



International Six Metre Association (ISMA)

Minutes of the 46th Annual General Meeting

held at 1700 on Saturday, 1 September 2018

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

In the presence of ISMA's Honorary Admiral, HM Juan Carlos de Borbón

Present:

Sir Robert Owen	President	RO
Thomas Kuhmann	Vice-President (Marketing)	TK
Paul Smith	Vice-President (Racing)	RO
Christian Teichmann	Treasurer	CT
Tim Russell	Executive Secretary	XS
and 28 members of ISMA		

Action

1 Welcome

1.1 The President welcomed the Honorary Admiral to the meeting.

2 President's Introduction

2.1 The President opened the meeting by thanking the Société Nautique de La Trinité for hosting the championships, and the Royal Vancouver Yacht Club for running a most successful World Championships in 2017. He also wished to thank the Spanish fleet and the Real Club Nautico de Sanxenxo for their generous hosting of the spring meeting. He noted that spring meetings had become a regular feature of the ISMA timetable. Looking ahead to next year he suggested that a venue on the east coast of North America, perhaps New York or Rhode Island, would make it easier for delegates from North America to attend, while still being accessible to European members.

2.2 RO noted that the ISMA Board has agreed that there was a need to revitalise the ISMA website, and the Association intended to engage Fiona Brown to undertake a re-design and act as a web editor. There was some discussion

whether the new site should incorporate national fleet content, but in the initial stages it was intended merely to link to national fleet websites rather than absorb them.

2.3 RO noted that, following the death of Erik Larsen, his Six Metre fleet was being offered for sale. On TK's initiative, the membership had been asked whether any members would be interested in forming a syndicate to buy and operate the boats. However, this idea had failed to attract any response.

2.4 The archive project was to be the subject of a separate presentation later in the meeting. RO emphasised that, although this project was being undertaken as an ISMA exercise, its funding was entirely separate and not supported by ISMA's funds.

2.5 On the associated topic of preserving the history of the class, RO noted that Tim Street's new book was close to publication. Details were circulated at the meeting.

2.6 Finally, RO noted that Paul Smith had asked to stand down from his post as Vice-President (Racing). He thanked him for all that he had done for the class, and hoped that he would continue to be active on the water.

3 **Apologies for Absence**

4.1 Apologies had been received from:

- Richard Clothier
- David Elliott – Vice-President (Classics)
- Ian Howlett – Vice-President (Technical)
- Steve Kinsey - Vice-President (Open Division)

4 **Minutes of Previous Meetings**

4.1 The minutes of the previous year's AGM had been published on the Association's website before the meeting. In an unrelated question from the floor, a member asked at which AGM the use of carbon fibre below the waterline had been approved. XS responded that he had no record of any such decision. There were no other comments. The minutes were accepted unanimously as a true record of the meeting.

4.2 The minutes of the 2017 Winter Meeting in Sanxenxo had been published on the Association's website before the meeting. There were no comments. The minutes were accepted unanimously as a true record of the meeting.

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	27	Ossi Pajja
France	4	Alexandre Anginot
Germany	5	Thomas Kuhmann
Great Britain	14	Robin Richardson
Spain	7	Mauricio Sanchez-Bella
Sweden	3	Claes Henningson
Switzerland	23	Beat Furrer
North America	40	Peter Hofmann
Total	123	

6 Treasurer's Report – 2017 Accounts and Budget for 2019

- 6.1 CT introduced his report, of which a written copy has already been circulated with the agenda. He noted that the proposed budget for 2019 showed a surplus of €51,593.53 at the end of the year.
- 6.2 There were no questions, and the financial report and budget were approved.

7 Executive Secretary's Report

- 7.1 XS noted that there were a number of proposals relating to the Class Rule, which would be dealt with as separate agenda items. He noted that the move of World Sailing's office from Southampton to London had led to a change in some of the staff.
- 7.2 The significant item for report was a proposal to be put before the next World Sailing annual conference in November, affecting the numbers of boats required in a World Championships for the class to maintain its international status. The proposal, if adopted, would mean that the numbers for each class could be calculated on the basis of displacement rather than overall length, and would mean that the threshold would be reduced from 20 boats to 12.

8 Election of Officers

- 8.1 President-elect. XS explained that, although the President still had a year to serve, the Association had adopted the practice of electing a President a year in advance as President-elect, as an aid to continuity. No new candidate had come forward, and the Board had proposed that Robert Owen be re-elected. He had indicated his willingness to stand. The meeting greeted the proposal with acclamation, and Robert Owen was declared elected.

- 8.2 The remaining officers were all due for re-election, and as a result of a decision taken at the 206 AGM in Brunnen, the officers elected at this meeting will serve for three years so that future elections will coincide with the year of a world championship.
- 8.2 Vice-President (Racing). Paul Smith had indicated he did not wish to stand for re-election. The Board had proposed Dirk Stolp be elected as his replacement, a proposal supported by Paul Smith himself and seconded by Robin Richardson. Dirk Stolp was elected unanimously.
- 8.3 The remaining officers had all indicated their willingness to stand for re-election, and no alternative candidates had been proposed. With the unanimous approval of the meeting, the following were declared re-elected:

VP(T) - Ian Howlett

VP(Marketing) – Thomas Kuhmann

VP(Classics) – David Elliott

VP(Open Division) – Steve Kinsey

Treasurer – Christian Teichmann

9 Governance - a proposal to increase ISMA's Board to include a representative of each national association

- 9.1 RO explained that he had initiated this proposal because he was concerned that the representation of national associations on ISMA's Board was determined by which individuals were elected as officers, and this meant that some associations were not represented. Peter Hofmann was reluctant to accept the idea, because he suggested that any association needing to have its voice heard would do so anyway. However, he saw no downside to the idea. It was also pointed out that under the existing system some quite large bodies of members, such as the Finnish association, had no representatives on ISMA's Board.

- 9.2 The proposal was agreed unanimously.

10 Review of ISMA Regatta Venues

- 10.1 PS, as the retiring VP(Racing) summarised what he saw as the achievements of his time in office. The Association had benefitted from continuity. In particular he noted that Sailing Instructions had become more standardised, and the Association had formalised its regatta requirements so that prospective regatta organising authorities knew what was expected of them.
- 10.2 Turning to the future programme, PS noted that the venues for 2019 (Worlds, Hanko, Finland) and 2020 (Europeans, Sanxenxo, Spain) were already

confirmed. Two suggestions had been put forward for the World Championships in 2021: Sanxenxo, and Seawanhaka. He noted that, apart from an initial letter expressing interest in holding a championship, no substantive proposal had emerged from Seawanhaka. In response to a question, the North American association had confirmed that they would not support Seawanhaka as a venue for 2021. Selecting Sanxenxo as a venue for a second year running would be counter to past practice. However, the meeting perceived some significant advantages, particularly if the 2020 fixture was fairly late in the season and the 2021 championships were held early, and if there was space for visiting boats to be stored in Spain for the winter. Representatives of the Spanish fleet confirmed that this would be possible. The meeting agreed that the class should select Sanxenxo as the venue for the 2021 World Championships.

10.3 Looking further ahead, PS noted that the venues for the following years were not yet fixed, and this would be a topic for the next spring meeting. A suggestion had already been made that the Association might be interested in holding the 2022 Europeans in Brunnen, if Beat Furrer was prepared to organise another event there. For the Worlds in 2023, the British association indicated that it would be interested in hosting an event at Cowes, and Seawanhaka was suggested as a possible alternative. For 2024, French members noted that France was hosting the Olympics in that year, and there was already some interest in an event to commemorate the previous involvement of the class in the 1924 Olympics at Le Havre.

10.4 XS noted that ISMA had received an invitation from Monaco Classic Week, to be held from 11 to 15 September 2015, and publicity material had been distributed in the race packs. In response to a question from the floor, XS agreed to establish whether this invitation was for classic boats only, or whether open division boats could enter.

XS

11 Class Rule Changes

In the absence of VP(Technical), XS presented the following items

11.1 Amend the Class Rule to make ISMA the certifying authority and to change the requirements for re-validation

11.1.1 XS drew attention to the detail of the proposal which had been circulated with the agenda. He explained that the Class has detected some problems with the measurement and certification procedure, which has led to inconsistent practices in different countries, and no central record of the measurement status of each yacht. It was therefore proposed that the Class should follow the example of other international classes and appoint ISMA as the Certification Authority for the class. Further, it was proposed that the re-validation requirements were changed to require re-measurement on change of ownership.

11.1.2 In explanation, XS cited an example where inconsistencies had only come to light after a boat had changed hands. Investigation had indicated that the

problem was not the fault of the previous owner, but was a result of changes made even earlier. XS also noted that there was a significant variability in the availability of qualified measurers, and in the ability of national authorities to play their part in the certification process.

11.1.3 In a comment from the floor, it was noted that any proposed new wording would need to accommodate the situation of joint or syndicate ownership of boats, and what should happen if the ownership of the boat changed only partly. XS noted that this was an issue that would have to be addressed. XS

11.1.4 The proposal asked the meeting to agree that XS should submit this proposal to World Sailing for incorporation in the Class Rule. The meeting agreed unanimously.

11.2 Amend Class Rule Appendix A

11.2.1 XS referred to the draft that had been circulated with the agenda. He explained that this proposal was designed to rectify, as far as possible, the shortcomings of the existing text. As competition in the classic fleet had intensified, it had become clear that the existing wording was not stringent enough to reflect the original intent of Appendix A. In particular, the revised wording would make it clear that boats using the concession on deep flotation allowed by Appendix A would not be permitted to add any additional ballast in excess of what was shown on their original start-of-life certificate.

11.2.2 The meeting agreed unanimously that the proposed amendment should be submitted to World Sailing for incorporation in the Class Rule.

11.3 Amendments to the World Championship Deed of Gift

11.3.1 XS explained that this proposal was a result of discussions at the preceding spring meeting. Discussions at that meeting had revealed a strong feeling that winners of the principal trophies should maintain the integrity of the Class Rule, and should rate no more than 6.0m. It was recognised that boats which use the concessions set out in Appendix A would, if measured afresh at their current deeper flotation, rate over 6.0m. It had therefore been proposed that the Deed of Gift for the World Championship should be amended so that boats certificated using Appendix A would no longer qualify for the Djinn Trophy, and it was anticipated that a similar adjustment would be made to the European Championship Rules as regards the President Woodrow Wilson Trophy.

11.3.2 XS noted that such a change would effectively ban an unknown number of yachts from competing for the major championship prizes, though it had been suggested that such yachts would probably not achieve high placings in the fleet. A compensating measure might be to introduce new prizes limited to yachts using Appendix A.

11.3.3 However, since the proposal had been published, it had become clear that a number of national associations would not support the change as it was currently proposed. Speaking for the North American association, Peter Hofmann noted that he had found a roughly 50/50 split in support for the measure. Although the proposal had initially had the support of his association – noting that the Djinn Trophy is in the gift of the Puget Sound Six Metre Association – he believed it would be sensible to defer further consideration of the proposal until the full effect of the previous proposal to amend Appendix A had taken effect.

11.3.4 The meeting agreed to defer consideration of the proposal.

11.4 Amendment to Class Rule 33 – Exotic Materials

11.4.1 XS explained that this was not a new proposal. The class had already agreed it at the 2004 AGNM in Porto Rotundo, and details had been circulated in the ISMA Journal at the time. The proposals were submitted to World Sailing (then known as ISAF) as part of a package of changes but, for reasons never properly explained, they were not incorporated in the Class Rule.

11.4.2 The detail of the proposal had been set out in a paper circulated with the agenda. XS noted that it would have no effect for the majority of boats, but that the wording requires mast to be made of wood or aluminium, and so glass fibre mast or boom would not be allowed. Equally, carbon fibre would not be allowed for a mast or boom, but the existing permission for carbon fibre spinnaker poles and tiller extensions would be retained.

11.4.3 In discussion, it was noted that the earlier question about the use of carbon fibre below the waterline had not been addressed. Rudders are already allowed to be made of any material, subject only to a minimum weight of rudder and stock. The use of carbon fibre in the hull and deck is currently forbidden by the existing wording of Rule 26, but the specification for keel materials merely says ‘material no heavier than lead’.

11.4.4 XS agreed that the wording of any new rule would have to clarify the use of carbon fibre in other underwater appendages which were not defined as a rudder and which were not covered by the definition of hull or deck. With this qualification, the proposal was agreed unanimously.

XS

12 **Archive Project**

12.1 Jenny Wittamore presented a progress report. She reminded the meeting that the intention of the project was to establish a digital archive of known material relating to the history of the class, and where possible to uncover hidden material, to make it available to historians of the future. There were a number of detailed issues to be addressed, notably to ensure that copyright was acknowledged, standards for digitising material were established, and contributors’ privacy was respected.

12.2 As a significant step forward the project had engaged an appropriate website specialist. The next step was to explore worldwide for any appropriate collections that could contribute to the archive. The idea was not to write a history, but to identify and collect source material for others to access and use.

12.3 The current project timetable calls for the website design to be agreed by the end of September, with a view to a 'soft launch' at the end of the calendar year. At this stage the website will be publicly visible, but not fully populated. By Spring 2019 the plan is to have a fully operational website with a growing population of data.

13 Subjects for Discussion at Future Meetings

13.1 The President noted that a number of issues had arisen during the meeting that would require further debate. However, no proposals were made for any additional items for discussion.

13.2 The President thanked His Majesty for honouring the meeting with his presence, and thanked the members of ISMA for their contributions to the discussion.

There being no other business, the meeting closed at 1900.

T J Russell
Executive Secretary
11 October 2018