



International Six Metre Association (ISMA)

Minutes of the 43rd Annual General Meeting

held at 1830 on Tuesday 2 June 2015

in the Boardroom of the Marie, Place Yvonne Sarcey, La Trinité sur Mer

1 Welcome

- 1.1 The President Matt Brooks welcomed all the participants. In his opening remarks he recognised all the work that Thilo Durach had done to create the Association's new website. He offered the meeting's sympathy to the owner and crew of Bobkat II for the serious damage the boat had suffered, which had ended their participation in the regatta. He paid tribute to the rapid assistance provided by Pam Levy and Jens Lange following the incident. Finally he paid tribute to Stefan O'Reilly-Hyland, who was unable to be present following his accident, for all the work he had done to create a memorable and successful regatta.

***Post-Meeting Note – Jean-Pierre Otero Trophy:** At the prize-giving held on Friday, 5 June 2015, the President announced that the Jean-Pierre Otero Trophy would be awarded to Stefan O'Reilly-Hyland for the long term valuable input and contributions he has brought to the Class over the years.*

2 In Memoriam

- 2.1 The meeting remembered:
- Christian Barbey, who was the co-owner of SUI 24 Midinette (with Bertrand Keller)
 - David Vinell - brother in law to Brian Pope and a long-standing crew member
 - Ted Baillie, a Scotsman resident in Switzerland who owned K46 Fiona.

3 Apologies for Absence

- 3.1 Apologies had been received from:
- Tim Street – Vice President (Classics)
 - Ismo Hentula – Treasurer

4 Minutes of Previous Meeting

- 4.1 The minutes had been published on the Association's website before the meeting. There

were no comments. Brain Pope proposed they accepted as a true record of the meeting, Basil Vasiliou seconded, and the meeting agreed unanimously.

5 **Number of Votes per National Association**

5.1 The Executive Secretary reported that, based on the subscriptions paid in the previous year, the votes available to each fleet were as follows:

Fleet	Boats	Represented by:
Finland	30	Sebastian Blechinberg
France	7	Nicholas Draeger
Germany	6	Robert Gierth
Great Britain	18	Robert Owen
Sweden	5	Claes Henningsson
Switzerland	17	Beat Furrer
North America	27	Rainer Muller
Total	110	

6 **2014 Accounts and 2015 ISMA Dues**

6.1 In the absence of the Treasurer, the Executive Secretary introduced the financial report. He invited the meeting to accept the accounts and note the budget for 2016. There were no questions. On a proposal by Andy Ash-Vie, seconded by Rainer Muller, the financial report was adopted.

7 **President's report**

7.1 The President thanked Thomas Kuhmann for a very successful meeting in Munich earlier in the year. This had provided an opportunity to discuss a strategy to develop the Class and increase participation. He looked for volunteers to host a similar meeting in the winter of 2015/16, and Robert Owen, for the British International Six Metre Association, offered to arrange a meeting, possibly at the Royal Yacht Squadron.

7.2 The President invited Thilo Durach to give a brief update on the website. Thilo reported it had attracted considerable interests, notably from Russia, but it needed continued input from the individual fleets to keep the site alive. He was looking at developing a form for personal input. ISMA had set up its own Facebook page for matters which were specifically to do with ISMA, which he hoped would run in parallel with Douglas Reincke's 'Six Metre International' page.

7.3 The President looked forward to the website hosting a Register of all the known Six Metres. He noted in passing that the class was looking to professionalise the way in which its archive is kept up to date, building on the amazing work undertaken by several deeply committed individuals and consolidating their research. The Executive Secretary would explore a way forward. Thomas Kuhmann observed that the website should include an up to date market of boats for sale.

7.4 The President thanked the Executive Secretary for his support. He looked forward to a

closer contact with the other Metre classes, perhaps at a joint meeting. He was keen to develop the Association's identity with class flags, lapel badges and burgees, though sadly the burgees had been held up in customs and were not available.

7.5 The President invited each of the Vice-Presidents present to make a verbal report.

7.5.1 Thomas Kuhmann – Vice-President (Marketing)

7.5.1.1 Thomas Kuhmann stated he had two main targets: to increase the participation of existing members and to attract more new younger members. To do this he wanted to inspire existing members to get more emotionally involved, and he also looked to attract top class sailors from outside the class.

7.5.1.2 In pursuing these targets, he had a number of projects:

- To increase the support (patronage) from existing members by finding a way to recognise their contributions, and in so doing to increase the available budget.
- To develop the concept of a 'boat pool' with 3 to 5 boats available for charter on each continent. To start the process he offered one boat of his own.
- To publish a biennial 'Class Book'. He proposed a self-financing publication for sale at €15 – 20.
- To see the national fleets united in support of ISMA, with a view to stimulating the 'quiet' fleets.
- To stimulate external contacts
- To focus on recruiting younger members (<35 years old) – Christian Teichmann had accepted the lead role in this initiative.
- To sponsor a Six Metre sailing academy, with the winner receiving a discounted entry to the next championship

7.5.1.3 Finally, Thomas noted the ongoing discussion on a possible 'Fourth Rule' which had received little support from within the Class and he proposed to let the idea rest.

7.5.2 Paul Smith - Vice-President (Racing)

7.5.2.1 Paul said his main goal was to provide 'gold standard' racing. He believed the move towards standardised sailing instructions was a useful step in this direction. He hoped the Queen Christina Trophy event would be revived as an additional ISMA event. For the future, he looked towards a more formalised vetting procedure for future regatta venues.

7.5.2.2 In comments from the floor, Basil Vasiliou asked that, in planning future regattas, ISMA might consider the concept of a 'two-year' cycle. Under this concept, events would be planned so that in two successive years they would take place in the same or adjacent venues to help reduce the cost of logistics. Robin Richardson asked that the issue of customs clearance should be considered in the vetting procedure for venues.

7.5.3 Johan Larson – Vice-President (Moderns)

7.5.3.1 Johan said his goal was to gather at least 20 'modern' boats at each championship, which he recognised would require work at a local fleet level. He was in favour of the

division being titled the 'Open Division' recognising that many of the boats in it were not really very 'modern'. He wanted to recognise in particular Ian Howlett's contribution to the Class. He thanked colleagues for their staff work. He would like to see some specific coaching to help develop the standard of competition.

7.5.3.2 In a comment from the floor, Thilo Durach asked if the Class could identify the modern boats that were currently lying in sheds unused.

7.5.4 Robin Richardson proposed that the various reports should be accepted, and Thilo Durach seconded the motion which was carried without dissent.

8 Technical Matters

8.1 The meeting noted that the Finnish proposal to limit mainsail width had been referred to the Technical Committee.

8.2 The report by the Executive Secretary on championship numbers, which had been circulated with the agenda, was accepted without comment.

9 Classic Committee report

9.1 The written report from Tim Street, the Vice-President (Classics), which had been circulated with the agenda, was accepted without comment.

10 Matters to be Voted on

10.1 Revised Structure for ISMA

10.1.1 The proposal to remove the requirement for a Nominating Committee, which had been circulated with the agenda, attracted no discussion. Since this involved a change to the constitution of the Association (the By-Laws) it required a formal proposal and vote. On the proposal of Robert Owen, seconded by Nick Booth, the proposal was agreed without dissent.

10.2 Venues for Future Championships

10.2.1 2018 Venue for European Championship

10.2.1.1 Johan Larson acknowledged that the venue for 2018 was still not confirmed. Although the proposal for Nynashamn had been agreed at previous meetings, the Association still awaited a formal agreement with the organising club.

10.2.1.2 Johan suggested alternative venues; it was his view that generally geography and climate favoured the Mediterranean, in particular Cannes, either before or after the Regates Royales to take advantage of the infrastructure which would be in place for that event. Basil Vasiliou suggested Monaco. Tapio Lehtinen would wish the venue to remain in Sweden, following Helsinki, and keeping to the concept of a 'two-year' cycle - he suggested Sandhamn. Robert Owen was concerned about the 'two-year' principle if it

meant boats would be away from their home fleets for two years.

10.2.1.3 Claus Henningsson observed that the Swedish fleet was in a critical state, with an ageing ownership and high boatyard costs. He noted that only two Finnish boats had come to Nynashamn, and questioned whether they would come to Sandhamn. Johan Larson noted that Sandhamn presented a problem as the Class had no influence there.

10.2.1.4 In considering the Mediterranean as an alternative venue, Walter Kuhlmann suggested their boat would go to the Mediterranean if there were more events there, and Thilo Durach would support a 'two-year' principle if it meant autumn one year and the following spring.

10.2.1.5 The issue of a venue for 2018 remained unresolved. Johan Larson was tasked to continue exploring venues in conjunction with VP(Racing) and the Executive Secretary.

10.2.2 2020 Venue for European Championship

10.2.2.1 A paper 'Venues for Future Championships' had been circulated with the agenda which proposed the Bodensee (Lake Constance) as a venue for 2020. Thomas Kuhlmann noted that the championship might take place at Konstanz or Lindau within the Bodensee Woche, but it would need a specific sponsoring club to run it as a separate event.

10.2.2.2 In comments from the floor, Andy Postle was very wary of tagging the championship onto another event, citing the difficulties of sailing with other classes and of finding accommodation. Ian Howlett was concerned about weather conditions. Rainer Muller noted that holding a championship on the Bodensee would do much to bolster the local Six Metre fleet, but he did not think it was a suitable venue.

10.2.2.3 In a fleet vote on the proposal to hold a championship on the Bodensee, the German fleet (6 votes) was in favour but all other fleets represented were against (104 votes).

10.2.2.4 In considering an alternative venue, the Lake of Geneva was mentioned and Rainer Muller observed that timing would be important. Louis Heckly advised that an event on the Lake in May or June would be feasible in terms of weather, and counselled against an event in Monaco. Rainer Muller observed that, if venues were to be chosen with a view to raising the profile of a local fleet, this would rule out Monaco. Sebastian Blechinberg suggested a double event in Finland over two consecutive years.

10.2.2.5 The issue of a venue for 2020 remained unresolved, and VP(Racing) and the Executive Secretary were tasked to explore other alternatives - the focus would be on the Lake of Geneva.

10.2.3 2021 Venue for World Championships

10.2.3.1 The paper 'Venues for Future Championships' circulated with the agenda had proposed two alternatives:

- The Seawanhaka Corinthian Yacht Club had offered to host an event on the waters of Long Island Sound.

- The British International Six Metre Association had offered to host an event in British waters, probably at Falmouth though other south coast venues were possible.

10.2.3.2 The Vice-President (Racing) asked for a vote on each of the proposed locations, as set out in paragraph 14b of the paper, to establish which of the two potential locations fleets would be prepared to consider.

10.2.3.3 In considering the possibility of Seawanhaka, votes were received from the Finnish (30), German (6), North American (27) and Swedish (5) fleets – a total of 68 positive votes from a possible 110.

10.2.3.4 When considering the possibility of a British south coast venue, votes were received from the British (18), French (7), German (6) and North American (27) fleets – a total of 58 positive votes from a possible 110.

10.2.3.5 The Vice-President (Racing) agreed to continue exploring both the venues that had been offered.

10.2.4 Discussions on Other Venues

10.2.4.1 At this juncture the President called for a contribution from Jamie Hilton who suggested that a stop on the East Coast in 2016 might be attractive to European boats on their way to Vancouver in 2017, and suggested an event in Newport. Rainer Muller, in advocating the attractions of Vancouver and the north-west, noted that he was considering a special trophy to attract the non-winged 'modern' boats to the World Championship, as well as a Queen Christina trophy event in 2016.

10.2.4.2 In a wide-ranging discussion on the idea of coupling a Newport event with Vancouver, Brian Pope noted his negative experiences in shipping a classic boat over long distances, which would mean the boats would be out of use for a long time – he would prefer to charter. Christian Teichmann was attracted to the idea of linking events at both venues. Thomas Kuhmann questioned the impact on transport costs, and Brian Pope suggested that costs would be in the region of £20,000. Peter Hoffman was concerned about the implications of shipping boats across North America overland, which needed further investigation. Andy Parker observed that a fleet of trailers was already available which would avoid the unknowns involved in commercial transport.

10.2.4.3 In trying to gauge the potential for linked events in Newport and Vancouver, a show of hands to register interest showed 8 in favour and 7 against.

10.3 **Rule Changes**

10.3.1 In supporting papers circulated with the agenda, the Executive Secretary had sought a mandate to progress discussions with ISAF on two issues:

- Minor changes to the Class Rule, which were permissive in nature and could be progressed without the need for a year's delay.
- Resolving the issue of a grandfather clause for the Class Rule which requires

boats to pay a building fee and display an ISAF plaque.

- 10.3.2 Rainer Muller proposed that the meeting should agree, seconded by Andy Postle, and the proposal was adopted without dissent
- 10.3.3 The meeting noted that a proposal to change the re-validation requirements of the Class Rule had been passed to the Technical Committee.

11 Subjects for Discussion at Future Meetings

- 11.1 The President noted that he wished to consider the future structure of the Technical Committee, and any ensuing proposals for change would be submitted to a mail vote.
- 11.2 Some concern was expressed that there might be measurers practicing who were not properly competent, and the Association may need to consider providing some training.
- 11.3 On a proposal by Rainer Muller, seconded by Walter Kuhlmann, the meeting was adjourned at 2050.

T J Russell
Executive Secretary
21 June 2015