pole length, but much more difficult to measure the height of the fore-triangle.

18. The only identifiable way to resolve this problem is to require a full re-measurement on change of ownership. The new owner should therefore be confident that he has a measurement form that correctly reflects the state of the boat at the time, and a valid certificate. There will no longer be a need to depend on the previous owner's recollection of what changes have been made, or his assessment of whether the changes would be the sort of change that requires re-measurement.

19. The proposed solution is to add an additional condition to Class Rule 29.1, to the effect that:

The Certificate of Rating shall cease to be valid

(f) On change of ownership.

And an amendment to Rule 29.3 to read:

29.3 In the cases of Rule 29.1 (b), (c), (d) and (e) a new Certificate may be issued following partial or complete remeasurement or resurvey, as appropriate. In the case of Rule 29.1 (f) complete remeasurement is required,

Recommendation

20. The meeting is asked to agree that the changes set out above should be incorporated into the Class Rule. If they are agreed the changes would take effect no less than one year later.